NORAC OPERATING RULES

TENTH EDITION

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Adirondack Scenic Railroad
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C&S Railroad Corporation
Cape Cod Central Railroad
Cape May Seashore Lines
Central New England Railroad
Claremont Concord Railroad Corporation
Columbia & Reading Railway Company
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Southeastern Pennsylvania Transp. Authority (SEPTA)
Southern Railroad of New Jersey
Valley Railroad Company
Wellsboro & Corning Railroad
West Chester Railroad
Winimac Southern Railway
Winnipesaukee Scenic Railroad

INTRODUCTION

These rules govern the operation of the railroads listed on the previous pages, apply equally to all railroad employees, and must be observed by all employees whose duties are in any way affected by them.

Use of the male gender throughout these rules is for convenience and clarity only. All rules apply equally to male and female personnel.

The following craft titles have been shortened to reflect common usage:

“Operator” refers to the Block Operator, Train Director, Leverman, or Dispatcher when operating interlocking or controlled point appliances.

“Dispatcher” refers to the Train Dispatcher.

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TERMINOLOGY, DEFINITIONS, and AUTHORIZED ABBREVIATIONS

Abbreviations included in parentheses are authorized for use in Timetables, Bulletin Orders, and Form D's.

ABSOLUTE BLOCK: A block that must not be occupied by more than one train.

AUTHORIZED BUSINESS PURPOSE: A purpose directly related to the tasks that an employee is expected to perform during the current tour of duty, as specified by the railroad in writing.

AUTOMATIC BLOCK SIGNAL: A block signal that is activated either by track circuit or in conjunction with interlocking or controlled point circuits. This block signal automatically indicates track condition and block occupancy.

AUTOMATIC BLOCK SIGNAL SYSTEM (ABS): A block signal system in which the use of each block is governed by an automatic block signal, cab signal, or both.

AUTOMATIC TRAIN STOP (ATS): A device on an engine which will cause a penalty application of the brakes if the engineer fails to acknowledge a cab signal change to a more restrictive indication.

AVENUE (Ave)

BLOCK: A length of track with defined limits on which train movements are governed by block signals, cab signals, or Form D.

BLOCK SIGNAL: A fixed signal displayed to trains at the entrance of a block to govern use of that block.

BLOCKING DEVICE: A lever, plug, ring, or other method of control that restricts the operation of a switch or signal.

BLOCKING DEVICE APPLIED (BDA)

BLOCKING DEVICE REMOVED (BDR)

BLUE SIGNAL: A clearly distinguishable blue flag, blue light or blue tag by day, or a blue light or blue tag by night. When displayed, it signifies that workers are on, under or between equipment.

BOLT-LOCK SWITCH: A hand-operated switch equipped with a pipe connected locking device that is designed to shunt the signal system before the switch points are operated.

BULLETIN ORDER (BO): A publication used to notify employees of changes to rules, procedures, or other instructions affecting the movement of trains. Bulletin Orders are issued periodically by the designated officer.

CAB SIGNAL: A signal that is located in the engine control compartment and which indicates track occupancy or condition. The cab signal is used in conjunction with interlocking signals and with or in lieu of block signals.

CAB SIGNAL SYSTEM (CSS)

CAMP CAR: Any on-track vehicle, except a wreck train, that is used to house railroad employees.

CAR SHOP REPAIR TRACK AREA: One or more tracks within an area in which the testing, servicing, repairing, inspecting, or rebuilding of cars is under the exclusive control of mechanical department personnel.

CONDUCTOR (Cndr)

CONDUCTOR and ENGINEER (C&E)

CONTROL STATION: The Dispatcher's office or the location where the Operator is on duty, from which remote control signal appliances or switches are operated.

CONTROLLED POINT (CP): A station designated in the Timetable where signals are remotely controlled from the control station.

CONTROLLED SIDING (CS): A circuited siding in which both ends are controlled and governed by signals under the control of a Dispatcher or Operator.

CONTROLLED SIGNAL: A fixed signal, capable of displaying Stop indication, that is controlled by a Dispatcher or Operator.

CROSSING AT GRADE: Two or more routes that intersect at the same level. Crossing at Grade may refer to a railroad or highway crossing at grade.

CROSSOVER: A combination of two switches connecting two adjacent tracks. When lined, this switch combination allows movements to cross from one track to the other.

CURRENT OF TRAFFIC: The assigned direction of movement on a Rule 251 main track, as specified in the Timetable.

DERAIL: A track safety device designed to guide a car off the rails at a selected spot as a means of protection against collisions or other accidents.

DISPATCHER (Dspr)

DISTANT SIGNAL: A fixed signal used to govern the approach of a train to a home signal.

DIVISION: That portion of the railroad system assigned to the supervision of a Superintendent.

DIVISION NOTICE (DN): A publication issued periodically by the designated officer, which contains instructions or information which do not affect the movement of trains.

DUAL CONTROL SWITCH: A power-operated switch also equipped for hand operation.

EFFECTIVE LOCKING DEVICE: A switch padlock that is vandal and tamper resistant, and can be unlocked only by the class, group or craft of employees that applied it.

EFFECTIVE SECURING DEVICE: A device applied to secure a manually operated switch or derail for the protection of Roadway Workers. The device must be vandal and tamper resistant, and designed to be applied, secured, uniquely tagged and removed only by the class, group or craft of employees for whom the protection is provided.

ELECTRICALLY LOCKED SWITCH: A hand-operated switch equipped with an electrically controlled device that restricts the movement of the switch.

ELECTRONIC DEVICE: An electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; take or look at pictures; read a book or other written material; play a game; navigate the Internet; navigate the physical world; play, view, or listen to a video; play, view, or listen to a television broadcast; play or listen to a radio broadcast other than a radio broadcast by a railroad; play or listen to music; execute a computational function; or, perform any other function that is not necessary for the health or safety of the person and entails the risk of distracting the employee or another employee from a safety-related task. This term does not include:

1. Electronic control systems and informational displays in the locomotive cab or control compartment of a train or track car, or on a remote control transmitter, used to operate a train or track car or conduct a switching operation, including functions associated with controlling switches.
2. Electronic control systems and informational displays used by Train Dispatchers in the performance of assigned duties.
3. A digital watch that functions only as a timepiece.
4. Medical devices prescribed by a licensed practitioner intended for use in the diagnosis, cure, mitigation, treatment, or prevention of disease or other conditions.
5. Railroad-supplied radios.

ENGINE (Eng): A unit or combination of units propelled by any form of energy and operated from a single control, used in train or yard service. The word “engine” may also be used to identify control cars.

ENGINE SERVICING TRACK AREA: One or more tracks within an area in which the testing, servicing, repairing, inspecting, or rebuilding of engines is under the exclusive control of mechanical department personnel.

ENGINEER (Engr)

EXTRA TRAIN: A train not designated by a Timetable schedule.

FIXED SIGNAL: A signal at a fixed location that affects the movement of a train.

FOREMAN (Frm)

FORM D CONTROL SYSTEM (DCS): A block system, signaled or non-signaled, in which the movement of trains outside of yard limits is authorized by Form D.

FOULING A TRACK: Being in such proximity to a track that an individual, tools or equipment could be struck by a moving train or other on-track equipment, or in any case is within four feet of the nearest rail.

FOULING POINT: The point on a track beyond which equipment will foul an adjacent track. Fouling points will not safely accommodate a person riding the side of a car.

FREIGHT (Frt)

GENERAL ORDER (GO): A publication used to summarize changes to the Timetable and other instruction manuals. General Orders contain revision pages for the Timetable and are issued periodically by the designated officer.

HOME SIGNAL: A fixed signal governing entrance to an interlocking or controlled point.

IN DEADHEAD STATUS: Awaiting or in deadhead transport from one point to another as a result of a railroad-issued verbal or written directive.

INDUSTRIAL TRACK (Ind): A track other than a main track, running track, siding or yard track, upon which movements must be made at Restricted Speed.

INTERLOCKING (Int): An interconnection of signals and signal appliances such that their movements must succeed each other in a predetermined sequence, assuring that signals cannot be displayed simultaneously on conflicting routes. Interlocking rules are in effect in an interlocking.

INTERLOCKING APPLIANCES: The parts of an interlocking that are capable of movement—switches, derails, locks, movable point frogs, movable bridges, etc.

INTERLOCKING LIMITS: The tracks between the opposing home signals of an interlocking.

INTERLOCKING SIGNALS: The fixed signals of an interlocking.

INTERLOCKING STATION: A location from which an interlocking is operated.

JUNCTION (Jct): A location designated by the Timetable where two or more railroad lines converge.

MAIN TRACK: A track designated by Timetable upon which train movements are authorized by ABS, DCS, or interlocking rules.

MAINTENANCE OF WAY (MW)

MARKER: A reflector, flag, or highly visible marking device, in the red-orange-amber color range, affixed to the rear of a train to indicate that the train is complete.

MILE POST (MP)

MILES PER HOUR (MPH)

MOVABLE POINT FROG: A frog with a moving alignment, allowing open flangeway for train movement.

MOVEMENT PERMIT FORM D: A form containing written authorization(s), restriction(s), or instruction(s), issued by the Dispatcher to specified individuals.

NUMBER (No.)

OCCUPIED CAMP CAR SIGNAL: A white circular sign with black letters, which must be supplemented by a white light at night. When displayed, it signifies that employees are in, around, or in the vicinity of camp cars.

OPERATOR (Opr)

OVERHEAD BRIDGE (OH Br)

PANEL BLOCKING DEVICE APPLIED (PBDA)

PANEL BLOCKING DEVICE REMOVED (PBDR)

PASSENGER (Psgr)

PERSONAL ELECTRONIC DEVICE: An electronic device that was not provided to the employee by the railroad for an authorized business purpose.

PILOT: An employee assigned to a train or track car when the Engineer, Conductor or Track Car Driver is not qualified on the physical characteristics or the operating rules of the territory to be traversed.

PUSH-PULL TRAIN: A passenger train with a Multiple Unit (MU) or control car on either end.

QUIET ZONE (QZ): A portion of track within which is located one or more public highway grade crossings at which locomotive horns are not routinely sounded. Quiet Zones are identified in the Timetable or Bulletin Order.

RAILROAD-SUPPLIED ELECTRONIC DEVICE: An electronic device provided to an employee by the employing railroad for an authorized business purpose. A railroad-supplied device will be considered a personal electronic device when it is being used by the employee for a purpose other than an authorized business purpose.

RETURN MOVEMENT: The movement of an uncoupled engine (or engines) or leading portion of a train, directed back toward the remaining stationary portion of the same train.

REVERSE MOVEMENT: A movement opposite the direction previously authorized.

ROADWAY WORKER: Any employee of a railroad, or of a contractor to a railroad, whose duties include and who is engaged in the inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communications systems, electric traction systems, roadway facilities or roadway maintenance machinery on or near the track or with the potential of fouling a track, and employees responsible for their protection.

RULES-IN-EFFECT: The specific operating rule or group of operating rules that govern the use of tracks, as designated by the Timetable.

RUNNING TRACK: A designated track on which movements may be made by signal indication or at Restricted Speed under the authority of an employee designated in the Timetable.

SCHEDULE: The part of the Timetable that prescribes direction, number, frequency, and times for movement of designated trains.

SCHEDULED TRAIN: A train designated by Timetable Schedule.

SEMI-AUTOMATIC SWITCH: A hand-operated switch that is designed to be trailed through in either position. The switch points stay in the position last used.

SIDING: A track adjacent to a main track and used for meeting or passing trains.

SIGNAL (Sig)

SIGNAL ASPECT: The signal appearance, which conveys an indication as viewed either (1) from the direction of an approaching train, or (2) on the cab signal display unit in the engine control compartment.

SIGNAL INDICATION: The required action conveyed by the aspect of a signal.

SPECIAL INSTRUCTION (SI)

SPEED CONTROL: A device on an engine which will cause a penalty application of the brakes if the engineer fails to reduce the train's speed to the speed required by the cab signal indication.

SPEEDS:

NORMAL SPEED: The maximum authorized speed.

LIMITED SPEED: For passenger trains, not exceeding 45 MPH; for freight trains, not exceeding 40 MPH.

MEDIUM SPEED: Not exceeding 30 MPH.

SLOW SPEED: Not exceeding 15 MPH.

RESTRICTED SPEED: (Refer to Rule 80, "Movement at Restricted Speed.")

SPRING SWITCH: A hand-operated switch that is designed to be trailed through in either position. The switch points automatically return to their original position after being trailed through.

STATION: A place designated on the station pages of the Timetable by name.

STREET (St)

SWITCH (Sw)

TEMPORARY BLOCK STATION (TBS): A manned station that is established by Bulletin Order or Form D to control the movement of trains.

TIMETABLE: A printed booklet that contains schedules and/or special instructions affecting the movement of trains.

TRACK (Trk)

TRACK BARRICADE: A designated sign or obstruction fastened to a track that prevents access to the track.

TRACK CAR (TC): Equipment, other than trains, operated on a track for inspection or maintenance. Track cars might not shunt track circuits.

TRAIN: An engine with or without cars.

UNDERGRADE BRIDGE (UG Br)

YARD: A system of tracks used for the making up of trains and storing of cars. Movements in a yard must be made at Restricted Speed.

YARD LIMITS: The main track area between Yard Limit signs as designated in the Timetable. Movements within Yard Limits are governed by Rule 93.

GENERAL RULES

A. Required Books

Employees must maintain and have with them while on duty a copy of the following:

1. The Operating Rules and Timetable, if their duties are affected by them.
2. The Safety Rules for their department.
3. The Hazardous Materials Instructions, if they are involved in the shipment of hazardous materials.
4. The Air Brake Instructions, if their duties are affected by them.

B. Rules and Special Instructions

Employees must be familiar with and obey all rules and special instructions that relate to their duties. If in doubt as to the meaning or application of a rule or special instruction, an employee must request an explanation from the proper authority.

C. Required Examinations

Employees whose duties require them to be qualified on the Operating Rules and Timetable must pass the required examinations. These employees must attend examination classes as directed by proper authority, but not less than once every three calendar years.

Employees will be given a written examination on the Operating Rules and must obtain a score of at least 85%. When reporting for the examination they must present their Operating Rules book, Timetable and other instructions for inspection. Employees who fail this examination must take a second examination within thirty days. Employees who fail the second examination, or who fail to be re-examined within 30 days, will not be qualified to perform service.

When an employee passes a physical characteristics examination, the territory on which the employee is qualified must be shown on the "Qualified for Service" page of the employee's Timetable, if provided.

D. Employee Conduct

Employees must devote themselves exclusively to the Company's service while on duty. They must render every assistance in their power in carrying out the rules and special instructions, and promptly report any violation to the proper official.

To remain in service, employees must refrain from conduct that adversely affects the performance of their duties, other employees, or the public. Employees must also refrain from conduct that discredits the Company.

Acts of insubordination, hostility or willful disregard of the Company's interest are prohibited.

E. Prohibited Behaviors

The following behaviors are prohibited:

1. While on duty or on company property: Gambling, fighting or participating in any illegal, immoral or unauthorized activity.
2. When required to perform service:
   a. Sleeping or assuming an attitude of sleep.
   b. Playing cards or other games.
   c. Reading other than Company instructions.
   d. Having magazines, newspapers, and other literature not related to one's duties visible in the operating cab of a train or other on-track equipment. Such personal items must be enclosed in the owner's personal luggage.
3. Solicitation of gratuities from patrons.
4. Unauthorized use of electronic devices.

F. Reporting Unusual Occurrences

Derailments, collisions, storms, washouts, high water, fires, obstructions to tracks, and any other condition which could result in death or injury, damage to property or disruption of railroad operations must be reported to the Dispatcher by the quickest available means of communication.

G. Drugs and Alcohol

Employees are prohibited from engaging in the following activities while on duty or reporting for duty:

1. Using alcoholic beverages or intoxicants, having them in their possession, or being under their influence.
2. Using or being under the influence of any drug, medication, or other controlled substance – including prescription and/or over-the-counter medication – that will in any way adversely affect their alertness, coordination, reaction, response or safety. Employees having questions about possible adverse effects of prescribed medication must consult a Company medical officer before reporting for duty.
3. Illegally possessing or selling a drug, narcotic or other controlled substance.

An employee may be required to take a breath test and/or provide a urine sample if the Company reasonably suspects violation of this rule. Refusal to comply with this requirement will be considered a violation of this rule and the employee will be promptly removed from service.

H. Smoking

Employees on duty in or about passenger stations or passenger trains are prohibited from using tobacco while serving patrons or while in their presence. Smoking in engines, except in cabs, is prohibited.

I. Fire Precautions

Employees must use every precaution to prevent fires. The Dispatcher, Yardmaster or employee in charge must be notified promptly when any fire is observed on or near company property.

J. Uniforms; Grooming

Employees required to wear a uniform must wear the prescribed uniform and shall maintain a presentable appearance at all times.

K. Courtesy Towards Public and Patrons

To avoid annoyance to patrons and the public, employees authorized to transact business in offices, stations, and on or about trains must be courteous and orderly.

L. Protecting Company Affairs and Property

The divulging of the Company's business affairs to persons other than those authorized to receive such information is prohibited.

Company property must be protected. If Company property is endangered, employees must unite to protect it. Misplaced articles and freight found on Company equipment or property must be cared for and reported promptly.

It is prohibited to abuse, misuse, deface, or deliberately damage or destroy Company property, tools, or equipment.

Employees must keep switch keys in secure places, and must not allow unqualified or unauthorized persons to use or gain possession of these keys.

The unauthorized possession, removal, or disposal of any material from railroad property or property served by the railroad is prohibited.

Unauthorized persons must not be allowed on company property or equipment at any time.

M. Corrective Lenses

Employees whose duties require them to distinguish the color or position of signals and who require the use of corrective lenses will be governed as follows:

1. They must wear such corrective lenses while performing their duties.
2. Employees who require corrective lenses for distance vision must have an extra pair with them while on duty.
3. Employees whose vision requires the use of corrective lenses will be examined only while wearing the proper corrective lenses. They will not be examined unless they have the proper number of pairs of corrective lenses with them at the examination.
4. Goggles with corrective lenses must be rigid frame type and will be considered the same as corrective lenses.
5. Employees may wear neutral gray tinted sunglasses when exposed to direct rays or glare of the sun.
6. Employees are prohibited from wearing light-activated tinted eyeglasses.

N. Complying with Rules, Orders, and Instructions

Employees on duty on any division or railroad must comply with the orders and instructions of that division or railroad, unless otherwise directed.

O. Maintaining Workplace

Employees must keep their workplace in a neat and orderly condition.

P. Operating Engines

Only a qualified employee or a trainee under the personal supervision of a qualified employee is permitted to operate an engine.

Q. Hours of Service

Employees must be familiar and comply with the Federal hours of service requirements. They must not exceed the on-duty limitations set forth in these requirements without proper authority.

Employees are expected to use off-duty time in a manner that allows them to be fit for duty when they return to work. An employee who is called to report for duty before the mandatory off-duty period has expired must report that fact to the individual making the call.

Train and engine crews must notify the appropriate Train Dispatcher or other designated supervisor not less than three hours before the expiration of their legal on-duty period, unless scheduled to complete their assignment before their legal work period expires.

R. Injuries on Railroad Property

Initial medical assistance should be afforded to all persons injured on railroad property.

A report of such occurrences must be made promptly to the designated officer, followed by a full written report on the prescribed form. Names and addresses of all witnesses should be obtained.

When persons are injured by appliances on engines or cars, or by tools or machinery, such equipment must be immediately inspected. If defective, the equipment must be properly identified as such, protected, and removed from service.

S. Safety; Following the Safe Course

Safety is of first importance. These rules provide for a safe and efficient operation. In case of doubt, the safe course must be followed.

T. Reporting for Duty; On Call

Employees must report for duty at the required time.

Employees subject to call must not leave their usual calling place without notice to those required to call them.

Employees must not absent themselves from duty or leave their assignment or engage a substitute to perform their duties without permission of a designated officer.

Employees must give immediate written notice of change in residence or telephone number to a designated officer.

U. Reporting Medical Condition

Employees must notify the company medical officer of any condition not already on record with the railroad, which could impair their ability to perform their duties. This notification must be made immediately upon the employee receiving knowledge of the condition, and is not limited to those conditions discovered during required medical examinations.

REPORTING FOR DUTY

1. General Orders, Bulletin Orders, Division Notices

When reporting for duty, employees whose duties are affected by General Orders, Bulletin Orders and Division Notices must familiarize themselves with, and must comply with, those instructions pertaining to any portions of the territory on which they are qualified or ordered to operate. They must have a copy of each General Order and Bulletin Order with them while on duty.

At locations specified in the Timetable, employees reporting for duty must examine the Bulletin Board, then sign the Employees' Register.

An employee must contact the Dispatcher if:

1. He does not have a copy of the current information affecting the movement of his train.

or

2. He reports for duty at a location where no Employees' Register is located.

The Dispatcher must inform the employee of all information affecting the movement of his train. The receiving employee must record this information.

When a Bulletin Order or Division Notice is issued after the summary, a designated employee assigned to the Dispatcher's office must ensure that such information is properly posted at each Bulletin Board location. The Dispatcher must not consider these Bulletin Orders or Division Notices in effect at a Bulletin Board location until informed that the Bulletin Order or Division Notice is properly posted.

General Orders, Bulletin Orders and Division Notices will be numbered consecutively, prefixed by the number of the current Timetable, and will contain a subheading indicating the territory in which they apply.

2. Standard Time, Standard Clocks

Standard Time will apply, and standard clocks must indicate the correct time. The employee assigned to check clocks at a location must set clocks to the correct time, if necessary, once each day the office is open.

3. Correct Time

Employees whose duties are affected by the Timetable must use a reliable watch. Before starting each tour of duty they must set their watch with a standard clock.

If they do not have access to a standard clock, they must compare watches with another employee who has determined the correct time.

4. Job Briefings

Employees whose duties require coordination with other employees must hold a job briefing to review all operational and safety conditions before, during and after such duties. Operational and safety conditions that require a job briefing include, but are not limited to:

1. Prior to beginning any shoving movement;
2. Prior to acting on a Form D received en route;
3. When work conditions or situations change;
4. Prior to and upon the completion of the handling of switches and derails, and
5. At the completion of tasks associated with placing and securing equipment to be left unattended.

Job briefings should be conducted face to face, but may be held via radio or telephone when a face to face briefing is not practical or possible. Job briefings must cover, but are not limited to:

1. Bulletin Order items affecting the movement of the train or track car;
2. Form Ds in effect;
3. Known safety hazards, including the presence of other crews working in the area;
4. Work assignments for each crew member performing on-ground tasks.

Job briefings must not be considered complete until all involved employees have acknowledged their understanding of the information covered.

MISCELLANEOUS SIGNALS

10. Proper Equipment for Signaling

Employees whose duties may require them to give signals must provide themselves with the proper equipment. They must keep this equipment in good order and ready for immediate use.

A train or track car must not be operated without a red flag, white light, and at least 6 fusees.

11. Flags and Lights: Periods of Display

Flags of the prescribed color must be used by day and lights of the prescribed color used by night.

12. Day and Night Signals

Day signals must be displayed from sunrise to sunset, but if day signals cannot be plainly seen, night signals must be used. Night signals must always be used from sunset to sunrise.

The following signals will be used by employees performing flagging duties:

Day Signals: A red flag and fusees.

Night Signals: A white light and fusees.

13. Hand Signals

Hand Signals must be given from a point where they may be plainly seen, in a manner that can be understood and sufficiently ahead of time to permit the train to comply.

Movement must be stopped if:

1. There is doubt concerning the meaning of a signal.

or

2. There is doubt for whom the signal was intended.

or

3. The signal disappears from view.

Any object waved violently by anyone on or near the track is a signal to stop.

While handling a crane at a derailment, an engine must not be moved until:

1. The proper hand signal with green flag or green light is received.

or

2. Positive instructions in accordance with radio rules are clearly understood.

(Rule 13 Continued)

If a train has one engine unit, signals to the Engineer must be given according to the way the unit is headed. If a train has more than one engine unit, and they are headed in opposite directions, no movement will be made until the Conductor has an understanding with his crew.

Hand signals, with or without a flag or lamp, must be given as follows:

(a) **Stop**
Swung horizontally at right angle to the track.

(b) **Reduce Speed**
Held horizontally at arm's length

(c) **Proceed**
Raised and lowered vertically.

(d) **Back**
Swung vertically in a circle at half arm's length,
at right angle to the track.

(e) **Apply Air Brakes**
Swung horizontally above the head, when train is standing.

(f) **Release Air Brakes**
Held at arm's length above the head, when train is standing.

(g) **Drop or Raise Pantograph**
Swung vertically in a circle at full arm's length, at right angle to the track.

14. Unattended Fusees

If a train on a main track or controlled siding encounters an unattended fusee burning on a main track or controlled siding, or on a track next to a main track or controlled siding, it must stop. It must then proceed at Restricted Speed until the head end is 1 mile beyond the fusee.

A train must not be stopped over a burning fusee if it can be avoided. If so stopped and the train cannot be moved, the fusee must be extinguished.

Fusees must not be placed on bridges or other structures that are liable to be damaged by fire.

16. Blue Signal Protection of Workers

This rule prescribes the procedures for the protection of railroad workmen who work on, under or between equipment. "Workmen" refers to one or more employees assigned to inspect, test, repair, or service engines and/or cars. Train and Engine Service Employees are excluded except when assigned to perform work on equipment that is not part of movement they have been called to operate.

a. Restrictions

Once a Blue Signal has been displayed, the following restrictions apply:

1. The equipment must not be coupled to or moved.

   EXCEPTION: When under the direction of the employee in charge of the workmen, engines may be repositioned within an Engine Servicing Track Area, and cars may be repositioned within a Car Shop Repair Track Area. Employees on the affected track must be informed of the movement, and Blue Signals must be removed from the equipment to be repositioned or coupled. The Blue Signals need not be removed from the switches or derails providing access to the track.

(Rule 16 Continued)

2. Other equipment must not be placed on the same track in a manner that will reduce or block the view of a Blue Signal.

3. Equipment must not pass a displayed Blue Signal.

4. Only a person of the same group or craft that displayed the signals may remove it, after all the workmen are clear.

b. Responsibilities of Workmen

Before going on, under, or between engines and/or cars, workmen must take the actions prescribed below. Each craft or group of workmen must display their own Blue Signals.

If the equipment is on a track other than a main track or controlled siding:

1. Attach a Blue Signal to the controlling engine(s) at a location where it will be clearly visible to an employee at the controls of that engine.

2. Line each hand-operated switch providing access to the track against movement to the track, and lock each switch with an effective locking device.

   EXCEPTION: A derail locked in derailing position with an effective locking device may substitute for the hand-operated switch requirement. The derail must be positioned no less than 150 feet from the end of the equipment, except as follows. When equipment is in an Engine Servicing Track Area or a Car Shop Repair Track Area, where maximum authorized speed is not more than 5 MPH, the derail must be positioned no less than 50 feet from the end of the equipment.

3. Display a Blue Signal at each of the hand-operated switch and/or derail locations mentioned above.

4. Request and receive protection from the employee controlling any remotely controlled switches that provide access to the track. This procedure also applies to hump yard classification tracks where employees couple air hoses or adjust coupling devices.

If the equipment is on a main track or controlled siding:

1. Display a Blue Signal at each end of the equipment.

2. Attach a Blue Signal to the controlling engine(s) at a location where it will be clearly visible to an employee at the controls of that engine.

c. Responsibilities of Employee Controlling Remotely Controlled Switches

When requested to provide protection, the employee in charge of remotely controlled switches providing access to the track on which the equipment is located must line the switches against movement to the track and apply blocking devices. The employee must not remove the blocking devices until informed by the employee in charge of the workmen that the work has been completed. The employee controlling the switches must immediately make a written record on the prescribed form of the application and removal of the blocking device protection. This record must be retained for 15 days following the date of removal.

d. Blue Signal Unavailable

When emergency repair work is to be done on, under, or between engines and/or cars, and a Blue Signal is not available, the Engineer must be notified. The Engineer must take three actions:

1. Apply the brakes.
2. Place the reverser lever in neutral position or the controller in off position.
3. Open the generator field and/or control switch where equipped.

The engineer must maintain this protection until notified by the employee who requested it that the protection is no longer required.

e. Markers

Blue Signal protection must be provided for workmen when they are:

1. Replacing, repositioning or repairing markers, and the rear of the train is on any track.
2. Inspecting markers by repositioning the activation switch or covering photoelectric cell, and the rear of the train is on a track other than a main track or controlled siding.

f. Alternate Protection for Utility Employees

A Utility Employee is a train and engine service employee who is temporarily assigned to a train or yard crew to assist the crew in assembling, disassembling, or operating trains.

When the protection procedures and restrictions prescribed below have been complied with, Utility Employees may engage in the following activities without blue signal protection: setting or releasing brakes; coupling or uncoupling air hoses or other electrical or mechanical connections; preparing equipment for coupling; setting wheel blocks or wheel chains; performing air brake tests, including the cutting in or out of air brake components and the positioning of retaining valves; inspecting, testing, installing, removing or replacing markers or end of train devices. Under all other circumstances a Utility Employee working on, under or between equipment must have blue signal protection.

(Rule 16 Continued)

The following procedures and restrictions apply to the protection of Utility Employees:

1. A Utility Employee may perform service with only one train or yard crew at a time, and no more than 3 Utility Employees may be assigned to the same crew.
2. The train or yard crew must be assigned a controlling engine that is under the control of the assigned Engineer.
3. The Engineer must be in the cab of the controlling engine. If the engine is stationary, the Engineer may be replaced in the cab by another crew member.
4. Before beginning any duties with a crew, the Utility Employee must obtain permission from the crew's Conductor, or Engineer if no Conductor is assigned.
5. The Conductor, or Engineer if no Conductor is assigned, must notify each crew member of the presence and identity of the Utility Employee before authorizing the Utility Employee to work as part of the crew. Thereafter, communication must be maintained so that each crew member understands the duties to be performed and whether those duties will cause any crew member to go on, under, or between the equipment.
6. When the Utility Employee has finished working with the crew, the Utility Employee must notify the Conductor, or Engineer if no Conductor is present, who in turn must notify each crew member that the Utility Employee is no longer part of the crew. After each crew member has acknowledged the Utility Employee is no longer part of the crew, the Utility Employee must be notified that he is released from the crew.

17. Protection of Occupied Camp Cars

This rule prescribes the procedures for the protection of railroad employees when they are in, around, or in the vicinity of camp cars parked for the purpose of housing them. This rule does not apply to camp cars while the cars are in a train.

a. Restrictions

Once an Occupied Camp Car Signal has been displayed, the following restrictions apply:

1. The camp cars must not be coupled to or moved.
2. Equipment must not be placed on the same track in a manner that reduces or blocks the view of the signal.
3. Equipment must not pass the signal.
4. Only a designated occupant of the camp cars or his immediate supervisor may remove the signal.

b. Responsibilities of Camp Car Occupant/Supervisor

When camp cars are parked on a track for the purpose of housing railroad employees, a designated occupant of the camp cars or his immediate supervisor must take the following actions as soon as the engine has been detached from the camp cars:

If the camp cars are parked on a track other than a main track or controlled siding:

1. Notify the employee in charge of the track on which the camp cars are parked.
2. Line each hand-operated switch providing access to the track against movement to the track; spike and lock each switch with an effective locking device.

   EXCEPTION: A derail locked in derailing position with an effective locking device may substitute for the hand-operated switch requirement. The derail must be positioned no less than 150 feet from the end of the camp cars where maximum authorized speed is greater than 5 MPH, and no less than 50 feet from the camp cars where maximum authorized speed is not more than 5 MPH.
3. Request and receive protection from the employee controlling any remotely controlled switches that provide access to the track.
4. Display an Occupied Camp Car Signal at each of the switch and/or derail locations mentioned above.

If the camp cars are parked on a main track or controlled siding:

1. Notify the employee in charge of the track on which the camp cars are parked.
2. Position a derail locked in the derailing position with an effective locking device no less than 150 feet from the end of the camp cars.
3. Line each hand-operated switch providing access to the track against movement to the track; spike and lock each switch with an effective locking device.
4. Request and receive protection from the employee controlling any remotely controlled switches that provide access to the track.
5. Display an Occupied Camp Car Signal at each of the switch and/or derail locations mentioned above.

When camp cars are to be moved:

1. Notify camp car occupants.
2. Remove spikes, locks, derails, and Occupied Camp Car Signals.
3. Notify the employee in charge of the track.
4. Notify the employee controlling the remotely controlled switches providing access to the track.

(Rule 17 Continued)

c. Responsibilities of Employee Controlling Remotely Controlled Switches

When requested to provide protection, the employee controlling remotely controlled switches providing access to the track where camp cars are parked must line the switches against movement to the track and apply blocking devices. The employee must not remove the blocking devices until the person in charge of the camp car occupants advises him that protection is no longer required. The employee controlling the switches must record the time, date, track, craft and employee names when the track is reported occupied and released. This record must be maintained for 15 days following the date of removal.

18. Horn Signals Used by Dispatchers or Operators

The following are horn signals that may be used by Dispatchers or Operators at interlockings or other designated points. The signals are illustrated by "o" for short sounds and "—" for long sounds.

SOUND	INDICATION
(a) —	All movements within interlocking limits must stop immediately.
(b) o o	Normal movement may be resumed after receiving the proper signal or permission of Operator.
(c) o o o	Whistle or Horn test.
(d) o o o o	Signal maintainer must call the Dispatcher or Operator.
(e) o o o o o	Electric traction employee must call the Dispatcher or Operator.
(f) o o o o o o	Trackman must call the Dispatcher or Operator.

(g) A bell, horn, white light or oscillating white light at remotely controlled signals and interlockings indicates that any employee, except on moving trains, must immediately communicate with the Dispatcher or Operator.

19. Engine Whistle or Horn Signals

The following are engine whistle or horn signals. The signals are illustrated by "o" for short sounds and "—" for long sounds. The sound of the whistle or horn should be distinct, with intensity and duration proportionate to the distance the signal is to be conveyed. The unnecessary use of the engine whistle or horn is prohibited.

Engine whistle or horn signal must be sounded as follows:

(a) Sound: —

Indication: Crew members apply brakes.

(b) Sound: — — o —

Indication:

1. When approaching a public highway-rail crossing at grade and at a whistle sign displaying "W," "W/MX," or other specified aspect, with the engine in front, start whistle signal at least 15 seconds but not more than 20 seconds before occupying the crossing. The signal must be prolonged or repeated until the engine occupies the crossing. For multiple crossings, the signal must be prolonged or repeated until the last crossing is occupied.

   For trains and engines exceeding 60 MPH, the whistle signal must not be started more than ¼ mile in advance of the public grade crossing, even if the advance warning provided by the locomotive horn will be less than 15 seconds in duration.

   When a train or engine is stopped at a location such that it will take less than 15 seconds for the movement to occupy a public grade crossing, the whistle signal may be sounded for less than 15 seconds provided:

   (a) The public grade crossing is equipped with automatic flashing lights and gates and the gates are fully lowered;

   or

   (b) There are no conflicting highway movements approaching the public grade crossing.

   EXCEPTION: This warning must not be sounded at a whistle sign indicating "W/R" or in areas otherwise designated as Quiet Zones, except in an emergency.

2. Approaching and passing standing trains.

(c) Sound: Succession of sounds

Indication: Use as an alarm when persons or livestock are on the track at other than highway crossings at grade.

In addition, use to warn railroad employees when an emergency exists, such as a derailment. When crews on other trains hear this signal, they must stop until it is safe to proceed.

(d) Sound: — o

Indication: Approaching Roadway Workers or their equipment on or near the track, regardless of any whistle prohibitions. After this initial warning, sound two short whistle signals intermittently until the head end of train has passed the Roadway Workers or their equipment.

(e) Sound: o o o

Indication:

1. When stopped, back up.

2. Acknowledgement of hand signal to back up.

(Rule 19 Continued)

(f) Sound: o o

Indication:
1. Acknowledgement of a Stop Signal other than a fixed signal.
2. Acknowledgement of any other signal not otherwise provided for.

(g) Sound: o o o o

Indication: Call for signals.

The following actions must be taken when the horn or whistle on the lead engine or unit fails en route:

1. Notify the Dispatcher as soon as possible.
2. Ring the bell continuously, if equipped.
3. Stop before each public highway crossing at grade and provide on-ground warning until the crossing is occupied, unless:

   a. Automatic crossing warning devices are functioning properly,

   or

   b. No traffic is approaching or stopped at a crossing not equipped with automatic crossing warning devices.
4. Reduce speed to not exceeding 30 MPH while approaching locations where employees are known to be working.
5. Reduce speed at other locations where warranted by the prevailing conditions.

20. Engine Bell

If a train is equipped with an engine bell, it must be sounded:

1. When the engine is about to move.
2. When running through tunnels.
3. While approaching and passing public highway crossings at grade.
4. When approaching locations where Roadway Workers may be at work on tracks, bridges, and other points.
5. When passing a train standing on an adjacent track.
6. In an emergency.

In cases where a momentary stop and start, forward and backward movement is part of a switching operation that does not involve movement over a public highway crossing at grade, the engine bell need not be sounded, unless Roadway Workers are known to be in the area.

21. Communicating Signal Appliance

Each car of a passenger train will be connected with the engine by a communicating signal appliance. The following are communication signals. The signals are illustrated by "o" for short sounds and "—" for long sounds.

	SOUND	INDICATION
(a)	—	When running, stop at once.
(b)	—	When standing, apply or release brakes.
(c)	o o	When standing, start.
(d)	o o o	When standing or running backward, back up two car lengths.
(e)	o o o	When running forward, stop at next passenger station.
(f)	o o o o	When standing, brakes have applied and released on rear car. Brake test completed.
(g)	o	When spotting, switching, or making up trains, prepare to stop.

The communicating signal appliance may be used to start and control a back up move only when the use of radio communication or hand signals is not practical. Once three short sounds have been received, the movement must stop after traveling two car lengths, unless an additional three short sounds is received. Back up moves controlled in this manner must not exceed 15 MPH within interlocking limits, and 20 MPH outside interlocking limits.

When the communicating signal appliance is inoperative and cannot be put in service without delay, the train may proceed after the Conductor and Engineer have an understanding as to how the train is to be operated.

22. Engine Lights

a. Headlight

The headlight facing the direction of movement on every train and engine must be displayed brightly by day and night. Engines in yard service must display the headlight to the front and rear, by day and by night.

EXCEPTIONS: The headlight must be dimmed under the following conditions, except when approaching or passing over public highway crossings at grade:

1. While standing or passing through yards where other engines are working.
2. When approaching a station where a Form D is to be received.
3. When approaching junctions or terminals.
4. When standing or moving on a main track at meeting points.
5. When standing or when approaching another train operating in the opposite direction in multiple track territory.

(Rule 22 Continued)

The headlight may be extinguished:

1. On the end of an engine coupled to cars.
2. When standing on other than a main track.
3. When standing to be met or to be passed by another train in signaled territory.
4. When left unattended on the main track in signaled territory.

If all headlight bulbs fail en route, the Engineer must take the following actions:

1. Illuminate all external engine lights that can be illuminated (except red strobe light).
2. Notify the Dispatcher as soon as practical.
3. Ring the bell continuously, if equipped.
4. Sound the engine whistle or horn frequently.
5. Approach all public highway crossings at grade prepared to stop. Train may proceed over crossing not exceeding 20 MPH. Speed applies to head end only.
6. Reduce speed at other locations when required by the prevailing conditions, not exceeding 50 MPH at night.

EXCEPTION: These restrictions do not apply when the train has operable auxiliary lights.

b. Auxiliary Lights

The leading end of leading engines that operate over public highway crossings at grade at speeds greater than 20 MPH must be equipped with auxiliary lights. Auxiliary lights consist of two ditch lights (auxiliary lights on steady), two crossing lights (auxiliary lights alternately flashing), or one oscillating light (auxiliary light that moves in a circular or figure eight pattern). Auxiliary lights are considered operative when they illuminate after the engine horn and/or bell is sounded or the auxiliary light switch is activated.

Auxiliary lights must be operational before the engine leaves its initial terminal, and must be displayed when the engine is approaching and operating over public highway crossings at grade.

If one of a pair of auxiliary lights fails en route, the train may continue at Normal Speed, but the defective auxiliary light must be repaired no later than the next calendar day inspection.

If all auxiliary lights fail en route, the train must not exceed 20 MPH while the leading end of the train is operating over public highway crossings at grade, and the auxiliary light(s) must be repaired at the next forward repair point.

23. White Light on Lead Car by Night

A white light must be displayed on the front of the leading car when cars are pushed by an engine at night, except when shifting or making up trains in yards.

24. Markers

On a main track or controlled siding outside of yard limits, the rear of a train must be identified by a marker as prescribed below:

a. Passenger Trains, Engines

Passenger trains, lite engines and engines operating at the rear of a train must:

1. Be equipped with an illuminated marking device.

or

2. Have the rear headlight on low beam at all times.

b. Other Trains

Trains other than passenger trains must be equipped with an illuminated marking device under the following conditions:

1. From one hour before sunset until one hour after sunrise.
2. When the visibility is so restricted that the end silhouette of a box car cannot be seen from one-half mile on a straight track.

During other periods, a reflector, flag, or extinguished marking device may be used.

c. Illuminated Marking Device

When an illuminated marking device will be required en route, it must be tested before a train leaves its initial terminal. When the display of a marking device is required, proper functioning of the device must be confirmed at all crew change locations.

d. Failure of Marker En Route

If the marker fails while en route, the Dispatcher must be notified as soon as practical. The train may continue to the next point where the marker can be repaired or replaced.

TAMPERING

30. Tampering with Appliances and Other Equipment

Employees are prohibited from breaking seals on interlocking appliances or other equipment, except when specifically authorized to do so. Employees are prohibited from altering, nullifying or in any manner restricting or interfering with the normal intended function of any device or equipment on engines, cars or other railroad property, except when specifically authorized to do so.

In case of failure, or where seals are found to be tampered with, broken, missing, or authorized to be removed, a report must be made immediately to the Dispatcher, Yardmaster, or Enginehouse Foreman in charge of the territory where the defect is discovered.

INSPECTION OF EQUIPMENT

70. Inspection Before Departure

Conductors and Engineers must know that cars and engines in their train have been inspected. At points where cars that are to be picked up have not been previously inspected by a Car Inspector, train crews must determine that they are safe for movement.

Train crew members must inspect cars and engines for the following problems in particular:

1. Car body:
   (a) Leaning or listing to side.
   (b) Sagging downward.
   (c) Positioned improperly on truck.
   (d) Object dragging below.
   (e) Object extending from side.
   (f) Door insecurely attached.
   (g) Broken or missing safety appliance.
   (h) Lading leaking from a placarded hazardous material car.
2. Insecure coupling.
3. Overheated wheel or journal.
4. Broken or extensively cracked wheel.
5. Brake that fails to release.
6. Doors and drop bottoms of freight cars and trailers must be closed and fastened. Top covers of cars must be secured in place.
7. Any other apparent safety hazard.

Crew members must also ensure that required brake tests are performed on all cars and engines.

No attachment or part of a car may be hanging so low as to foul a crossing at grade or track structure.

Open top loads, including trailers and containers on flat cars, must not have lading shifted or securements loose or missing. Where train consist permits, open-top shiftable loads must not be placed next to an occupied engine unit or other occupied equipment.

Where the width or height of a car or lading appears close to clearance lines, the car may be moved only:

1. With authority of the Dispatcher.

or

2. In accordance with Rule 119, "Hazardous Material; Equipment of Excessive Weight or Dimensions."

Freight cars picked up en route that are safe for movement and placarded with bad order cards may be forwarded to the point where repairs will be made. The Conductor must have a copy of the bad order card or written information contained on the bad order card before the car is picked up.

All crew members must be informed of the presence of the defective car in the train and of any movement restrictions shown on the bad order card.

71. Flat Spots

If a flat spot on a wheel of a car or engine develops en route, a member of the crew must inspect it. Upon completion of inspection, the train will be governed as follows:

a. Proceed at Normal Speed: The train may continue at Normal Speed if no other defects affecting movement are observed, AND if:

1. The flat spot is less than 2½ inches in length.

or

2. If there are 2 adjoining spots, each is less than 2 inches in length.

b. Proceed at 10 MPH: If a flat spot is found in excess of either of the above dimensions, but less than 4 inches, and no other defect is observed, two actions must be taken:

1. Speed must not exceed 10 MPH.
2. A report must be made promptly to the Dispatcher or Operator.

c. Remain Stopped: If a flat spot of 4 inches or greater is found, the train must remain stopped until a report is made to the Dispatcher or Operator. When determined safe for movement, the Dispatcher (or Operator when authorized by the Dispatcher) will order the car or engine to be set out at the first available siding or terminal.

72. Inspection of Moving Trains

Employees must observe passing trains for defects, and the display of headlights, markers and auxiliary lights. The improper display of headlights, markers and auxiliary lights must be reported to the train and the Dispatcher. Trains must be notified and stopped if any of the following defects are observed:

1. Hot Journal.
2. Sliding wheel.
3. Broken wheel.
4. Sticking brake.
5. Swinging door on freight car or trailer.
6. Open plug door.
7. Defective truck.
8. Dragging equipment.
9. Lading shifted over side or end of car.

If attention is called to a dangerous condition, the train must be promptly stopped, consistent with good train handling techniques. An inspection must be made and the Dispatcher notified. If defects cannot be corrected, cars unsafe for movement must be set out and a report made to the Dispatcher. This report must include the location where the billing is to be left. Conductors must report car defects on the prescribed form.

Crew members must frequently observe both sides of their train while moving, looking for hand signals and other indications of defects in train and track, especially at curves. When practical, crew members on moving trains must be in a position to inspect passing trains.

73. Train Inspection: Bridges Without Walkways

When a portion of a train is stopped on a bridge or trestle without a walkway, and a walking inspection of the train is required, crew members must take the following actions before moving the train:

1. Inspect the train and the track up to the bridge or trestle to confirm that there are no defects or conditions endangering train movement,

AND

2. Confirm that air brakes on the rear of the train have released,

AND

3. Position a crew member at the bridge or trestle to monitor the movement.

Once these actions have been taken, the train may move over the bridge or trestle at a maximum speed of 10 MPH. If the Engineer experiences difficulty or excessive amperage when attempting to start the movement, he must stop the movement and determine the cause.

MOVEMENT OF TRAINS

80. Movement at Restricted Speed

Movements made at Restricted Speed must apply the following three requirements as the method of operation:

1. Control the movement to permit stopping within one half the range of vision short of:

   a. Other trains or railroad equipment occupying or fouling the track,
   b. Obstructions,
   c. Switches not properly lined for movement,
   d. Derails set in the derailing position,
   e. Any signal requiring a stop.

AND

2. Look out for broken rail and misaligned track.

AND

3. Do not exceed 20 MPH outside interlocking limits and 15 MPH within interlocking limits. This restriction applies to the entire movement, unless otherwise specified in the rule or instruction that requires Restricted Speed.

90. Delay of Trains

Employees must not unnecessarily delay trains. Employees must promptly advise the Dispatcher of any known condition that will delay a train or prevent it from making Normal Speed.

When a train is delayed, the Conductor or Engineer (or other member of crew when instructed by the Conductor) must determine the cause as soon as the safety of their train will permit. As soon as practical, the Dispatcher or Operator must be informed.

91. Starting of Train

A train must not start until the Conductor has given or authorized:

1. The proper hand signal.

or

2. The proper communicating signal.

or

3. Permission by voice communication.

92. Departure Time

A train must not leave a station where it is scheduled to receive passengers in advance of its scheduled leaving time unless authorized by the Dispatcher or by the Timetable.

93. Movement within Yard Limits

Yard limits are designated by Timetable and indicated by yard limit signs.

Within yard limits, movements may be made on a main track by verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher).

The leading end of movement within yard limits must operate at Restricted Speed, with the following exceptions:

1. Passenger trains operating with Form D line 2 authority in non-signaled DCS territory may operate at Normal Speed.
2. Trains operating in ABS territory may operate according to signal indication when the signal is more favorable than Approach. Such movement must be prepared to stop at the next signal, within yard limits.

Within yard limits, movements against the current of traffic must not be made without permission of the Dispatcher, who must first ensure that no opposing movements have been authorized.

94. Responsibilities of Employees: Signals and Restrictions

a. General Requirements

Employees qualified on the operating rules and located on the leading engine or car must be on the lookout for signals affecting the movement of their train. They must communicate to each other in a clear manner the name of each signal as soon as it becomes clearly visible. Any discrepancy regarding the signal name must be reconciled immediately; otherwise, the train must be stopped. After the name of a signal has been communicated, employees must observe it until passed. Any change in the signal must be communicated in the required manner.

When a train reaches a point 2 miles from a temporary restriction, employees qualified on physical characteristics and located on the leading engine or car must immediately communicate with the Engineer and confirm the requirements of the restriction.

If a train is not operated in accordance with the requirements of a signal indication or restriction, qualified employees located on the leading engine or car must communicate with the Engineer immediately. If necessary, they must stop the train.

b. Calling Signals On Push Pull Trains

The following requirements apply to push-pull trains that do not have cab signals in service for the direction of movement, and are operating in territory where the maximum speed of trains exceeds 30 MPH:

1. When a wayside signal affecting the movement of the train displays an Approach, Medium Approach, Slow Approach, Restricting, or Stop and Proceed aspect, the Engineer must verbally communicate to a qualified employee on the engine or train the name and location of each signal, as soon as the signal is clearly visible. In multiple track territory, the Engineer must include the track number.
2. The qualified employee must repeat the signal information to the Engineer. If the qualified employee fails to repeat the required signal information, the Engineer must determine the reason at the next station stop.
3. If the Engineer fails to properly control the speed of the train, the qualified employee must immediately communicate with the Engineer. If necessary, the qualified employee must stop the train.
4. The next signal, when more favorable, must also be communicated by the Engineer.

95. Approaching Non-Interlocked Railroad Crossings at Grade

Trains must approach non-interlocked railroad crossings at grade prepared to stop, and must not occupy the crossing until it is known that there are no conflicting movements.

96. Movement on a Siding

Movement on a siding other than controlled sidings must be made at Restricted Speed, unless otherwise specified in the Timetable.

A siding with an assigned direction must not be used in the reverse direction without proper signal indication or verbal permission of the employee governing movements on that track.

97. Movement on a Running Track

Movement on a running track must be made at Restricted Speed, unless otherwise specified in the Timetable. Movement may begin only after receiving either signal indication or verbal permission of the employee governing movements on that track.

When movement has been completed, it must be reported clear. When clearing at an interlocking or TBS, no report is necessary.

98. Movement on a Track Not Governed by ABS, DCS or Interlocking Rules

Movement on a track not governed by ABS, DCS or interlocking rules must be made at Restricted Speed.

99. Movements on FRA Excepted Track

FRA Excepted Track will be designated by Timetable.

Movements on FRA Excepted Track:

1. Must not exceed 10 MPH.
2. Must not contain more than five cars that require Hazardous Material placards.
3. Are prohibited for occupied passenger trains.

100. Coupling or Switching Passenger Equipment or Occupied Camp Cars

A stop must be made just prior to coupling to passenger equipment. All couplings must be made at a speed not to exceed 4 MPH. Equipment with spear-type couplers must be coupled at a speed not to exceed 2 MPH.

Passenger equipment with continuous buffer plates must not be coupled to freight cars with coupler release levers with a center projecting arm.

When switching passenger equipment or occupied camp cars, the engine or cars must not be detached until the equipment has stopped.

Curtains and electric jumpers must be disconnected before cars are separated.

101. Handling Cars, Locomotives, and Other On-Track Equipment; Fouling Points

a. Handling Equipment

When handling cars, locomotives, or other on-track equipment precaution must be taken to prevent damage or fouling other tracks. Employees must confirm that there is sufficient room in the track to hold such equipment.

Before coupling to any equipment standing on a grade or near the ends of tracks, buildings, derails or highway crossings at grade, sufficient hand brakes must be applied on standing equipment to prevent it from rolling.

b. Fouling Point of Track

The fouling point of a track is indicated by:

1. A yellow stripe painted on the inside and outside of head, web and base of both rails,

or

2. A sign displaying the letters “FP”.

or

3. A fixed derail.

On tracks where the fouling point is not indicated or is not visible, the fouling point must be determined as follows:

1. Stand on the tie butt with your outside foot (the one that is closest to the adjacent track) at the edge of the tie, then extend your arm outward toward the adjacent track.
2. Move to a location where your extended arm is approximately 4 feet from the edge of the near running rail on the adjacent track.
3. From this location, identify a point one car length farther away from the point of convergence of these two tracks. This point can be considered "the fouling point" on that track, and cars must not be left beyond that point.

c. Leaving Equipment in the Clear

Cars, locomotives, and other on-track equipment must not be left where they will foul a connecting track, except when the equipment is:

1. Standing on a main track fouling a siding track switch that is lined for the main track.
2. Standing on a siding fouling a main track switch that is lined for the siding.
3. Standing on a yard switching lead track fouling a yard track switch that is lined for the yard switching lead track.
4. On an industry track beyond the fouling point of the switch leading to the industry.

102. Cars Placed for Loading and Unloading

Cars placed for loading or unloading must not be coupled to any other equipment nor moved until:

1. All persons in or about them have been notified,

AND

2. All tank car couplings, transfer plates, and other obstructions under or about the cars have been removed.

A sign reading “Stop—Tank Car Connected” indicates that tank cars are connected for loading or unloading. They must not be coupled to or moved. Other cars must not be placed on the same track obstructing the view of such a sign without first notifying the person in charge, who must immediately relocate the sign to provide proper protection and an unobstructed view.

103. Running Switches

Running switches, often referred to as a drop of cars, should be avoided. Such moves must never be made:

1. With cars containing hazardous materials, passengers, or livestock.
2. To a track occupied by such cars.
3. To a track leading to a trestle or building.

104. Hand-operated Switches, Crossover Switches, and Fixed Derails

a. Employee Responsibilities for Switches and Fixed Derails

Each employee who operates a hand-operated switch or fixed derail is responsible for its use, and must confirm switches and derails are in proper position before, during and after use. When operating or verifying the position of a hand-operated switch or fixed derail, employees must:

1. Be qualified on the operating rules relating to switch and fixed derail operation;
2. Conduct a job briefing before work is begun, each time a work plan is changed, and at completion of the work;
3. Visually confirm that switches and fixed derails are properly lined for the intended route, and that no equipment is fouling the switches;
4. Visually determine that switch points fit properly and the target, if so equipped, corresponds with the switch's or fixed derail's position;
5. After operating a switch and before making movements in either direction over the switch, ensure that the switch is secured from unintentional movement of the switch points by use of a hook, lock or latch, if so equipped;
6. Ensure that a switch or fixed derail is not operated while rolling and on-track maintenance-of-way equipment is fouling, standing on or moving over the switch or fixed derail;
7. After operating a switch or fixed derail, ensure that, when not in use, each switch or derail is in the proper position, and is locked, hooked, or latched, if so equipped.
8. Promptly report any switch, derail or securement device that is found to be defective or missing.

When trains are approaching and passing, employees must keep away from main track switches. If safe to do so, they should stand on the side of the track opposite the switch lever.

b. Normal Position of Main Track Hand-operated Switches; Leaving Switches in Reverse Position

A main track hand-operated switch is in normal position when lined for the main track, unless otherwise specified. The switch must be lined and locked in normal position when not in use except when:

1. A crew member of another train is in charge of the switch,
2. A switch tender is in charge of the switch,
3. A Roadway Worker is in charge of the switch,
4. The train crew is authorized by Form D line 13 to *"Leave the switch (or crossover switches) at ____(location)____ in reverse position."*

Before issuing a Form D line 13 permitting a train crew to leave a switch in reverse position, the Dispatcher must:

1. Make a record of the switch left in reverse position. Where train sheets are used, this record must be made in red ink.
2. Where possible, apply blocking devices to interlocking or controlled point signals authorizing movement in the direction of the switch left in reverse position.

Open switches must be included in the Dispatcher's transfer record.

The Dispatcher must not permit a movement in the direction of a switch left reversed until it has been issued a Form D line 13 stating:

"Switch (or crossover switches) at ____(location)____ in reverse position",
or
"Switch (or crossover switches) at ____(location)____ in reverse position must be returned to normal position",
or
"Switch (or crossover switches) at ____(location)____ in reverse position may be left in reverse position."

If a switch that is left in reverse position is not protected by signal indication, Form D line 2 authority must end at or short of the switch left reversed.

When the switch is returned to normal position, the Dispatcher must be notified.

The Dispatcher must make a record of the following information:

1. The number of the Form D which contained the instruction "Return to normal position."
2. The time the switch was returned to normal position.
3. The name of the employee who restored the switch to normal position.

Before a train or a train crew leaves the location where any hand-operated main track switch was operated, all crew members must verbally confirm the position of the switch.

(Rule 104 Continued)

c. Movements Over Hand-operated Switches

Equipment must not foul a track until all hand-operated switches and derails connected with the movement are properly lined. Where a designated employee is in charge of hand-operated switches, equipment must not foul such switches until receiving verbal permission or a hand signal to proceed. Where semi-automatic or spring switches are involved, such switches must not be fouled until the intended route is seen to be clear or the train has been granted movement authority.

Trains must not exceed 15 MPH when diverting through hand-operated switches, unless otherwise specified. When equipment has entered a track, the hand-operated switch to that track must not be operated until the equipment has passed the fouling point of the track.

d. Clearing a Main Track at a Hand-operated Switch

When a train is required to report clear of a main track at a hand-operated switch:

1. A job briefing must be held between all crew members to confirm the position of the switch,

and

2. The report must not be made until switches and derails have been secured in normal position.

In non-signaled DCS territory, before leaving a location where a hand-operated main track switch is used to clear the main track:

1. The employee releasing the track authority must advise the Dispatcher of the position of the switch, and that the switch is locked;
2. The Dispatcher must repeat the reported switch position information;
3. The employee releasing the track authority must confirm to the Dispatcher that the information is correct.

A roadway worker who has been given permission to occupy out-of-service or working limits by a Roadway Worker in Charge must report to that employee the position of any hand-operated switches that were operated, prior to clearing the out-of-service or working limits.

e. Hand-operated Crossover Switches

Both switches of a hand-operated crossover must be properly lined before equipment begins a crossover movement, and the movement must be completed before either switch is restored to normal position.

Hand-operated crossover switches are in corresponding position when both switches are lined for movement over the crossover, or both switches are lined for movement on the straight track. The switches of a crossover must be in corresponding position before either crossover switch is used, except when one crew is using both tracks connected by the crossover. Crossover switches must be left in corresponding position after use, except when:

1. Used to provide blue signal protection; or
2. Used for inaccessible track protection for roadway workers; or
3. Maintenance, testing or inspection of crossover switches is being performed in automatic block system (ABS) territory; or
4. One crew is using both tracks connected by the crossover during continuous switching operations.

f. Hand-operated Derails

Employees must be familiar with the location of derails. Movements must not be made over a derail in the derailing position.

The normal position of fixed derails is in the derailing position, except:

1. Where specified by special instruction,
2. Where fixed derails are used for blue signal protection, occupied camp car protection, or Roadway Worker protection, they must be applied in the derailing position only when their use is required.

Employees operating or verifying the position of a fixed derail must:

1. Determine that the target, if equipped, corresponds with the derail's position.
2. Determine that the derail is secured by:
   (a) Placing the throw lever in the latch stand, if so equipped;
   (b) Placing the lock or hook in the hasp, if so equipped; and
   (c) Testing such latches, locks or hooks; and
3. Ensure that when not in use, derails are locked, hooked, or latched in the normal position, if so equipped.

g. Dual Control Switches

Dual control switches must not be hand-operated until permission is obtained from the Dispatcher or Operator.

Dual control switches must be operated as follows:

1. Remove switch lock from both the “Selector” and “Hand Throw” levers.
2. Throw “Selector” lever to hand-operation position.
3. Operate “Hand Throw” lever until mechanism engages and switch points move with the lever, then operate switch to desired position. This procedure must be followed, even if switch was originally in desired position.
4. Do not move “Selector” lever from hand-operation position until entire movement has passed over switch.
5. Place “Hand Throw” and “Selector” levers in positions designated by the Dispatcher or Operator and secure with switch locks.

(Rule 104 Continued)

h. Switch Targets: Banner Indications

Where switch targets are used, a green or white banner indicates normal position of the switch, and a red or yellow banner indicates reverse position.

105. Spring Switches

a. Identification and Display

A spring switch is identified by a white sign bearing the black letters "SS." The switch target will display green in both directions when the switch is in normal position and red in both directions when the switch is in reverse position or improperly lined.

b. Trailing Movement

Crew members must determine that there are no conflicting movements before making a trailing movement through spring switches.

c. Stopping While Trailing

Trains stopped while trailing through spring switches must not take slack or make a reverse movement unless the switch is properly lined by hand.

d. Unlatching Switch Lever for Hand Operation

The switch lever must not be unlatched for hand operation until switch points have completed automatic movement. When operated by hand, the switch lever must be restored and secured in normal position after movement is completed.

106. Semi-Automatic Switches

a. Trailing Movement

If crew members have determined that there are no conflicting movements, trains are authorized to make trailing movements through semi-automatic switches where switch stands are painted yellow or orange without lining them for movement.

b. Reverse Movement

Reverse movement must not be made unless:

1. An entire car or engine has passed over the switch.

or

2. The switch has been lined by hand to assure that it has completed movement to proper position.

During periods of snow or ice accumulation, semi-automatic switches must be properly lined by hand before being used in either direction.

107. Return Movement to a Portion of a Train Left on Main Track

Return movement may be made when a portion of a train is left on a main track or controlled siding. Return movement must be made at Restricted Speed. A crew member must be stationed on the leading end of the return movement to protect against the detached portion of the train.

Return movement from an interlocking or controlled point may be made on signal indication or by verbal permission according to Rule 241, "Passing a Stop Signal."

108. Unattended Engine

An engine must not be left unattended unless:

1. The air and hand brakes are applied,

AND

2. The reverser lever is removed from all control stands on all units of the engine. If the reverser lever is not removable, it must be locked in the neutral position.

AND

3. The controls, switches, and circuit breakers are positioned so that traction power cannot be developed.

109. Hand Brakes

a. Cars or Drafts of Cars Left Standing

A sufficient number of hand brakes must be applied on cars to make them secure when left standing on any track. If necessary, car wheels must be blocked.

b. Hand Brakes Used to Control Movement

Hand brakes must be released before cars are moved, unless necessary to control movement. When necessary to secure or control cars by hand brakes, it must be determined that these brakes are working properly.

110. Movement of Rotary or Swinging Type Machinery

a. Required Forms and Paperwork for Movement in Revenue Train

Rotary or swinging type machinery, such as cranes, derricks, etc., must not be moved in revenue trains unless the Conductor and Engineer have been provided with the required forms and/or shipping papers covering the specific movement. This rule applies to machinery moving on its own wheels and to machinery loaded on cars.

b. Boom End

The boom end of rotary or swinging type machinery must be secured in the trailing position during movement in revenue freight trains. When necessary, the Dispatcher may authorize movement with the boom end forward at a speed not exceeding 30 MPH. All locking pins and hold-downs must be secured in position.

(Rule 110 Continued)

c. Pivoted Machinery Moved in Work Trains

Some pivoted machinery is equipped with swinging booms of which a part may swing or extend outward. When such machinery is moved from one service point to another in work trains, the boom anchors and cables must be in place and locking devices fastened. Whenever such equipment is moved during the progress of work on or about main tracks, two precautions must be taken:

1. Stops must be in use to prevent fouling adjacent tracks,

AND

2. The crane operator must be in the cab.

The boom must be securely anchored with the center pin in place and the crane operator must be in the cab while train movements are being made on any adjacent track.

111. Test Weight Cars

a. Position in Trains

Four-wheel test weight cars must be handled at the rear of the train ahead of the last car. They must not be placed between pusher engine and other cars during yard or road movements.

b. Speed Restrictions

Four-wheel test weight cars must not be moved at speeds greater than 30 MPH. Yardmaster or Car Inspector must see that the speed restriction is given to the crew and the Dispatcher.

c. Care at Impact

Test weight cars must be handled carefully to avoid impact at speeds greater than 2 MPH.

d. Conductor's Notification to Engineer

When handling test weight cars, Conductors must advise Engineers that test weight cars are in their train.

113. Shipments with Accompanying Personnel: Conductor's Responsibilities

Conductors of trains handling military equipment, circus equipment, or other shipments accompanied by guards or attendants must notify the person in charge that guards or attendants are not permitted on top of cars or high lading, due to overhead clearance.

Conductors must carefully examine shipping papers for livestock or other shipments to see that the persons who accompany the shipments are entitled to be carried.

114. Diesels: Confined Locations and Tunnels

If diesel-propelled trains are stopped while operating in tunnels or confined locations, all diesel engines must be shut down after standing 5 minutes. The engine may not be started until a signal to proceed is given.

Diesel engines must not be allowed to run for extended periods of time in buildings or shops unless proper ventilation is provided.

116. Operating Train from Other Than Leading End

When the Engineer operates a train from other than the leading end of the movement, a crew member or other qualified employee must provide point protection to ensure the movement is made safely. The person providing point protection must:

1. Be qualified on the physical characteristics of the territory involved.
2. Be positioned on the leading end (point) of the movement, or in advance of the leading end of the movement.
3. Observe conditions ahead and take prompt action to properly control the movement.

In lieu of being positioned as specified in item 2 above, the person providing point protection may determine the track is clear with the aid of monitored cameras or other technological means, provided those procedures ensure an equivalent level of protection to that of direct visual observation and the person has been trained on the use of such devices.

Except during the performance of roadway maintenance activity being performed in accordance with the operating rules specific to roadway workers, the following requirements apply to all movements that are controlled from other than the leading end:

1. All employees participating in the movement must be briefed before the movement commences by the employee who will direct the movement. The job briefing must include the distance to be traveled, the means of communication to be used to direct the movement, each individual's responsibilities during the movement, and how point protection will be provided.
2. The employee directing the movement must promptly communicate signals and instructions necessary to safely control the movement. Hand signal, communicating signal or radio communication must be maintained with the Engineer. If signals from the crew member cannot be received by the Engineer, the movement must be stopped immediately.
3. The crew member stationed on the leading end must be prepared to operate the engine whistle or horn, if available, as well as the emergency brake valve, should conditions require. The train must not exceed 30 MPH.
4. The employee directing the movement must not engage in any task unrelated to the oversight of the movement.

(Rule 116 Continued)

5. Point protection shall be provided by a crewmember or other qualified employee by visually determining that:

   (a) The portion of the track to be used is clear of obstructions and is unoccupied by rolling equipment, on-track maintenance-of-way equipment, and conflicting on-track movements;

   (b) Switches and fixed derails are properly lined for the movement;

   (c) The portion of the track to be used for the movement has sufficient room to contain the equipment.

   (d) Public highway-rail grade crossings, private highway-rail grade crossings outside a yard, and yard access crossings are protected as follows:

      (i) Crossing gates are in the fully lowered position, and are not known to be malfunctioning; or

      (ii) A designated and qualified employee is stationed at the crossing and has the ability to communicate with trains; or

      (iii) At highway and private crossings equipped only with flashing lights or X-bucks, when it is clearly seen that no traffic is approaching or stopped at the crossing and the leading end of the movement over the crossing does not exceed 15 MPH.

6. Movements approaching pedestrian crossings within passenger stations and others outside a yard must be prepared to stop and not pass over the pedestrian crossing until it is determined the crossing is clear of pedestrian traffic. Movement shall not exceed 15 MPH until the entire pedestrian crossing is occupied.

118. Stopping over Open Flames

Trains must not be stopped over open flames if it can be avoided. When so stopped and the train cannot be promptly moved, the fire must be extinguished.

119. Hazardous Material; Equipment of Excessive Weight or Dimensions

a. Required Forms and Paperwork

The Yardmaster (or other designated employee) must furnish required forms and/or shipping papers to the Conductor and Engineer of trains with equipment containing hazardous material or equipment of excessive weight or dimension.

b. Conductor's Responsibility

If the train will enter a main track, siding or running track, the Conductor must know that the Dispatcher has been notified of such equipment before the train leaves its initial terminal or outlying point where such equipment is to be added. Equipment of excessive dimension must not occupy or foul the main track, siding or running track without the Dispatcher's permission.

c. Dispatcher's Responsibility

The Dispatcher must have available the car numbers, position in train, identification numbers and required paperwork and/or movement restrictions. The Dispatcher must notify connecting dispatching districts, divisions or railroads of such equipment and/or restrictions.

d. Position of Equipment Changed En Route

When the position of the equipment of excessive weight or dimensions is changed en route, the Dispatcher must be notified.

120. Use of Sand

Sand must not be used over spring, semi-automatic or power-operated switches, nor at locations of rail lubricators. Excessive use of sand at any point is prohibited.

121. Intervening Tracks at Station Platforms

a. General Requirements

When a passenger train is receiving or discharging passengers across an intervening track, trains and track cars must not pass between that train and the station platform.

b. Obtaining Assurance of Protection

A passenger train routed to a track that will result in a station stop for receiving or discharging passengers across a main track or controlled siding intervening between that train and the station platform must stop as soon as it is known it is so routed. Before proceeding, the Engineer or Conductor must obtain assurance from the Dispatcher or Operator that protection on the track adjacent to the station platform has been provided. Two exceptions to the stop requirement are:

1. When verbal or written assurance of protection has been previously provided.
2. When the track adjacent to the station platform is out of service.

The Dispatcher or Operator must not give a train assurance of protection until it has been determined that:

1. No train is approaching the station on the track to be protected.

or

2. All trains involved have been advised as to how to proceed to ensure passenger safety.

Signals governing entrance to the track must be placed in stop position and blocking devices must be applied.

(Rule 121 Continued)

c. Receiving and Discharging Passengers: Designated Stations

Specific stations are designated in the Timetable as those where scheduled trains normally receive and discharge passengers across a track between the train and the station platform. Protection against other trains is not required when trains make scheduled stops at these stations.

Trains operating on tracks across which passengers are normally received and discharged must approach such stations prepared to stop, until the Engineer has determined that no passenger train is occupying the station by:

1. Visual observation.

or

2. Verbal confirmation from the Dispatcher.

If a passenger train is occupying the station, the approaching train must not occupy the station unless permission is received from the crew of the train occupying the station and measures have been taken to ensure the safety of its passengers.

d. Occupying Station Platform Area

When a passenger train is approaching, the station platform area must not be occupied by either:

1. Trains operating on an out-of-service track that is adjacent to a station platform.

or

2. Track cars operating on a track (in-service or out-of-service) that is adjacent to a station platform.

e. Blocking Access to Platform

At stations where tracks intervene between a station platform and a track on which passenger trains normally receive or discharge passengers, trains other than passenger trains must not block access to the platform.

122. Unscheduled Stops

Trains must not make unscheduled stops to receive or discharge passengers or employees without authorization from the Dispatcher.

123. Failure of Dead Man or Alerter Feature En Route

If the “Dead Man” or “Alerter” feature fails en route, an employee must immediately take position in the operating control compartment with the Engineer. This employee must be instructed on how to stop the train should the Engineer become incapacitated.

NOTE: On passenger trains in non-cab signal territory, the employee positioned with the Engineer must also be familiar with signal aspects.

When the train reaches its next turnaround point or the engine undergoes its next calendar day inspection, whichever occurs first, the dead man or alerter shall be repaired or the engine shall be removed as the controlling engine in the train.

This rule does not apply to movements on tracks other than main tracks and controlled sidings.

124. Maximum Authorized Speed

Trains must not be operated in excess of the maximum authorized speed.

130. Flag Protection

a. General Requirements

When flag protection is required, employees must go out in the proper direction(s) the distance prescribed in the table below. Temporary speed restrictions for the territory must be taken into account.

Where Maximum Authorized Speed for Track to Protect Is:	Minimum Distance Required for Protection Is:
20 MPH or less	¼ mile
Between 21 MPH and 30 MPH	½ mile
Between 31 MPH and 40 MPH	1 mile
Between 41 MPH and 90 MPH	1½ miles
91 MPH or greater	2 miles

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The Conductor and Engineer are responsible for protection of their train.

b. Flag Protection against Trains on Adjacent Tracks

Three steps must be followed to provide flag protection against approaching trains on adjacent tracks as required by Rule 131, "Protecting Work Locations: Qualified Employee's Duties," Rule 132, "Protection for the Safe Passage of Trains," or Rule 136, "Emergency Stops: Protection." Employees equipped with flagging equipment must:

1. Go out at least the distance prescribed by the table in section (a) of this rule.
2. Display a lighted fusee if they see or hear a train approaching.
3. Give a Stop Signal to approaching trains that may be affected.

The employee providing protection must remain at that location until recalled.

If the employee sees or hears a train approaching before he has reached the prescribed distance, he must immediately display a lighted fusee and continue toward the approaching train while giving a Stop Signal.

c. Flag Protection against Following Trains on the Same Track

Flag protection against following trains on the same track is required in ABS territory where there is only one block or interlocking signal to the rear of the train, and following trains are not required to approach that signal at Restricted Speed or prepared to stop. Where such locations exist, they will be listed in a Timetable Special Instruction, which will include procedures stating when and how flag protection against following movements must be provided.

131. Protecting Work Locations: Qualified Employee's Duties

Qualified employees assigned to protect work locations of railroad construction or private contractors whose operations may affect the safe movement of trains must take the five actions below.

a. Secure Flagging Equipment

Employees must secure proper flagging equipment according to Rule 12, "Day and Night Signals."

b. Ensure that Tracks Are not Fouled Without Permission

Upon reporting for work each day, the employee must determine who is in charge of the workers. The employee must also ensure that all workers have been instructed not to foul any railroad track at any time without his permission.

c. Get Permission to Foul Track

When workers request permission to foul any specific track, the employee assigned to protect the work location must communicate with the employee in charge of the track to secure necessary permission.

d. Report Failure to Comply by Workers

If workers fail to comply with instructions of the employee, he must make an immediate report to the employee in charge of the track.

e. Take Action if Safe Passage is Endangered

If an event occurs that would interfere with the safe passage of trains, the employee must take immediate action to stop trains by radio communication to trains and the Dispatcher. If protection cannot be immediately ensured, or if communications fail, flag protection must be immediately provided as prescribed by Rule 130, paragraph (b), "Flag Protection Against Trains on Adjacent Tracks."

132. Protection for the Safe Passage of Trains

Trains must be fully protected against any known condition that may interfere with their safe passage.

a. Protection When Fouling or Working on a Track

If work on or adjacent to a track will create a condition interfering with the safe passage of trains, that work must not be attempted without permission of the employee in charge of the track.

On tracks where ABS, DCS, or Interlocking rules are in effect, the Dispatcher (or Operator when authorized by the Dispatcher) must assure that protection against trains in both directions has been provided as follows:

(Rule 132 Continued)

1. If the work involves on-track equipment or will disturb the track or catenary structure so that it would be unsafe for Normal Speed, Form D line 4 or Form D line 5 must be issued.

2. If the work will not disturb the track or catenary structure, the Dispatcher may verbally authorize Foul Time in accordance with Rule 140.

Form D line 4, Form D line 5, and Foul Time may be issued only to employees who are qualified on the operating rules and the physical characteristics of the territory involved.

Form D line 13 may be issued in lieu of Form D line 4 when the information necessary to clearly delineate the limits of the affected track area will not physically fit on line 4. When Form D line 13 is used in this manner, the instructions it contains must be formatted as though issued on Form D line 4.

b. Protection in Unforeseen Conditions

If an event occurs or conditions are found that may interfere with the safe passage of trains and no protection has been provided, employees must immediately attempt to stop trains by radio communication to trains and the Dispatcher. They must provide flag protection in both directions as prescribed by Rule 130, paragraph (b), "Flag Protection Against Trains on Adjacent Tracks." Flag protection must be maintained until the unsafe condition has been corrected, or until employees are assured by the Dispatcher or Operator that other protection has been provided.

133. Removing a Track from Service

Whenever Form D line 4 or line 13 is issued to remove a track from service, the following procedures will apply:

a. Action Required Prior to Issuance

The Dispatcher must not issue the Form D line 4 or line 13 authority until:

1. The affected track is clear of movements that are not part of the work group,
AND
2. Controlled signals leading to the affected track are in Stop position,
AND
3. Blocking devices are applied to the controls of switches and signals leading to the affected track.

These signals must not be displayed for movement leading to the out-of-service track, except as provided for in Rule 134, paragraph (a), "Movement in the Direction of the Out-of-Service Track."

b. Addressees

Form D must be issued to both:

1. The employee requesting use of the track,

AND

2. The Operators controlling entrance to the track.

c. Establishing Out-of-Service Limits

Each end of the out-of-service limits must be defined by one of the following physical features:

1. A whole mile post.

2. A station or other physical characteristic location.

3. A track barricade or flagman at a designated location.

d. Operation Within Out-of-Service Limits

The employee named in Form D line 4 or line 13 is in charge of the out-of-service limits. ABS, CSS, DCS, and Interlocking rules do not apply within the out-of-service limits. All movements must operate at Restricted Speed. Interlocked switches, derails, movable point frogs and movable bridges within the out-of-service limits must not be operated without permission of the employee in charge.

EXCEPTION: In territory where non-signaled DCS rules apply in both directions, the employee in charge of the out-of-service limits may authorize trains to operate within the out-of-service limits at Normal Speed not exceeding 30 MPH, when the following conditions have been met:

1. The track to be used must be clear and safe for the speed to be authorized.

2. All affected switches must be secured in normal position.

3. All affected Roadway Workers must be notified.

4. Permission must be given in the following manner: *"Extra 453 may proceed North through my out-of-service limits at Normal Speed (not exceeding 30 MPH) from A to B."* This permission must be repeated and confirmed before it is acted upon.

5. No following movements may be permitted behind the train given this authority.

The train must not reverse direction without permission of the employee in charge. If permission is received, the movement must be made at Restricted Speed.

(Rule 133 Continued)

e. Additional Equipment Entering or Leaving Out-of-Service Limits

1. Additional equipment may enter the out-of-service limits after:

   (a) The person in charge of the additional equipment has received permission from the employee in charge of the out-of-service limits. The employee in charge of the out-of-service limits must show or read his copy of the Form D line 4 or line 13 to the person in charge of the additional equipment unless the limits are published by Bulletin Order.

   (b) If movement to the out-of-service limits will involve passing a Stop Signal, the Dispatcher or Operator may then authorize movement in accordance with Rule 241.

2. The employee in charge of the out-of-service limits must make a written record, which includes:

   (a) The name of the person in charge of the additional equipment, or train identification.

   (b) Time permission to enter is given.

   (c) Time determined the additional equipment is clear of limits.

f. Returning the Track to Service

When the track is to be returned to service, the employee in charge of the out-of-service track must take two actions:

1. He must notify the Dispatcher or Operator of any restrictions necessary for the safe passage of trains,

AND

2. He must ascertain that all track cars and trains are clear of the track, and notify the Dispatcher or Operator that they are clear.

EXCEPTION: With the Dispatcher's permission, the track may be returned to service while it is still occupied by equipment. Before the track is returned to service, the employee in charge of the track must ensure that the equipment remaining on the track receives proper authority to occupy the track after it is returned to service. If the track is governed by Rule 261, permission must include direction of movement.

134. Movement within In-Service Portion of Track

In ABS territory, when a portion of track between interlockings, controlled points, or TBS's is removed from service, movements within the in-service portion of track must be made as follows:

a. Movements in the Direction of the Out-of-Service Track

Movements in the direction of the out-of-service track must be notified by Bulletin Order, or Form D line 4 or line 13, of the limits of the out-of-service track. Dispatchers

(or Operators) must not display signals nor give authority for movements in the direction of the out-of-service track until Form D line 4 or line 13 has been delivered or they have verified that the Engineer is aware of the Bulletin Order item.

b. Movements Entering In-Service Track

Movements operating in the out-of-service portion of the track must not enter the in-service portion without permission of the Dispatcher.

135. Protection by Stop Signs When an In-Service Track is Obstructed for Maintenance

Whenever Form D line 5 is to be issued in accordance with item 1 of Rule 132, "Protection When Fouling or Working on a Track," the following procedures will apply. The "Working Limits" refers to the area designated by Form D line 5 or Bulletin Order, which must be identified by a whole mile post, station, or other physical characteristic location.

a. Addressees

Form D line 5 must be issued to:

1. The employee requesting to obstruct the track,

AND

2. Operators controlling switches within the working limits,

AND

3. Trains approaching the obstructed track.

EXCEPTION: When the Working Limits is published by Bulletin Order, issuance of Form D to approaching trains is not required.

b. Required Use of Signs

The approach to the Working Limits must be indicated by an Approach Sign. The Approach Sign indication will not apply when permission is received to proceed past the Stop Sign.

The Working Limits must be indicated by a Stop Sign and a Working Limits Resume Speed Sign. A Working Limits Speed Limit Sign may be substituted for the Stop Sign when the track is not obstructed.

c. Action Required Prior to Issuance

The Dispatcher must not issue Form D line 5 authority until:

1. The affected track is clear of movements that are not part of the work group,

AND

2. The employee in charge has advised that all signs associated with the Working Limits have been properly placed.

d. Movements within Working Limits

A train must not enter the Working Limits until permission has been received from the employee in charge, unless a Working Limits Speed Limit Sign is displayed. The employee in charge must not authorize a train to enter the Working Limits or display a Working Limits Speed Limit Sign until he has been assured that the

(Rule 135 Continued)

track through the Working Limits is not obstructed, and all Roadway Workers have been notified. The employee in charge will use the following format when giving verbal permission to enter the working limits:

"*(Train identification or engine number)* has permission to enter the working limits *(specified direction)* at *(station or MP location)* *(specifying the track in multiple track territory)*" .

Trains must not exceed 30 MPH through the Working Limits, unless directed by the employee in charge to operate at a higher or lower speed.

EXCEPTION: Trains and track cars that will be performing maintenance within the Working Limits:

1. May be admitted by the employee in charge while the Working Limits is still obstructed.
2. Must operate at Restricted Speed (ABS, DCS and CSS rules do not apply to such movements).
3. Must not leave the Working Limits without proper authority.

e. Interlocking Switches within Working Limits

Dispatchers or Operators controlling interlocking switches within the Working Limits must line such switches for movements within the Working Limits and must apply blocking devices to the controls of those switches. These blocking devices must not be removed without permission of the employee in charge of the Working Limits. This requirement does not relieve employees operating within the Working Limits from complying with interlocking signal indications.

Before displaying a signal for a train to divert into the Working Limits between the Stop Signs, the Dispatcher must:

1. Inform the Engineer he will be diverted into the Working Limits at *(location),*

AND

2. Require the Engineer to advise when permission to enter the Working Limits has been received from the employee in charge.

f. Trains in the Working Limits when Bulletin Order Item Becomes Effective

Any train that is in the Working Limits when the Bulletin Order item becomes effective may continue at Normal Speed through the Working Limits. The Dispatcher must not issue Form D line 5 until the limits are clear of movements that are not part of the work group.

136. Emergency Stops: Protection

a. Radio Transmission

When a train is moving and emergency application of the brakes occurs, crew members must immediately protect adjacent tracks by initiating an emergency radio transmission, in the manner of the following example:

"Emergency, Emergency, Emergency. Train TV-24 engine 6605 is in emergency moving east on No. 2 track at MP 78."

Following the emergency transmission, the Dispatcher must be notified.

b. Flag Protection

After the train has stopped, crew members must immediately provide flag protection in both directions on all main tracks and controlled sidings, including those of a foreign railroad. This protection must follow the guidelines of Rule 130, paragraph (b), "Flag Protection against Trains on Adjacent Tracks," and will be maintained until:

1. It is known that tracks are not obstructed.

or

2. Full protection has been provided by the Dispatcher or Operator.

The entire train must be examined before movement resumes to ensure that no cars have derailed, no load has shifted, and no other condition exists that may endanger train movements. Results of this inspection must be reported promptly to the Dispatcher or Operator.

c. Other Train Movements

All trains receiving information that a train is in emergency on an adjacent track will be governed as follows:

1. A train that is operating in the same direction as the train reported in emergency must operate at Restricted Speed from 1 mile before the reported location until reaching the head end of that train.
2. A train that is operating in the opposite direction of the train reported in emergency must operate at Restricted Speed from the head end of the train in emergency to a point 1 mile beyond the rear end of that train.

d. Responsibilities of Dispatcher or Operator

Until the Dispatcher or Operator knows that there is no obstruction on adjacent tracks, they must not permit trains to enter the block on adjacent tracks without first notifying them of the situation. This notification must include the direction, track, location, and identity of the train in emergency.

e. Passenger Trains and Lite Engines with no Indication of Hazardous Conditions

Lite engines and trains consisting entirely of passenger carrying cars are relieved of the requirements of parts "a" and "b" of this rule when the crew can immediately determine that their train is not fouling adjacent tracks. The crew must promptly notify the Dispatcher or Operator of the reason for their stop, and the fact that they are not fouling adjacent tracks.

Before proceeding, the crew must examine their entire train to ensure that no condition exists that may endanger train movements, and must report the results of this inspection to the Dispatcher or Operator.

137. Assisting An Attended Disabled Train

a. Opposing Movements in Rule 261 Territory

To assist a disabled train, the Dispatcher may permit an opposing movement in Rule 261 territory. Before giving this authorization, the Dispatcher must issue Form D line 8 to the disabled train. A crew member of the disabled train must provide flag protection against the opposing movement as prescribed in part (e) below. The Dispatcher must then issue Form D line 9 to the assisting train. ABS rules will not apply to this movement.

b. Opposing Movement Against the Current of Traffic in Rule 251 Territory

To assist a disabled train, the Dispatcher may permit an opposing movement against the current of traffic in Rule 251 territory. Before giving this authorization, the Dispatcher must issue Form D line 8 to the disabled train. A crew member of the disabled train must provide flag protection against the opposing movement as prescribed in part (e) below. The Dispatcher must then issue Form D line 2 to authorize the assisting train to operate to the whole mile post or station at least 2 miles prior to the disabled train, and line 9 to operate from that location to the disabled train. DCS Rules will not apply to the portion of the movement governed by Form D line 9.

c. Opposing Movement on Tracks Where DCS Rules are in Effect in Both Directions

To assist a disabled train, the Dispatcher may permit an opposing movement on tracks where DCS Rules are in effect in both directions. Before giving this authorization, the Dispatcher must take three actions:

1. Issue Form D line 8 to the disabled train,

AND

2. Cancel the disabled train's Form D line 2,

AND

3. Inform a crew member of the disabled train that an opposing movement will be authorized.

A crew member of the disabled train must provide flag protection against the opposing movement as prescribed in part (e) below. The Dispatcher must then issue Form D line 2 to authorize the assisting train to operate to the whole mile post or station at least 2 miles prior to the disabled train, and line 9 to operate from that location to the disabled train. DCS Rules will not apply to the portion of the movement governed by Form D line 9.

d. Following Movement Where Non-Signaled DCS Rules are in Effect

To assist a disabled train, the Dispatcher may permit a following movement where Non-Signaled DCS Rules are in effect. Before giving this authorization, the Dispatcher must inform a crew member of the disabled train that a following movement will be authorized. A crew member of the disabled train must provide flag protection against the following movement as prescribed in part (e) below. When a freight train is operating without an employee at the rear end, flag protection is not required when the assisting train is in contact with the disabled train. The Dispatcher must then issue Form D line 2 to authorize the assisting train to operate to the whole mile post or station at least 2 miles prior to the disabled train, and line 9 to operate from that location to the disabled train. DCS Rules will not apply to the portion of the movement governed by Form D line 9.

e. Flag Protection Against Assisting Train

To provide flag protection against an assisting train as required by parts (a) through (d) above, an employee equipped with flagging equipment must proceed in the proper direction ¼ mile, and display a lighted fusee when the assisting train is seen or heard approaching. The employee must remain at that location until the assisting train arrives, or until the employee is recalled.

f. Assisting Train in Close Proximity or Operated by Engineer of Disabled Train

The provisions of parts (a) through (e) above will not apply when:

1. The disabled train is stopped within ¼ mile of the interlocking or CP where the assisting train will begin its opposing or following movement, and communication between the crews is maintained.

or

2. The assisting train is operated by the Engineer of the disabled train.

After receiving proper signal indication or verbal permission in accordance with Rule 241, the assisting train must operate at Restricted Speed to the disabled train.

138. Highway Crossing Warning

a. Activating/Reactivating Crossing Warning

The point at which automatic crossing warning is activated or reactivated may be designated in any of three manners:

1. A sign or post lettered “CC.”
2. Yellow joint bars.
3. Yellow stripes painted on the inside and outside of the head, web, and base of both rails.

(Rule 138 Continued)

On tracks other than main tracks or controlled sidings, movement over this point will activate the automatic highway crossing warning.

On a main track or controlled siding, movement over this point will reactivate the operation of automatic highway crossing warning that has been interrupted because of a train's delay or stop.

b. Avoiding Unnecessary Operation

Two steps will avoid unnecessary operation of automatic highway crossing warning:

1. Engines or cars must not be allowed to stand longer than necessary.
2. Switches must not be left open or unlocked within the operating limits of such protection.

If necessary, the train must be cut or the automatic crossing warning interrupted manually in accordance with paragraph (h) of this rule.

c. Malfunction

Notify the Dispatcher immediately if you discover automatic highway crossing warning devices that are not functioning properly.

The Dispatcher must:

1. Notify all trains that will operate over the affected crossing. This notification must include the type of malfunction and the details of any on-ground personnel that are known to be at the crossing, by item number listed below.

AND

2. Ensure notification is provided to the local law enforcement agency or railroad police.

When the Dispatcher is notified that rust or other foreign matter may prevent effective shunting, trains must be instructed to comply with Item 1 below unless flagger or a railroad police officer is providing warning at the crossing.

The appropriate engine whistle or horn signal must be sounded at locations where automatic highway crossing warning devices are not functioning properly, including crossings where a whistle sign indicating "W/R" is displayed, and in areas otherwise designated as Quiet Zones.

Comply with the following when notified by the Dispatcher of an automatic highway crossing warning device that is malfunctioning:

Item	If the malfunction is	And the Dispatcher is notified that there is	Train Requirement(s)
1	An activation failure, or undetermined	No flagger or railroad police officer providing warning at the crossing	Stop. Make certain that a crew member provides on-ground warning at the crossing, and do not exceed 15 MPH until the leading end operates through the crossing.
2	A false activation or a partial activation	No flagger or railroad police officer providing warning at the crossing	Do not exceed 15 MPH until the leading end operates through the crossing.
3	Any type of failure	A flagger present, but not one for each direction of traffic	Do not exceed 15 MPH until the leading end operates through the crossing.
4	Any type of failure	A flagger for each direction of traffic, or a railroad police officer providing warning at the crossing	Proceed at Normal Speed.

A flagger is an employee equipped by day with a red flag and a high visibility garment, and at night with a white light or fusee and a high visibility retro-reflective garment.

For shoving movements over a malfunctioning highway crossing at grade not headed by a locomotive or cab car, follow the requirements in Item 1 above.

d. Obscured View of Highway

When equipment is standing and obscuring highway traffic's view, an employee must warn the highway traffic against movement on adjacent tracks. Equipment stored on tracks close to a public highway crossing at grade must be placed so as to permit a clear view for highway traffic using the crossing. Where space permits, equipment must be placed at least 300 feet from the crossing.

(Rule 138 Continued)

e. Trains Operated From Other Than The Leading End at a Highway Crossing

Trains being operated from other than the leading end must not enter a highway crossing at grade until on-ground warning is provided by a crew member or other qualified employee, except when it is visually determined that:

1. Crossing gates are in the fully lowered position, and are not known to be malfunctioning,

or

2. A designated and qualified employee is stationed at the crossing and has the ability to communicate with trains,

or

3. At highway and private crossings equipped only with flashing lights or X-bucks, it is clearly seen that no traffic is approaching or stopped at the crossing, and the leading end of the movement over the crossing does not exceed 15 MPH.

f. On-Ground Warning by Employees

When an employee is required to provide on-ground warning at a highway crossing at grade, he must give Stop Signals to pedestrian and highway traffic until the leading end of the train is through the crossing. Stop Signals must be given with a red flag or fusees by day, and fusees or a white light at night.

g. Six Conditions that Require Special Procedure

Under six conditions, a train must not foul a highway crossing at grade equipped with automatic warning devices until it is ascertained that the warning devices have been operating at least 20 seconds, or the gates (if equipped) are in the horizontal position.

These six conditions are:

1. Making a Reverse Movement

When a train passes entirely over a highway crossing and then is going to make a reverse move.

EXCEPTION: If the entire train has cleared the crossing by at least 1.2 miles, it may make a reverse move over the crossing without following special procedures.

2. Approaching at Restricted Speed

When a train is approaching at Restricted Speed.

3. Increasing Speed in an Approach Circuit with Automatic Interruption

When a train stops or increases speed by more than 5 MPH within 0.6 miles of a highway crossing at grade equipped with an apparatus that will automatically interrupt the operation of the crossing warning, including motion sensing detectors.

4. Passing Warning Device Reactivation Point on Main Track or Controlled Siding

When a train proceeds past a warning device reactivation point (See item "a" of this rule) on a main track or controlled siding, after having been stopped or delayed within 1.2 miles of the crossing.

5. Passing Warning Device Activation Point on Track Other than Main Track or Controlled Siding

When a train proceeds past a warning device activation point (See item "a" of this rule) on other than a main track or controlled siding.

6. Performing Switching within 1.2 Miles of Crossing

When a train has performed switching within 1.2 miles of the crossing.

If the automatic highway crossing warning is not operating, the movement must not be made until warning is provided by on-ground personnel.

h. Manual Interruption of Warning Device

At locations where apparatus is provided to manually interrupt the operation of automatic highway crossing warning, instructions are posted or "Raise" and "Lower" buttons are marked for each track.

When the apparatus is operated manually, no movement may be made over the crossing until:

1. Warning is provided by on-ground personnel.

or

2. The automatic operation of this warning has been reestablished and operating for at least 20 seconds.

or

3. If equipped with gates, they are in the horizontal position and crossing lights are flashing.

Wherever crossing warning is operated manually or manually interrupted, it must be restored to normal after movement is completed. Control boxes must be locked.

At crossings where the apparatus interrupts automatic warning on adjacent tracks, the employee interrupting the warning must remain at the crossing to reestablish automatic warning to normal operation when a train is approaching on an adjacent track.

139. Train or Car(s) Left Standing Without Crew on Main Track or Controlled Siding

a. Authorization; Protection

Train or car(s) must not be left standing on main tracks or controlled sidings without an assigned crew unless specifically authorized by the Dispatcher. When authorization is received, the departing crew must ensure that the equipment to be left unattended is properly secured. The departing crew must inform the Dispatcher of any Form D's still in effect, and will be governed by the instructions of the Dispatcher regarding the Form D's.

The Dispatcher must advise the employee(s) in charge of protecting the track of the location where such equipment has been left unattended. This information must be recorded on the Dispatcher's Record of Train Movements and, where applicable, on the Operator's Station Record of Train Movements.

At the interlocking or controlled point governing entrance to the affected track, the employee in charge of protecting the track must place signals governing entrance to the affected track in Stop position and apply blocking devices.

b. Opposing Movement in Rule 261 Territory

The Dispatcher may permit an opposing movement in Rule 261 territory to couple to equipment left standing without a crew. The Dispatcher must issue Form D line 13 to the opposing train to proceed at Restricted Speed to the location where the equipment is left standing without flag protection. The Dispatcher must issue a copy of the Form D to all Operators involved. ABS rules will not apply within the line 13 limits. Movement from an interlocking or CP must be made in accordance with Rule 241.

c. Movement in DCS Territory or Against the Current of Traffic in Rule 251 Territory

The Dispatcher may permit an opposing movement against the established direction or current of traffic, or a following movement in Non-signaled DCS territory, to couple to equipment left standing without a crew. The Dispatcher must issue Form D line 2 to the train to operate to the whole mile post or station at least 2 miles prior to the unattended equipment, and line 13 to proceed at Restricted Speed from that location to the location of the unattended equipment. DCS rules will not apply within the line 13 limits.

d. Re-assignment of Crew

Crew members, upon taking charge of equipment that has been left unattended, must immediately communicate with the Dispatcher and are governed by his instructions. The Dispatcher must ensure that crew members have in their possession all applicable Form D's affecting the movement of the equipment. Movement is governed by the applicable block system rules in effect for the direction of movement.

140. Foul Time

Foul Time may be issued only by the Dispatcher, or Operator when authorized by the Dispatcher.

a. Action Required Prior to Issuance

Before issuing or authorizing Foul Time, the Dispatcher must determine that no trains or other on-track equipment have been authorized to occupy the track segment to be fouled. In signaled territory, the Dispatcher must ensure that Stop Signals have been displayed and blocking devices applied to controls of switches and signals leading to the affected track. When trains are to be held at a TBS where blocking devices cannot be applied, the Dispatcher must issue Form D line 13 instructing the Operator to hold trains clear of the affected track.

b. Permission to Foul

Permission to foul the track must include the following information:

1. Title and name of employee receiving foul time
2. Track designation
3. Track limits (between/at)
4. Time limits

The receiving employee must repeat this permission and the Dispatcher or Operator must then confirm it before the Foul Time becomes effective.

c. Releasing Foul Time

Once protection has been provided, it must be maintained until the employee who was granted the foul time has released the foul time. The release must include the employee's title and name, and the track designation and limits being released. This information must be repeated by the Dispatcher or Operator, and confirmed by the employee releasing the foul time before blocking devices are removed.

141. Inaccessible Track

Roadway Workers may establish working limits on a track not controlled by the Dispatcher or Operator, by making the track inaccessible at each possible point of entry through one of the following means:

1. A switch or derail aligned to prevent access to the working limits and secured with an effective securing device, and properly tagged. The effective securing device and tag may be removed only by direction of the employee in charge of the working limits.
2. A remotely controlled switch aligned to prevent access to the working limits and secured with a blocking device by the employee who controls the switch. Blocking device protection must not be considered in effect until it has been confirmed by the employee controlling the switch. Protection must be maintained until the employee who requested the protection has reported clear.

(Rule 141 Continued)

3. A disconnected rail.

4. A flagman assigned to hold trains and equipment clear of the working limits.

Movements within working limits may be made only with permission of the employee in charge.

142. Train Coordination

Working limits may be established to protect Roadway Workers assigned to a train by the use of Train Coordination protection. Train Coordination protection may be established within segments of track or tracks upon which one train holds exclusive authority to move, and there are no other conflicting movements.

To establish Train Coordination protection, the Roadway Worker in charge must obtain assurance from the train crew that no movement will be made without permission of the Roadway Worker in charge. The train must be stopped and visible to the Roadway Worker in Charge when Train Coordination protection is established.

When the Roadway Worker in Charge no longer requires Train Coordination, he must advise the train crew.

When the Train Crew is required to relinquish its exclusive authority by the Dispatcher, the Train Crew must first advise the Roadway Worker in Charge before releasing that authority. That exclusive authority must not be released until the working limits are released by the Roadway Worker in charge.

MOVEMENT PERMIT FORM D

The Dispatcher issues Form D's to restrict or authorize movements. Form D's are also issued to convey instructions in situations not covered in the Operating Rules.

160. Issuing a Form D

For movements or other purposes requiring its use, Form D must be issued by the Dispatcher. Form D's must be numbered consecutively each day beginning at midnight, and the number must be prefixed with the letter designation of the issuing railroad as follows:

Amtrak	A	NYS&W	Y
Bay Colony	B	P&W	P
Conrail	C	RBM&N	R
NJT	N	SEPTA	S

161. Completing Form D Properly

Information shown on Form D must be legible and without erasure or alteration. Only authorized abbreviations may be used in Form D's. Commas must be used to separate numbers or locations listed in a series. Applicable Form D line numbers must be circled. Employees must review the entire form for additional information.

Operators must keep an office copy of each Form D received.

162. Addressees

Form D's must be addressed to those who are to execute them, indicating the date and naming the location at which each is to receive his copy.

a. Form D Addressed to a Train

Form D's for a train must be addressed to the Conductor and Engineer, and to anyone who acts as its Pilot. These forms must include the identity of the train. Scheduled trains will be identified by the abbreviation "No." plus the schedule number and engine number, for example: "No. 101 Eng 903." Extra trains will be identified by the word "Extra" plus the engine number, for example: "Extra 933." If the engine belongs to another company, that company's initials must precede the engine number, such as in "Extra CN 2502." Blanket addresses may also be used, such as "Eastward Trains."

(Rule 162 Continued)

b. Form D Addressed to a Track Car

Form D's for a track car must be addressed to the Foreman, Track Car Driver or Pilot. Track cars must be identified by the abbreviation "TC" plus the letters and numerals of the equipment, for example: "TC A8876." If more than one track car is to operate on the same Form D authority, the number of additional pieces must be specified, for example: "TC 7922 plus 3."

163. Photocopies; Additional Written Copies

A photocopying machine may be used to make additional copies of a Form D. When a photocopying machine is used, employees must examine each copy for completeness and legibility before delivering.

When additional copies are written, Operators must repeat them to the Dispatcher and initial them below the Dispatcher's name before delivering. The Dispatcher must ensure that the Form D is repeated correctly. For each additional writing, the Operator must keep an office copy showing the time and date of the repetition.

164. Examination before Delivery

Copies of Form D's made with pressure sensitive or carbon paper must be examined for legibility before delivery.

165. Form D Delivery

The Dispatcher may personally deliver Form D to addressed employees, or he may transmit Form D to an Operator, who will then be responsible for delivering the Form D. Form D may be physically delivered to addressed employees; it may be dictated to them by radio, telephone, or in person; or it may be delivered to them by electronic transmission.

a. Physical Delivery of Form D

When a Dispatcher or Operator physically delivers one or more Form D's to an employee, the Dispatcher or Operator must complete the delivery portion of the top Form D in the set delivered, indicating the numbers of all Form D's delivered. Receiving employees must see that the information shown in the delivery portion corresponds to the Form D's received, and must deliver a copy of the Form D to other crew members addressed.

b. Dictation of Form D by Radio, Telephone or in Person

Form D's may be dictated only to employees who are qualified on the Operating Rules. Form D's must not be dictated to or copied by:

1. An employee operating the controls of a moving train or track car,

or

2. An individual piloting a moving train or track car.

When dictating and repeating Form D's, employees must read aloud and plainly pronounce all applicable preprinted and written portions. Numerals in lines 1 through 13 of Form D's must be pronounced digit by digit. For example, "105" will be pronounced "one-zero-five."

Before dictating a Form D, the Dispatcher must specify the number of copies to be made if more than one copy is required. The Dispatcher must not give "Time Effective" until Form D has been repeated correctly. Once the Dispatcher has given his name, receiving employees must repeat immediately from their copy in the same order they were addressed, unless otherwise directed. Employees must listen while other addressees repeat Form D and call attention to any discrepancies. Once all addressees have repeated the Form D correctly, the Dispatcher will give "Time Effective," which must then be repeated by the receiving employees.

When a Form D is dictated to an employee on a train, the receiving employee must ensure that employees on the train who are addressed in the Form D receive a copy of it before reaching the first location where employees must act upon the Form D. If physical delivery of the Form D is not practical, the receiving employee must dictate the Form D information to other employees addressed, who must copy and repeat the Form D information.

When Form D's are relayed by employees, the dictating employee must follow the procedures outlined above for Dispatchers. "Time Effective" must not be transmitted until the receiving employee correctly repeats the Form D.

c. Electronic Transmission of Form D

Employees receiving a Form D by electronic transmission must examine each copy for completeness and legibility. They must communicate with the Dispatcher to verify the number and date of each Form D received.

166. Reading and Complying with Form D

Employees addressed must immediately read the Form D and are responsible for compliance with its requirements. They must make certain the Form D is read by all employees responsible for the operation of the train or track car. These employees must acknowledge their understanding of the Form D and remind employees addressed of its requirements, if necessary.

167. Communication Failure

If communication fails before a Form D has been given a "Time Effective," trains addressed must not proceed nor be given permission to proceed until communication has been reestablished.

168. Errors Discovered

If an error is discovered in a Form D before "Time Effective" has been given, the Dispatcher must direct receiving employees to destroy their copies. The Dispatcher must mark "Void" on his copy in the Form D booklet, then reissue the Form D under another number.

If an error is discovered in a Form D after "Time Effective" has been given, the Form D must be canceled.

169. Additions to Form D

Once a Form D has been given a "Time Effective," only the following information may be added to the form:

1. Form D cancellation information. See Rule 177, "Cancelling Form D's."
2. Track is clear information. See Rule 805, "Track Car Following Other Movements."
3. Additional line 2 authorities. See Rule 400, "Occupying DCS Territory" and Rule 804, "Additions to Form D Line 2."
4. Additional line 3 authorities. See Rule 804, "Additions to Form D Line 2."

170. Delivery at an Interlocking or Controlled Point

When a Form D is to be delivered to a train at an interlocking or controlled point, the Dispatcher must ensure that blocking devices are applied to prevent addressed trains from leaving the interlocking or controlled point without the Form D. These blocking devices must not be removed until Form D has been delivered or until the Engineer has acknowledged that he is to receive a Form D.

Blocking devices are not required at locations where crews are required to inquire about Form D's prior to departure.

171. Physical Delivery to a Moving Train

When a Form D is to be physically delivered to a moving train, the train must not exceed 30 MPH until delivery is effected. If delivery is not effected, the train must be stopped.

172. Delivery to a Train That Will Have Movement Restricted in Immediate Vicinity

When a Form D restricting the movement of a train covers a portion of the track within 3 miles of the point of delivery, the train must be stopped. Form D must be delivered before the signal to proceed is displayed, unless the Engineer has been fully advised of the situation.

173. Delivery to Relieving Conductor or Engineer

When a Conductor or Engineer is relieved, all Form D's and instructions that have not been fulfilled or canceled must be delivered to the relieving Conductor or Engineer. The relieving Conductor and Engineer must compare these Form D's and instructions to confirm that the information in them is the same.

The relieving crew must contact the Dispatcher if they are unable to communicate with the crew they are to relieve. The Dispatcher must ensure they have received all instructions affecting the movement of their train before proceeding.

174. Receiving a Form D at a Temporary Block Station (TBS)

When a TBS is placed in service, approaching trains must be notified by Form D line 10 or Bulletin Order. Trains must approach a TBS prepared to stop. They must not pass a TBS or foul associated hand-operated switches without receiving a hand signal to proceed from the Operator or verbal permission from the Dispatcher. They must receive a Form D before departing a TBS on a main track.

If a train passes the last holding point (interlocking, TBS or controlled point) in approach to the TBS while it is still open, and the train reaches the TBS after it is scheduled to be closed, it must approach the closed TBS prepared to stop. It must not pass this location without verbal permission of the Dispatcher.

The Operator at a TBS must contact the Dispatcher for instructions prior to permitting a train to depart the TBS. When no Form D's have been issued by the Dispatcher for a train, the Operator must issue an unnumbered Form D addressed to the train. The Form D must be completed as follows:

1. The address and date portion must be completed.
2. "NONE" must be written in the delivery portion.
3. "Time Effective" must be indicated.
4. The Operator must sign his name in the place of the Dispatcher.

175. Speed Restrictions

Speed restrictions must be listed in sequential order. The limits of the restriction must be designated by Timetable locations, mile post locations, signal locations, bridge numbers or catenary pole numbers.

When speed signs cannot be displayed immediately, the Dispatcher must not use portions of a mile on the Form D, unless used in conjunction with a physical characteristic location.

176. Effective Period of a Form D

Form D's are in effect until fulfilled or until canceled.

Form D's which have been fulfilled or canceled must be marked with an "X" then retained and held available for inspection for a period of 7 days.

177. Cancelling Form D's

Form D's which need to be canceled will usually be canceled on the same form. Under some conditions, however, a Form D must be canceled by a separate Form D.

a. Cancelling a Form D on the Same Form

A Form D will be canceled on the same form, as follows:

1. The Dispatcher must contact the addressee(s) and state his intent to cancel the Form D.
2. The Dispatcher must state the Form D number and date, the cancellation time and date, and his initials.
3. The Dispatcher and the addressee(s) must record all cancellation information on the appropriate section of their copy of the Form D.
4. The addressee must repeat the Form D number and date, and all cancellation information to the Dispatcher.
5. The Dispatcher must ensure that all cancellation information is repeated correctly.

When cancellation information is transmitted to an employee on a train, the receiving employee must ensure that all addressed employees on the train receive the cancellation information and mark their Form D accordingly.

Operators who have received a copy of the original Form D may be directed by the Dispatcher to relay cancellation information to other employees.

The Dispatcher must not mark an "X" on his copy of the Form D until he has canceled the Form D to all affected addressees.

b. Cancelling a Form D by a Separate Form

When cancellation information is to be relayed by an Operator who does not have a copy of the Form D to be canceled, the Dispatcher must issue a separate Form D Line 13 to the Operator to cancel the original Form D.

240. Tracks Designated in Timetable

The following rules will be in effect on tracks designated in the Timetable: Rule 251 and Rule 261; DCS Rules 400 through 406; ABS Rules 500 through 509; CSS Rules 550 through 563.

241. Passing a Stop Signal

To pass a Stop Signal, a train must have verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher). Permission must not be given or accepted until the train has stopped at the signal. A member of the crew must contact the Dispatcher or Operator and follow his instructions.

a. Giving Permission to Pass

Before giving permission to pass the Stop Signal, the Dispatcher (or Operator) must determine that:

1. Affected appliances are properly positioned. If the position of a switch cannot be determined, the route must be inspected.
2. No opposing or conflicting movements have been authorized.
3. Blocking devices have been applied to protect against opposing movements whenever the Stop Signal involved governs entrance to a track where Rule 261 is in effect.

The Dispatcher (or Operator) must give permission to pass a Stop Signal in the following manner:

> *"No. 5316 engine 4129 pass Stop Signal on No. 2 track at Rare and proceed east to No. 1 track."*

The receiving employee must repeat this permission and the Dispatcher or Operator must then confirm it.

b. Movement After Permission Has Been Confirmed

After permission has been confirmed, the train must operate at Restricted Speed until the entire train has cleared all interlocking or spring switches and the leading wheels have:

1. Passed a more favorable fixed signal,

or

2. Entered non-signaled DCS territory,

or

3. Entered Rule 562 territory with a Form D authorizing Rule 563.

In CSS territory, trains with operative cab signals must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.

(Rule 241 Continued)

c. Stopped at Automatic Interlocking Home Signal

When a train is stopped at a home signal at an automatic interlocking and no immediate conflicting movement is evident, the movement will be governed by:

1. Instructions posted at that location.
2. Instructions in the Timetable.

Track cars may proceed after first determining that there are no approaching or conflicting movements.

d. Stopped at a Signal Protecting Movable Bridge

Under the following conditions, a qualified employee must determine that the rails are properly lined and the bridge is safe for movement before verbal permission is given to pass the signal:

1. When the signal cannot be displayed for the first movement over a bridge after the bridge has been closed, regardless of bridge lock indication.

or

2. At any time a bridge unlock indication is received.

e. Stop Signal Disregarded

If a Stop Signal is disregarded, the Dispatcher or Operator must immediately take two actions:

1. Attempt to stop that train and other trains involved.
2. Notify the next TBS or interlocking station.

242. Absent or Imperfectly Displayed Signals

If a fixed signal is absent from the place where it is usually shown, movement must be governed by the most restrictive indication that can be given by that signal. This absence must be reported to the Dispatcher immediately.

Imperfectly displayed signals must be reported to the Dispatcher or Operator as soon as practical, without delay to the train.

Imperfectly displayed signals must be regarded as the most restrictive indication that can be given by that signal. The following exceptions apply to color light signals, position light signals, color position light signals, and semaphore signals:

1. Signal Indication Governs

If only one indication is possible, this indication will govern.

2. Restricting Signal Indication Applies

If more than one indication is possible, and it can be determined that all possible indications are more favorable than Stop and Proceed, trains may proceed as though a Restricting Signal were displayed.

243. Next Governing Signal

Trains may operate according to the indication of the next fixed signal governing the movement when the following conditions have been met:

1. The next governing signal can be plainly seen,

AND

2. The train is not required by rule or the previous signal indication to operate at Restricted Speed.

If governed by a signal displaying Limited Clear, Medium Clear, Medium Approach Medium, Medium Approach, Slow Clear, or Slow Approach, speed must not be increased until the entire train is clear of all interlocking or spring switches.

244. Signal Requiring Stop

A train approaching a fixed signal requiring a stop must stop before any part of the movement passes the signal.

245. Unexpected Signal Changes

If a train operating on a signal indication more favorable than Approach encounters a Stop Signal, Stop and Proceed, or Restricting Signal, the train must:

1. Comply with the signal indication consistent with good train handling, unless conditions require an emergency brake application,

AND

2. Report the occurrence to the Dispatcher.

251. Track Signaled in One Direction

When track is signaled in only one direction, signal indication will be the authority for trains to operate with the current of traffic. Movements against the current of traffic will be governed by non-signaled DCS rules.

261. Track Signaled in Both Directions

Signal indication will be the authority for a train to operate in either direction on the same track.

At a hand-operated switch that is not equipped with an electric lock, a train may clear the main track only where maximum authorized speed on the main track over this switch is 20 MPH or less.

EXCEPTION: Trains may clear at a hand-operated switch on a controlled siding with no intermediate signals and a maximum speed that does not exceed 30 MPH.

SIGNAL ASPECTS and INDICATIONS

277. General Requirements; Qualifying Features

The signal aspects and indications illustrated in Rules 279 through 298a govern the movement of trains and track cars. Other aspects must not be used unless shown in the Timetable with location, indication, and name.

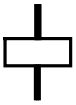
Aspects are shown by one or more of the following methods:

1. The color of lights.
2. The flashing of lights.
3. The position of lights.
4. The position of semaphore arms.
5. The shape of the signal background on a position light dwarf or pedestal signal.
6. The shape, color or lettering of signs.

In the illustrations for Rules 281 through 292, the bottom unit of high position light and color position light signals (figures A and B) is shown only for aspects that require its use. At signal locations the bottom unit of these signals (if equipped) will be dark for aspects that do not require its use.

The following figure is used with signal aspects to indicate a flashing light:

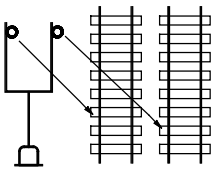
The following figure is used with signal aspects to indicate a number plate:

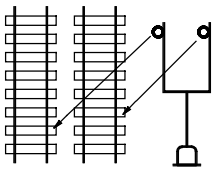


A number plate attached to a signal's mast or in an adjacent location signifies that the signal's most restrictive indication is more favorable than Stop. Number plates are illustrated in these rules only when they are needed to qualify the signal aspect.

Where signals are located on a bracket post to display aspects for two tracks, the right hand signal governs the track to the right, and the left hand signal governs the track to the left.

Example:





Where a track intervenes between a signal and the track governed, a dummy mast, marked by a blue light or reflector, will be placed to the field side of the signal.

Example:

278. Placement of Signs

The following signs must be placed at braking distance from the restriction to which they apply:

1. Approach Speed Limit Sign (Rule 296a).
2. Approach Permanent Speed Limit Sign (Rule 296).
3. Approach Sign (Rule 297).

The following signs must be placed in both directions protecting the tracks affected, to the right of and adjacent to the track requiring protection:

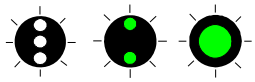
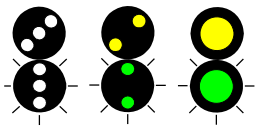
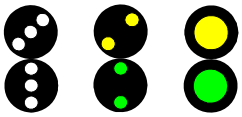
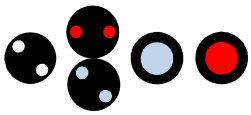
1. Approach Speed Limit Sign (Rule 296a).
2. Speed Limit Sign (Rule 296b).
3. Resume Speed Sign (Rule 296c).
4. Approach Sign (Rule 297).
5. Stop Sign (Rule 297a).
6. Working Limits Speed Limit Sign (Rule 297b).
7. Working Limits Resume Speed Sign (Rule 297c).

The following signs may be used on tracks adjacent to a track requiring protection. Signs will be in effect only when movement is routed to the track requiring protection.

1. Diverging Approach Speed Limit Sign (Rule 296d).
2. Diverging Approach Sign (Rule 297d).

279. Cab Signal Aspects

In accordance with Rule 552, “Conformity between Cab Signals and Fixed Signals,” the following chart illustrates the cab signal aspect that must conform to the applicable fixed signal.

Name	Aspects	*SDU Display
Clear		The center speedometer numerals in green
Cab Speed		A green band 0 to 60 or 80 MPH
Approach Limited		A green band 0 to 45 MPH
Approach Medium		A green band 0 to 45 MPH
Approach		A green band 0 to 30 MPH
Restricting		A green band 0 to 20 MPH, yellow band at 0
Stop Signal		A green band 0 to 20 MPH, yellow band at 0

*Some engines are equipped with a Speed Display Unit (SDU) that displays an authorized speed, rather than an aspect representation of a fixed signal.

The following chart identifies the cab signal(s) that must be displayed to conform to each fixed signal, in accordance with Rule 552, "Conformity between Cab Signals and Fixed Signals."

Fixed Signal	**Conforming Cab Signal(s)**
Clear	Clear
Cab Speed	Clear, Cab Speed, Approach Limited, Approach Medium
Limited Clear	Approach Limited, Approach Medium
Medium Clear	Approach Medium
Approach Limited	Approach Limited, Approach Medium
Approach Medium	Approach Limited, Approach Medium
Advance Approach	Approach Limited, Approach Medium
Medium Approach	Approach
Approach	Approach
Approach Slow	Approach
Slow Clear	Restricting
Slow Approach	Restricting
Restricting	Restricting
Stop & Proceed	Restricting
Stop Signal	Restricting

When the movement of a train is governed solely by the cab signal, the indication of the fixed signal with the same name (i.e. Clear, Cab Speed, Approach Limited, Approach Medium, Approach, or Restricting) will apply. Movements are governed solely by cab signals when:

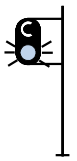
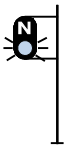
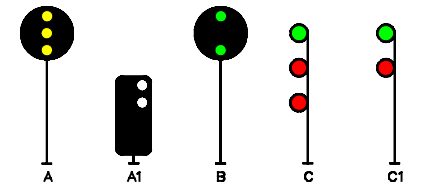
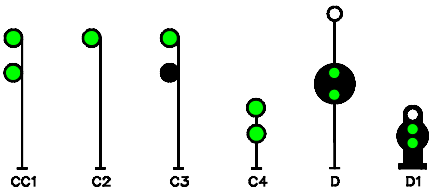
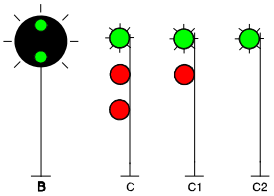
1. The train is operating in territory where cab signals are used without fixed automatic block signals (Rule 562).

or

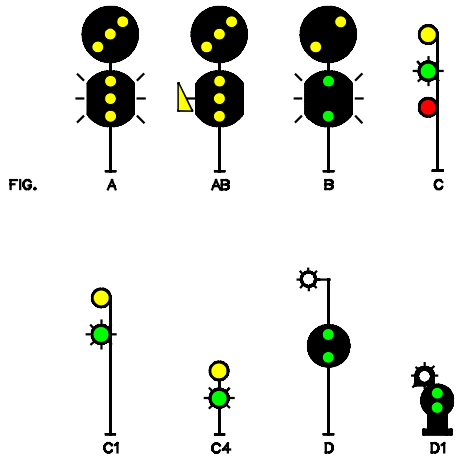
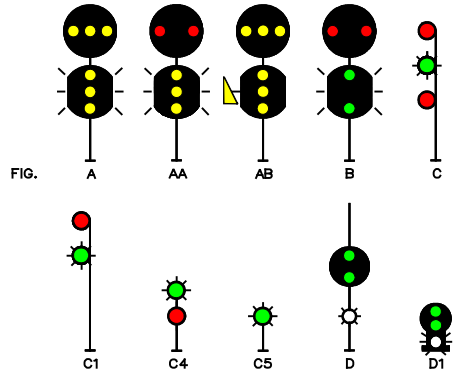
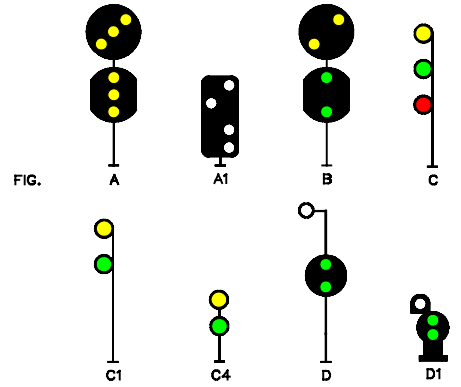
2. The cab signal changes between fixed signals (Rule 553).

or

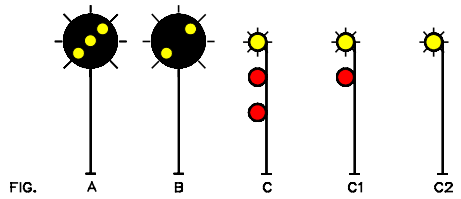
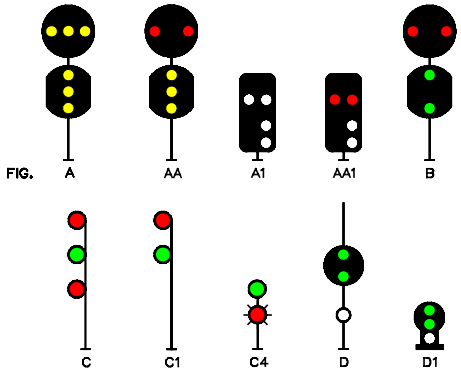
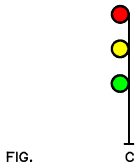
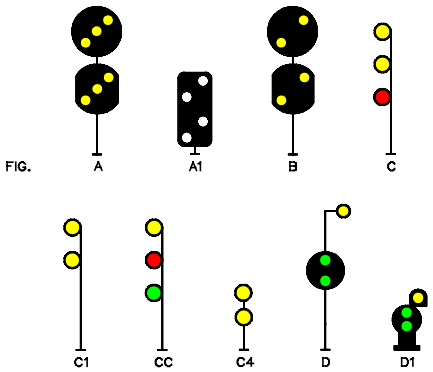
3. The cab signal is more restrictive than the fixed signal when the train enters a block (Rule 552).

Rule	Aspects
280a	FIG.  A
280b	FIG.  A
281	FIG.  A A1 B C C1  CC1 C2 C3 C4 D D1
281a	FIG.  B C C1 C2

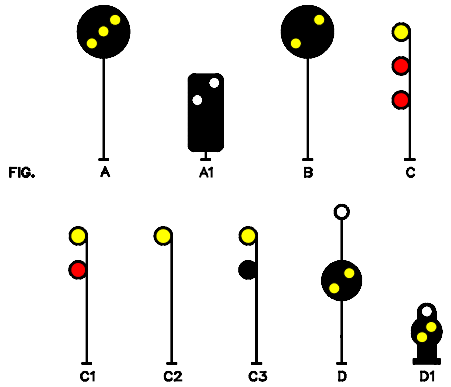
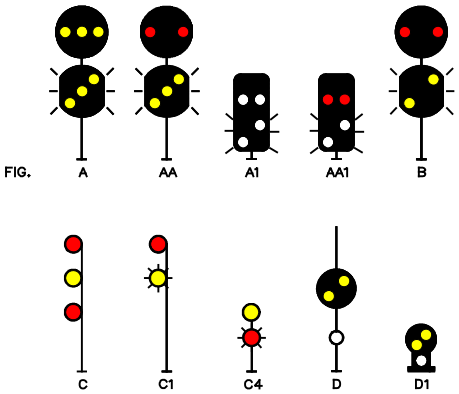
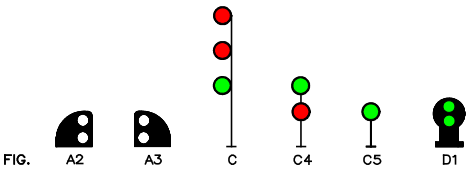
Rule	Name	Indication
280a	**CLEAR TO NEXT INTERLOCKING**	Trains with inoperative cab signals, automatic train stop, or speed control must proceed on fixed signal indication (and cab signal indication, if operable) not exceeding 79 MPH. Trains with inoperative cab signals must approach the next home signal prepared to stop, unless Approach Normal (Rule 280b) is displayed on a distant signal prior to the home signal.
280b	**APPROACH NORMAL**	Trains without operative cab signals must proceed on fixed signal indication not exceeding 79 MPH.
281	**CLEAR**	Proceed not exceeding Normal Speed.
281a	**CAB SPEED**	Proceed in accordance with cab signal indication. Reduce speed to not exceeding 60 MPH if Cab Speed cab signal is displayed without a signal speed, or if cab signals are not operative.

Rule	Aspects
281b	
281c	
282	

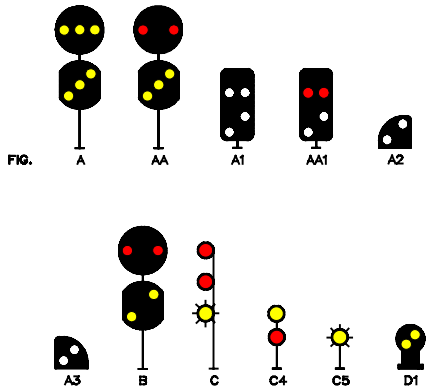
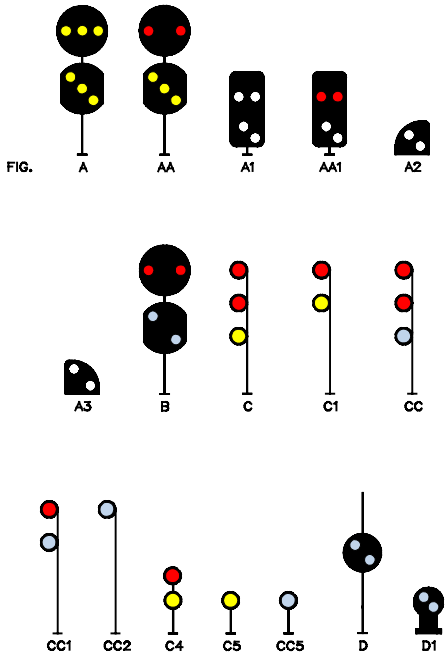
Rule	Name	Indication
281b	**APPROACH LIMITED**	Proceed approaching the next signal at Limited Speed.
281c	**LIMITED CLEAR**	Proceed at Limited Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Limited Speed.
282	**APPROACH MEDIUM**	Proceed approaching the next signal at Medium Speed.

Rule	Aspects
282a	
283	
283a	
284	

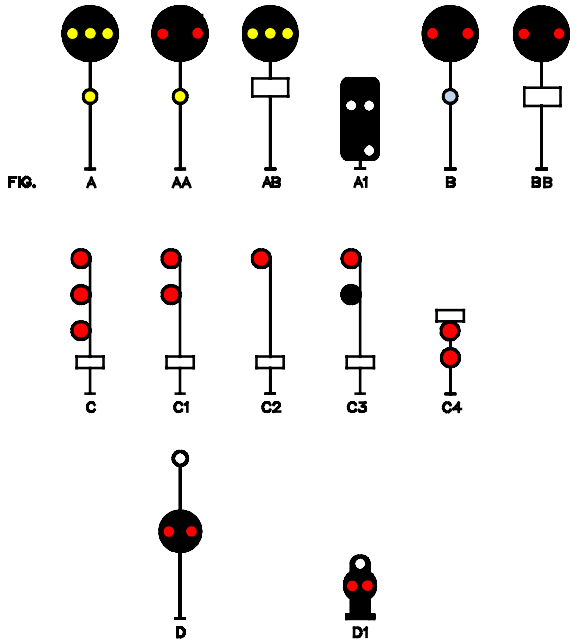
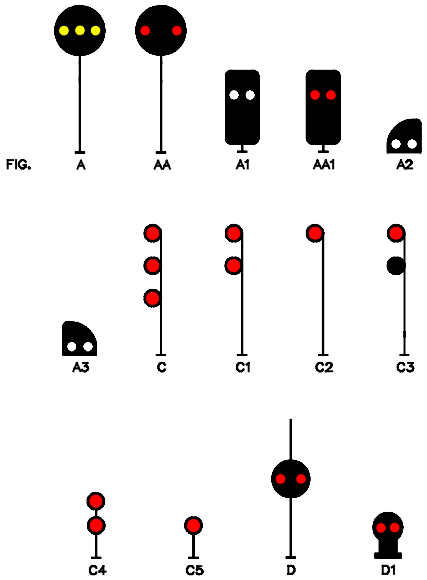
Rule	Name	Indication
282a	**ADVANCE APPROACH**	Proceed prepared to stop at the second signal. Trains exceeding Limited Speed must begin reduction to Limited Speed as soon as engine passes the Advance Approach signal.
283	**MEDIUM CLEAR**	Proceed at Medium Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed.
283a	**MEDIUM APPROACH MEDIUM**	Proceed at Medium Speed until entire train clears all interlocking or spring switches, then approach the next signal at Medium Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach Medium signal is clearly visible.
284	**APPROACH SLOW**	Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Slow signal.

Rule	Aspects
285	
286	
287	

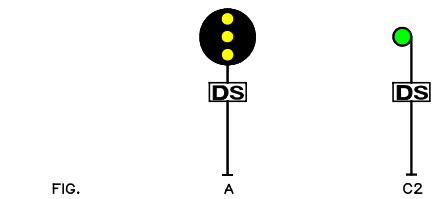
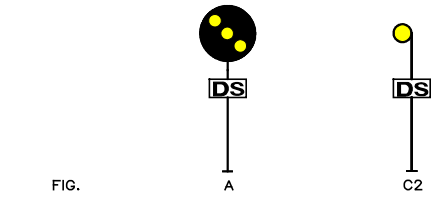
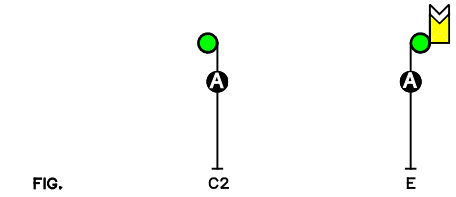
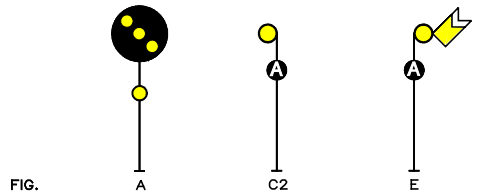
Rule	Name	Indication
285	**APPROACH**	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach signal.
286	**MEDIUM APPROACH**	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach signal is clearly visible.
287	**SLOW CLEAR**	Proceed at Slow Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed once they have left interlocking limits.

Rule	Aspects
288	
290	

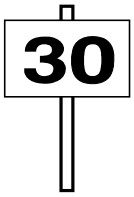
Rule	Name	Indication
288	**SLOW APPROACH**	Proceed prepared to stop at next signal. Slow Speed applies until entire train clears all interlocking or spring switches, then Medium Speed applies.
290	**RESTRICTING**	Proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP signal) and the leading wheels have: 1. Passed a more favorable fixed signal, or 2. Entered non-signaled DCS territory. In CSS territory, trains with operative cab signals must not increase speed until the train has run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.

Rule	Aspects
291	
292	

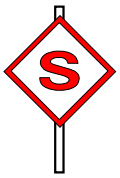
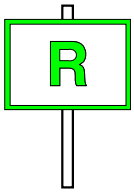
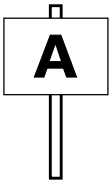
Rule	Name	Indication
291	**STOP AND PROCEED**	Stop, then proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP signal) and the leading wheels have: 1. Passed a more favorable fixed signal, or 2. Entered non-signaled DCS territory. In CSS territory, trains with operative cab signals must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received. Where identified by special instruction, or where a letter G (grade marker) or a letter R (restricting marker) is displayed in addition to a number plate as part of these aspects, freight trains may observe the signal as though Restricting, Rule 290, were displayed.
292	**STOP SIGNAL**	Stop.

Rule	Aspects
293	
293a	
293b	
293c	
294	
294a	

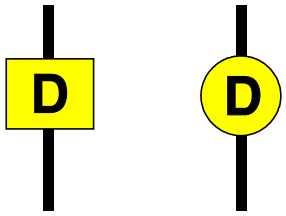
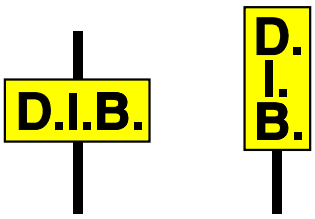
Rule	Name	Indication
293	**SWITCH CLOSED SIGNAL**	Proceed.
293a	**SWITCH OPEN SIGNAL**	Proceed prepared to stop short of open switches.
293b	**APPROACH CLEAR**	Proceed. NOTE: Does not convey block or track information.
293c	**APPROACH RESTRICTING**	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Restricting signal. NOTE: Does not convey block or track information.
294	**CLEAR SLIDE DETECTOR SIGNAL**	Proceed; slide detector not actuated.
294a	**SLIDE DETECTOR SIGNAL**	Approach actuated slide detector prepared to stop short of obstruction.

Rule	Aspects
296	
296a	
296b	
296c	
296d	

Rule	Name	Indication
296	**APPROACH PERMANENT SPEED LIMIT SIGN**	Proceed prepared to operate at posted speed through permanent speed restriction. NOTE: In electrified territory, this sign will be mounted in the catenary system; in non-electrified territory, this sign will be mounted on an overhead bridge or on a pole approximately 12 feet above the top of the rail.
296a	**APPROACH SPEED LIMIT SIGN**	Approach the Speed Limit Sign at a speed not exceeding the speed posted on the Approach Speed Limit Sign. Where a sign with two sets of numerals is posted, the higher speed applies to passenger trains, and the lower speed applies to freight trains.
296b	**SPEED LIMIT SIGN**	Proceed at speed posted on the Approach Speed Limit Sign until the entire train has passed the Resume Speed Sign.
296c	**RESUME SPEED SIGN**	Resume speed after the entire train has passed the Resume Speed Sign.
296d	**DIVERGING APPROACH SPEED LIMIT SIGN**	If routed to affected track, approach the Speed Limit Sign not exceeding the speed on the Diverging Approach Speed Limit Sign.

Rule	Aspects
297	
297a	
297b	
297c	
297d	

Rule	Name	Indication
297	**APPROACH SIGN**	Proceed prepared to stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Sign.
297a	**STOP SIGN**	Stop, unless permission is received as prescribed by Rule 135.
297b	**WORKING LIMITS SPEED LIMIT SIGN**	Proceed not exceeding 30 MPH until passing a Working Limits Resume Speed Sign, unless otherwise instructed by the employee in charge.
297c	**WORKING LIMITS RESUME SPEED SIGN**	Resume speed after the entire train has passed the Working Limits Resume Speed Sign.
297d	**DIVERGING APPROACH SIGN**	If routed to affected track, proceed prepared to stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Diverging Approach Sign.

Rule	Aspects
298	
298a	

Rule	Name	Indication
298	**DISTANT SIGNAL MARKER**	Visual reminder to push-pull trains that Rule 504(b) applies in the block governed by this signal. NOTE: Located on or near the mast of distant signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.
298a	**DELAY IN BLOCK SIGN**	Visual reminder to push-pull trains that Rule 504(b) applies to station stops made at this station. NOTE: Located at or near the end of passenger stations in blocks between distant signals and home signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.

FORM D CONTROL SYSTEM

Form D Control System (DCS) Rules apply only where designated by Timetable, Bulletin Order, or Form D line 6. Their purpose is to control the movement of trains. DCS Rules may be used in signaled territory or non-signaled territory. (Signaled territory is territory where ABS Rules are in effect for the direction of movement, and non-signaled territory is territory where ABS rules are not in effect for the direction of movement.) CSS Rules do not apply when non-signaled DCS rules are in effect. Form D line 2 is required for movement in DCS territory.

400. Occupying DCS Territory

a. Form D Authority

A train must not occupy DCS territory outside yard limits without Form D line 2 authority. All Operators involved must receive a copy of the Form D. Form D line 2 may be issued into or through yard limits in lieu of verbal permission. All other provisions of Rule 93, "Movement within Yard Limits," apply. Three exceptions to the Form D line 2 requirement are:

1. Paragraph d of this rule, "Entering DCS Territory at a Hand-operated Switch."
2. Rule 503, "Train Movement against Current of Traffic at an Interlocking."
3. Movement at an interlocking may be made one train length beyond the home signal on verbal permission of the Dispatcher.

   Before granting verbal permission the Dispatcher must ensure that the track on which movement is to be made is clear, and no opposing movements have been authorized.

The limits of the Form D authority must be designated by station names or whole mile post numbers. However, when a train is authorized to enter DCS territory at a hand-operated switch that is not at a station or whole mile post, the location of the originating hand-operated switch may be used as the beginning of the Form D line 2 authority. The following table describes the limit of the authority when line 2 ends at a station:

When the station is:	Authority ends at:
An interlocking or controlled point	The home signal or controlled point signal.
A passenger station	The point specified by the Dispatcher on line 13.
A Hand Operated Switch	The fouling point of the switch.
Multiple Hand Operated Switches	The fouling point of the first switch, unless otherwise specified by the Dispatcher on line 13.
Other stations	The station sign.

Before issuing a Form D authority in non-signaled DCS territory, the Dispatcher must determine that the track to be used is clear for passenger trains and clear outside of yard limits for other trains.

Overlapping Form D authorities for opposing movements must not be issued.

b. Operating Against Current of Traffic

Before authorizing a train to operate against the current of traffic, the Dispatcher must ensure that opposing movements are restricted by blocking devices or Form D.

c. Additions to Form D Line 2

The Dispatcher may direct addressee(s) to add additional line 2 authorities to a specified direction Form D which is still in effect.

In non-signaled DCS territory, these additions may be issued only after the Dispatcher has determined that the track to be used is clear, as outlined in paragraph (a) of this rule.

Additional line 2 authorities will be added to an effective Form D as follows:

1. The Dispatcher must contact the addressee(s), state his intent to give them an additional line 2 authority, and state the number and date of the Form D to which the line 2 authority will be added.
2. The Dispatcher will then transmit the additional line 2 authority and his initials. The addressee(s) will repeat the authority. The Dispatcher must not transmit the "time" of the addition to the addressee(s) until they have correctly repeated the authority. The addressee(s) must not act upon the additional authority until they receive the "time" of the addition.
3. The Dispatcher and the addressee(s) must record all additional information on line 2 of their Form D.

When an additional line 2 authority is transmitted to an employee on a train, the receiving employee must ensure that all addressed employees on the train receive the additional information and mark their Form D accordingly. When additional line 2's are relayed by employees, the dictating employee must not transmit the "time" of the addition until the receiving employee has correctly repeated the authority.

d. Entering DCS Territory at a Hand-operated Switch

The Dispatcher (or Operator when authorized by the Dispatcher) may verbally authorize a train to enter DCS territory at a hand-operated switch, in order to clear the switch and proceed in the opposite direction. Before verbally authorizing the move, the Dispatcher must ensure that:

1. The segment of track to be used is clear of opposing movements,

AND

2. The train has received a Form D for movement in the opposite direction.

This movement is limited to one train length beyond the switch, and must be made at Restricted Speed with a crew member preceding the movement and providing flag protection.

401. Operating in Non-signaled DCS Territory

a. Maximum Authorized Speed

Passenger trains must not exceed 70 MPH and freight trains must not exceed 60 MPH, unless otherwise restricted.

b. Approaching Home Signals, Controlled Point Signals, and Signals at the Beginning of ABS Territory

Trains must approach home signals, controlled point signals, and signals at the beginning of ABS territory prepared to stop, unless a distant signal is in service. If a train is delayed after passing a distant signal, it must approach the home signal or controlled point signal prepared to stop.

402. Operating In a Specified Direction

a. Reverse Movement In Non-signaled DCS Territory

To make a reverse movement in non-signaled DCS territory, a train authorized by Form D line 2 to operate in a specified direction must follow one of the procedures listed below:

1. The train must receive another Form D, line 2.

or

2. The train must receive verbal permission from the Dispatcher and must proceed at Restricted Speed. The Dispatcher must specify the location to which the train is authorized to reverse. The Dispatcher must not authorize the train to reverse beyond the last point by which it was reported clear. A crew member must be positioned on or in advance of the leading end (point) of the movement.

or

3. The movement must be preceded by a crew member and must proceed at Restricted Speed. Reverse movement must not go beyond the last whole mile post or station.

or

4. If a train is operating against the current of traffic, the Dispatcher may verbally authorize it to operate with the current of traffic according to ABS rules. Before granting permission, the Dispatcher must ensure that the track to be used is clear of opposing movements, and must cancel the Form D line 2.

b. Reverse Movement in Signaled DCS Territory

To make a reverse movement within the limits of the same block in signaled DCS territory, a train authorized by Form D line 2 to operate in a specified direction will be governed by ABS Rule 501, “Reverse Move within the Limits of the Same Block.”

To make a reverse movement beyond the limits of the same block in signaled DCS territory, a train authorized by Form D line 2 to operate in a specified direction must receive a new Form D, line 2.

c. Clearing DCS Territory

When a train operating in a specified direction clears the limits of its line 2 authority, the line 2 authority is fulfilled. When a train leaves the track specified on its Form D line 2 authority at a hand-operated switch and that switch has been restored to normal position, the movement has cleared. A new Form D must be issued for any further movement.

403. Operating in Both Directions

A train authorized by Form D line 2 to operate in both directions has exclusive occupancy of the track, and may operate in either direction. The Dispatcher must not authorize other movements within the line 2 limits. The line 2 authority remains in effect until canceled.

Switches within the designated limits may be left in reverse position and unattended. Before the Form D is canceled, however, the Conductor must ensure that all switches used by his crew are locked in normal position.

If a crew is relieved while their Form D line 2 is still in effect, the crew being relieved must inform the new crew of any switches left reversed. If physical contact cannot be made with the new crew, the Dispatcher must be notified of any switches left reversed, and the new crew must check with the Dispatcher to obtain this information before proceeding.

405. Reporting to Dispatcher or Operator

The crew of a train must ensure that the Dispatcher or Operator is promptly notified when their train has:

1. Entered DCS territory, except when entering at an interlocking, controlled point, or TBS.

or

2. Cleared the limits of their specified direction line 2 authority, except when clearing at an interlocking station or TBS, or when verbally relieved from clearing by the Dispatcher.

NOTE: The Dispatcher or Operator must not use panel board indication lights to determine that the track is clear.

Trains may be reported clear of DCS territory or intermediate points only after an employee has determined that the rear car has cleared by one of the following means:

1. Observing the marker.
2. Observing the last car number.
3. Observing the telemetry device indication on the head end to ensure that air pressure indicates brake pipe continuity, once the head end of the train is 3 miles beyond the clearing point.
4. Receiving a correct axle count from an equipment defect detector. This method may be used only when the axle count from the detector agrees with the count of a previous detector or with an actual axle count made by a crew member.
5. Receiving data from an Automatic Equipment Identification (AEI) reader that correctly identifies the last car number or marker number of the train.

406. ABS Failure: Non-signaled DCS Substitution

a. Form D Line 6 or Bulletin Order

When an ABS failure occurs, non-signaled DCS rules may be substituted by Bulletin Order or Form D line 6.

All trains and Operators affected must receive a copy of the Form D line 6 or Bulletin Order. Before the Dispatcher issues the Form D line 6 or before the Bulletin Order becomes effective, the Dispatcher must ensure that:

1. Interlocking and CP signals governing entrance to or within the affected limits are in Stop position,

AND

2. Blocking devices are applied to the controls of switches and signals leading to the affected limits.

Interlocking or CP signals governing entrance to or within the affected track may be displayed to authorize movements that have received Form D line 2 authority. Signal indication will govern movement within interlocking limits or CP only. These signals must be immediately restored to Stop position and blocking devices reapplied once the head end of the authorized movement has passed the signal.

b. Rules-in-effect

ABS and CSS rules do not apply when non-signaled DCS rules are substituted for ABS.

c. Highway Grade Crossings

Unless otherwise instructed by Bulletin Order or Form D line 13, trains must stop and provide on-ground warning at highway grade crossings equipped with automatic warning devices, unless:

1. The automatic warning device has been operating at least 20 seconds,

or

2. If equipped with gates, they are in the horizontal position.

The leading end of the movement must not exceed 15 MPH over the crossing.

d. Form D Line 7: Interlocking or Controlled Point Removed from Service

Interlocking and controlled point signals remain in service unless otherwise specified by Bulletin Order or Form D line 7. Before the Dispatcher issues Form D line 7 or before the Bulletin Order becomes effective, the Dispatcher must ensure that switch points at interlockings or controlled points to be removed from service have been spiked or wedged for the route to be used. If the route to be used is diverting, Form D line 1 or Bulletin Order item must be issued to indicate speed over diverting route.

Interlockings that include a movable bridge or a railroad crossing at grade must not be removed from service in this manner.

AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic Block Signal (ABS) Rules apply only where designated by Timetable or Bulletin Order. Their purpose is to control the movement of trains in territory where the entrance to each block is governed by fixed signals, cab signals, or both. ABS signals convey to trains the occupancy and/or condition of the track ahead of them. Under normal conditions train movements are authorized by these signals.

500. Occupying or Fouling ABS Territory

A train must not enter or foul ABS territory without a proceed indication on a controlled signal or verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher). When verbal permission is given to enter Rule 261 territory, the permission must include an authorized direction of movement.

a. Crew Responsibility at Hand-operated Switch

After permission is received to enter ABS territory at a hand-operated switch, crew members must take the following action to ensure adequate signal protection:

1. At switch(es) **not equipped with a bolt lock or an electric lock**, a crew member must promptly operate the switch(es), and then wait 5 minutes before starting train movement. If a train is seen or heard approaching on the track to be occupied before the 5 minutes has elapsed, switch(es) must be secured in normal position. Permission must again be obtained from the Dispatcher or Operator to occupy the main track.
2. At switch(es) **equipped with a bolt lock** but not an electric lock, a crew member must promptly operate the bolt lock and then wait 5 minutes before operating the switch(es).
3. At switch(es) **equipped with an electric lock,** train movement may begin as soon as the switch(es) have been properly lined.

b. Relief from 5 Minute Wait

The Dispatcher (or Operator when authorized by the Dispatcher) may relieve crew members from the 5 minute waiting period. To do so, the Dispatcher must determine that no train is moving or has been authorized to move in the direction of the switch(es) from the last TBS, interlocking or controlled point. When switch(es) have been lined for movement, a member of the crew must immediately notify the Dispatcher or Operator. The Dispatcher must not authorize the movement of a train from the last TBS, interlocking or controlled point until this notification has been received.

c. Speed Entering ABS Territory Between Signals

A train entering a block between signals must proceed at Restricted Speed until the entire train has entered the block and the leading wheels have passed the next block signal. In cab signal territory, the train may proceed in accordance with cab signal rules and signals.

501. Reverse Movement within the Limits of the Same Block

A train may make a reverse movement, at Restricted Speed, within the limits of the same block when preceded by a crew member, who must be prepared to stop an opposing movement operating at Restricted Speed.

The Dispatcher (or Operator when authorized by the Dispatcher) may permit a train to make a reverse movement, at Restricted Speed, within the limits of the same block. When so authorized, a crew member must be positioned on or in advance of the leading end (point) of the movement.

Before permission is granted, the Dispatcher must determine that the track to be used is clear of opposing movements and that blocking devices are applied to protect against opposing movements.

502. Reverse Movement Beyond the Limits of the Block

a. On Tracks Where Rule 251 is in Effect

Where Rule 251 is in effect, a train must not make a reverse movement beyond the limits of the block without Form D line 2 authority, as prescribed by non-signaled DCS rules.

b. On Tracks Where Rule 261 is in Effect

Where Rule 261 is in effect, a train must not make a reverse movement beyond the limits of the block without verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher). Before permission is granted, the Dispatcher must determine that:

1. The track to be used is clear of opposing movements,

AND

2. Signals governing opposing movements are in Stop position,

AND

3. Blocking devices are applied to protect against opposing movements.

Verbal permission to re-enter must be given in the following manner:

> *"No. 5306 engine 4129 reverse direction on No. 2 track at MP 5 and proceed west to MP 6."*

Movement must operate at Restricted Speed until governed by a more favorable signal.

503. Train Movement against Current of Traffic at an Interlocking

The Dispatcher (or Operator when authorized by the Dispatcher) may verbally authorize movement against the current of traffic at an interlocking. This movement is limited to one train length beyond the home signal. Before authorizing such movement, the Dispatcher must determine that:

1. The track to be used is clear of opposing movements,
AND
2. Signals governing opposing movements are in Stop position,
AND
3. Blocking devices are applied to protect against opposing movements.

The Operator must also communicate with the Dispatcher or Operator controlling the next interlocking, controlled point or TBS to ensure that there are no opposing movements in the block.

The blocking devices holding opposing movements must remain applied until the movement against the current of traffic has been completed.

504. Delay in a Block

The following restrictions do not apply to trains that have cab signals in service for the direction of movement, or that have experienced a cab signal failure in Rule 562 territory (cab signals without fixed automatic block signals).

a. Trains Making Stops Other Than Station Stops

If a train that has passed a block signal stops for any reason other than a passenger train making a station stop, it must proceed at Restricted Speed. The train may resume the speed authorized by the last signal received when:

1. The next signal is seen to display a proceed indication,
AND
2. The track is known to be clear to the next signal.

b. Push-Pull Trains Making Station Stops or Slow Movement After Passing Distant Signal

If a push-pull train that has passed a distant signal makes a station stop or reduces speed to less than 10 MPH, it must:

1. Approach the home signal prepared to stop,
AND
2. Not exceed 40 MPH, unless governed by a slower speed.

The train may resume the speed authorized by the distant signal when the home signal is seen to display a proceed indication.

If a push-pull train makes a stop other than a station stop in any block, it will be governed by paragraph “a” of this rule.

505. Clearing a Block, Switches Restored to Normal Position

a. After Train Clears a Block: Reporting Clear

When a train clears a block at a hand-operated switch or crossover, and the switch(es) have been restored to normal position, it must be reported clear to the Dispatcher or Operator by the Conductor, Engineer, or member of the crew authorized by the Conductor or Engineer.

(Rule 505 Continued)

b. At Hand-operated Switch or Crossover: Permission to Reenter Block

When hand-operated switch(es) have been restored to normal position, even though the train has not been reported clear of the block, it must not again enter that block without permission of the Dispatcher or Operator.

506. Trains that Might Not Shunt

Trains that might not shunt track circuits must not be operated in ABS territory without authority of the Dispatcher. Following movements must not be permitted between TBS's, interlockings or controlled points unless directed by Form D line 13 to operate at Restricted Speed.

Blocking devices must be applied to protect against following movements. The signal governing entrance to the affected track may be displayed to authorize movement, but must be immediately restored to Stop position once the non-shunting train has entered the block.

The Dispatcher or Operator admitting the train to the block must notify the Dispatcher or Operator in charge of adjoining territory that the train is of a type that might not shunt track circuits. Where Rule 261 is in effect, this notification must be given prior to admitting the train to the block, and the Dispatcher or Operator in charge of adjoining territory must provide blocking device protection against opposing movements.

507. Track Conditions that May Cause Non-shunting

If the condition of the track is such that track circuits may fail to shunt properly, not more than one train at a time will be permitted between TBS's, interlockings or controlled points, unless directed by Form D line 13 to operate at Restricted Speed. Blocking devices must be applied to the controls of switches and signals leading to the affected track. The signal governing entrance to the affected track may be displayed only for an immediate movement, then immediately restored to Stop position.

508. Automatic Block Signal Used in Non-ABS Territory

An automatic block signal used in non-ABS territory will indicate the condition of the track between that signal AND

1. The next signal.

or

2. The "End Automatic Block" sign.

509. "End Automatic Block" Sign Used in ABS Territory

In addition to its use in non-ABS territory, an "End Automatic Block" sign may be used at the end of ABS territory. In such a case, the last automatic block signal will indicate the condition of the track only to the "End Automatic Block" sign.

CAB SIGNAL SYSTEM

Cab Signal System (CSS) Rules apply only where designated by Timetable or Bulletin Order. The CSS is interconnected with the fixed signal system to provide the Engineer with continuous information on the occupancy and/or condition of the track ahead.

This section presents rules governing the use of the CSS, including: movement without cab signals; testing the cab signal apparatus; conformity of cab signal with fixed signals; failure, flip, and nonconformity of the cab signals; and movement with cab signals but without wayside signals.

550. Train Not Equipped with Cab Signal Apparatus

The movement of a train not equipped with cab signal apparatus is prohibited, except when authorized by the Timetable.

Movements authorized by Timetable will:

1. Notify the Dispatcher before entering equipped territory,

AND

2. Be governed by fixed signal indication, observing Restricted Speed unless the Dispatcher authorizes Rule 556.

551. Testing the Cab Signal Apparatus

a. Departure Test

The cab signal apparatus on the leading end of the first engine or control car of each train must be tested and found to be operational within 24 hours before the engine or control car leaves its initial terminal.

If test equipment is not available at a point where another unit will be required to become a lead unit, this unit must also be tested at the initial terminal.

The employee performing the test must post a signed copy of the test results in the cab of the locomotive and must leave a signed copy of the test results at the test location.

If the cab signal apparatus is de-energized after the departure test has been made, it must be tested again before entering equipped territory. Engines dispatched from points in CSS territory to points where test racks are not provided must have the cab signal apparatus energized for the entire trip. Test racks at locations other than terminals will be specified in the Timetable.

b. Engineer's Test of Audible Indicator

After taking charge of an engine, the Engineer must assure himself that the cab signal apparatus is energized and that the audible indicator will sound when the acknowledging device is operated. If the audible indicator fails to sound when the acknowledging device is operated, the Engineer must not enter equipped territory. He must communicate with the Dispatcher and advise him of the situation.

(Rule 551 Continued)

c. Operating from Equipped Unit Without Departure Test

If necessary en route to operate from an equipped unit or end that had not been given a departure test, the cab signals must be considered inoperative. Rule 554, "Movement With Inoperative Cab Signals, Speed Control, or Automatic Train Stop," must be observed.

d. Cab Signal, Automatic Train Stop, or Speed Control Failure on Equipment Used in Turnaround Service

Under the following conditions, a train that has experienced a cab signal, automatic train stop, or speed control failure may be dispatched from a turnaround point, governed by the rules that apply to an en route failure (Rules 554, 556 or 562):

1. The equipment is used in turnaround service between its originating terminal and the turnaround point,

AND

2. The equipment received a satisfactory cab signal test within the previous 24 hours,

AND

3. No mechanical forces are on duty at the turnaround point to repair the equipment.

The crew must advise the Dispatcher of the failure before leaving the turnaround point. The equipment must be repaired or replaced at the next forward point that will not cause undue delay to the train.

552. Conformity between Cab Signals and Fixed Signals

a. Cab Signal Does Not Conform to Fixed Signal: More Restrictive Signal Governs

The cab signal should conform to each fixed signal within six seconds after a train enters a block. If the cab signal and fixed signal do not conform, the more restrictive signal indication will govern movement through the block. The Engineer must notify the Dispatcher or Operator as soon as possible without delaying the train, giving location and track on which nonconformity occurred.

b. Cab Signal Conforms to Fixed Signal: Fixed Signal Governs

If the cab signal conforms to the fixed signal upon entering the block, the fixed signal will govern.

c. Cab Signal Conformity Cannot be Determined: Rule 242 Applies

If conformity cannot be determined due to an absent or imperfectly displayed fixed signal, the provisions of Rule 242 apply. Cab signal indication will govern movement only after the entire train has run one train length or 500 feet, whichever distance is greater, according to the provisions of Rule 242, and cleared the interlocking or controlled point if applicable.

553. Cab Signal Changes Between Fixed Signals

If the cab signal changes between fixed signals, the cab signal will govern, subject to the following restrictions:

1. Cab Signal Changes to Restricting

When the cab signal aspect changes to Restricting between fixed signals, the Engineer must take action at once to reduce to Restricted Speed.

2. Interlocking Signal Requires Medium or Limited Speed, Cab Signal Changes to More Favorable Aspect

If an interlocking signal requires Medium or Limited Speed and the cab signal changes to a more favorable aspect, the speed must not be increased until the train has run its length.

3. Cab Signal Changes from Restricting to More Favorable

If the cab signal aspect changes from Restricting to a more favorable aspect, the speed must not be increased until the train has run its length or 500 feet, whichever distance is greater.

4. Cab Signal Changes from Clear to Approach Medium

If the cab signal changes from Clear to Approach Medium between fixed signals, trains must immediately begin reduction to Limited Speed, and must approach the next fixed signal at Medium Speed, unless that signal is seen to display a more favorable aspect.

EXCEPTION: If the cab signal does not conform to the fixed signal at the entrance to the block, and the fixed signal is more restrictive than the cab signal, the fixed signal will govern movement through the entire block.

554. Movement With Inoperative Cab Signals, Speed Control, or Automatic Train Stop

The movement of a train equipped with cab signals, speed control, or automatic train stop not in operative condition for the direction of movement is prohibited. The only exception is when failure occurs after the engine leaves its initial terminal.

a. Engineer's Responsibility

If the cab signal, speed control, or automatic train stop fails en route, the Engineer must take the following actions:

1. Operate the train according to fixed signal indication and cab signal indication, if operable. Speed must not exceed 40 MPH, unless the Dispatcher authorizes Rule 556.
2. Pass no signal displaying Stop and Proceed or Restricting, unless authorized by the Dispatcher.

(Rule 554 Continued)

3. Notify the Dispatcher and Conductor as soon as possible without delay to the train. The reason and location of the failure must be included in this report.

4. Consider the failed apparatus as inoperative until the engine has been repaired, tested and found to be functioning properly.

b. Dispatcher's Responsibility

Once advised of a cab signal, speed control, or automatic train stop failure, the Dispatcher must take the following actions:

1. He must inform the Dispatcher of the connecting dispatching district, division, or railroad.

2. He must not grant permission for the train to pass a Stop Signal, Stop and Proceed, or Restricting signal, until he has determined that the block to be entered is not occupied. In an emergency, the Dispatcher may authorize movement into an occupied block.

555. Criteria for Determining Cab Signal Apparatus Failure

The cab signal apparatus will be considered as having failed if any of the following conditions occur:

1. The audible indicator fails to sound when the cab signal changes to a more restrictive aspect.

2. The audible indicator continues to sound even though the cab signal change was acknowledged and the speed of the train was reduced to the speed required by the cab signal indication.

3. The cab signal fails to conform at 2 fixed signal locations in succession.

4. Damage or fault occurs to any part of the cab signal apparatus.

5. When approaching a fixed signal displaying Approach or more favorable aspect in CSS territory without fixed automatic block signals, the cab signal displays Restricting and fails to conform after passing the fixed signal.

6. When approaching a fixed signal displaying Slow Clear, Slow Approach, Stop and Proceed, Restricting, or Stop Signal, and the cab signal displays an aspect more favorable than Approach.

   EXCEPTION: This procedure does not apply when the fixed signal being approached is imperfectly displayed.

556. Dispatcher's Authorizations for Movement

This rule applies only to:

1. Movements authorized by the Dispatcher, as provided for in Rule 550, "Train Not Equipped with Cab Signal Apparatus" and Rule 554, "Movement With Inoperative Cab Signals, Speed Control, or Automatic Train Stop."

or

2. Movements made in accordance with Rule 561, "Cab Signal Portion of Wayside Signaling Equipment Not Operative."

Such movements may proceed at Normal Speed, not exceeding 79 MPH. They will be governed by fixed signal indication and cab signal indication if operable, and must not pass a signal displaying a Restricting or Stop and Proceed unless authorized by the Dispatcher.

The Dispatcher must not grant permission for such movements to pass a Stop Signal, Stop and Proceed, or Restricting signal, until he has determined that the block to be entered is not occupied. In an emergency, the Dispatcher may authorize movement into an occupied block.

557. Dispatcher's Responsibility for Recording Movements

Dispatchers must record on the Record of Train Movements the movement of trains operating under any of the following conditions:

1. Inoperative cab signals.
2. Unequipped with cab signal.
3. Inoperative speed control.
4. Inoperative automatic train control.

The Dispatcher must indicate those movements authorized to operate as provided by Rule 556, "Dispatcher's Authorizations for Movement," and Rule 562, "Movements in Territory Where Cab Signals are Used Without Fixed Automatic Block Signals."

558. Cab Signal Aspect Flips

When cab signal aspect "flips," momentarily changing aspect and then returning to the original aspect, the Engineer must notify the Dispatcher or Operator as soon as possible without delaying the train. The Engineer must give the following information:

"Cab signal flipped from [signal name] to [signal name] on No. [track] at [signal bridge or MP No.] or between [designated points if multiple occurrence]."

When the "flip" holds for a duration which requires the cab signal to be acknowledged, the Engineer must so state when reporting the occurrence.

559. Engineer's Responsibility to Report on Forms

In addition to verbally reporting flips, failures, non- conformities, and other unusual occurrences of the CSS apparatus as required by these rules, the Engineer will report them on the prescribed form.

560. Circumstances in Which Cab Signal Gives No Indication

Cab signals will not indicate conditions ahead when the engine is:

1. Moving against the current of traffic.

or

2. Pushing cars.

or

3. Running backward but not equipped with cab signal apparatus for backward movement.

561. Cab Signal Portion of Wayside Signaling Equipment Not Operative

If the cab signal portion of the wayside signaling equipment is inoperative, the Dispatcher (or Operator when authorized by the Dispatcher) must advise the Engineer verbally or on Form D line 11 of the limits of the area affected by the malfunction in the equipment.

The Speed Control System of the engine must be cut out, and the Cab Signal Apparatus must be Cut in.

Movement within the limits of the affected area will be governed by Rule 556, "Dispatcher's Authorizations for Movement" or Rule 562(f), "Wayside Cab Signaling Equipment Not Operative in Territory Without Fixed Automatic Block Signals."

562. Movements in Territory Where Cab Signals are Used Without Fixed Automatic Block Signals

The following requirements apply in territory designated by Timetable or Bulletin Order where cab signals are used without fixed automatic block signals. Rules 554 and 556 will not apply in territory where this rule is in effect.

a. Signal Indications

Interlocking and controlled point signal indications will govern movement within interlocking limits or through controlled points only. Distant signals, where in service, will govern approach to home signals. Between fixed signals, movement will be governed by cab signals.

If the cab signal and fixed signal do not conform when a train passes an interlocking or controlled point signal governing movement into or within Rule 562 territory, the more restrictive signal indication will govern movement through the interlocking or controlled point. Once the train clears the interlocking or controlled point, movement will be governed solely by the cab signal.

b. Reverse Movements

1. Reverse movement must not be made without verbal permission of the Dispatcher. Before granting permission, the Dispatcher must determine that the track to be used is clear of opposing movements, and must ensure that blocking devices are applied to protect against opposing movements.

2. Reverse movement must be made at Restricted Speed.

   EXCEPTION: When the Engineer is on the leading end of the reverse movement and the cab signal aspect changes from Restricting to a more favorable aspect, the cab signal will govern. Speed must not be increased until train has run its length or 500 feet, whichever distance is greater.

c. Failure of Cab Signals

The movement of a train equipped with Cab Signals not in operative condition for the direction of movement is prohibited. The only exception is when failure occurs after the engine leaves its initial terminal.

If the Cab Signal fails en route, the Engineer must take the following actions:

1. Notify the Dispatcher and Conductor as soon as possible without delay to the train. The reason and location of the failure must be included in this report.

2. Operate at Restricted Speed, unless governed by a "Clear to Next Interlocking" signal, or a Form D line 13 authorizing Rule 563.

3. Consider the failed apparatus as inoperative until the engine has been repaired, tested and found to be functioning properly.

The Dispatcher must inform the Dispatcher of the connecting dispatching district, division, or railroad of the train with inoperative Cab Signals.

Conductors of trains approaching Rule 562 territory with inoperative cab signals must remind their Engineer of the requirements of item (2) above, when the train is 2 miles from the Rule 562 territory, or at the last station stop prior to the Rule 562 territory.

d. Failure of Speed Control and/or Automatic Train Stop, With Cab Signals Still Working

The movement of a train equipped with Speed Control or Automatic Train Stop not in operative condition for the direction of movement is prohibited. The only exception is when failure occurs after the engine leaves its initial terminal.

If the Speed Control and/or Automatic Train Stop fails en route, but the Cab Signal remains operative, the Engineer must take the following actions: (If the Cab Signal fails as well, be governed by Part "c" above.)

(Rule 562 Continued)

1. Notify the Dispatcher and Conductor as soon as possible without delay to the train. The reason and location of the failure must be included in this report.
2. Do not exceed 40 MPH unless governed by a "Clear to Next Interlocking" signal or a Form D Line 13 authorizing Rule 563.
3. Consider the failed apparatus as inoperative until the engine has been repaired, tested and found to be functioning properly.

The Dispatcher must inform the Dispatcher of the connecting dispatching district, division, or railroad of the train with inoperative Speed Control and/or Automatic Train Stop.

Conductors of trains approaching Rule 562 territory with inoperative speed control or automatic train stop must remind their Engineer of the requirements of item (2) above, when the train is 2 miles from the Rule 562 territory, or at the last station stop prior to the Rule 562 territory.

e. Engineer Not on Leading End

A train operating with the Engineer on other than the leading end of the movement must operate at Restricted Speed, unless governed by a "Clear to Next Interlocking" signal, or a Form D line 13 authorizing Rule 563.

f. Wayside Cab Signaling Equipment Not Operative in Territory Without Fixed Automatic Block Signals

When the wayside cab signaling apparatus is removed from service by the Signal Department, trains with operative cab signals may be authorized by the Dispatcher to operate according to Rule 280a, "Clear to Next Interlocking."

The Dispatcher must inform trains of the limits of the CSS outage, and the interlocking(s) where Rule 280(a) will be displayed. Trains must approach the interlocking(s) where Rule 280(a) is to be displayed prepared to stop. If Rule 280(a) is not displayed, trains must stop and contact the Dispatcher for instructions.

If Rule 280(a) cannot be displayed, trains must receive Form D line 6 (and line 2) substituting DCS Rules for ABS Rules, or Form D line 13 to operate at Restricted Speed to the next interlocking.

563. Form D Authorization for Movement in Rule 562 Territory

Trains approaching or operating in Rule 562 territory that have experienced a cab signal, speed control, or automatic train stop failure, or that are operating with the Engineer on other than the leading end of the movement, may be authorized by Form D line 13 to operate according to this rule when "Clear to Next Interlocking" signal cannot be displayed.

The Dispatcher must ensure that the track to be used is clear before issuing Form D line 13, which must be issued in the following format:

"Operate according to Rule 563 on No. 2 track from Tulsa to Parker"

Trains receiving this Form D must not exceed 70 MPH within the designated limits. In addition, trains with inoperative cab signals or with the Engineer on other than the leading end must:

1. Approach home signals prepared to stop, unless Approach Normal (Rule 280b) is displayed on a distant signal prior to the home signal.
2. Determine that all non-interlocked facing point switches are properly lined before passing over them, unless otherwise instructed on Form D Line 13.
3. Determine that warning devices have been operating at least 20 seconds or gates (if equipped) are horizontal before occupying highway crossings at grade equipped with automatic warning devices, unless otherwise instructed on Form D Line 13.

INTERLOCKINGS AND CONTROLLED POINTS

Interlocking and Controlled Point rules apply to any movement within interlocking limits or at a controlled point. These rules cover the use of signals and appliances, movement within and through interlockings and controlled points, dangerous conditions, and the closing of interlocking stations.

600. Clearing of Interlocking and Controlled Point Signals

Interlocking and controlled point signals govern the use of the routes of an interlocking or controlled point. These signals must be cleared sufficiently in advance of approaching trains to avoid delay.

601. Interlocking and Controlled Point Signals, Interlocking Appliances: Operation, Repair, Malfunction

Interlocking signals, controlled point signals, and interlocking appliances must be operated only by those charged with operating them. When these devices are undergoing repair, or when any irregularity affecting their operation is detected, two actions must be taken:

1. Stop Signals must be displayed and blocking devices applied to all affected signals and interlocking appliances,

AND

2. Defects must be reported promptly to the Dispatcher and the Signal Maintainer.

Signals must remain in Stop position and blocking devices applied until the Signal Maintainer has reported that:

1. Repairs have been completed,

AND

2. Interlocking appliances are properly lined for movement, when repairs were performed on interlocking appliances.

602. Interlocking or Controlled Point Signals: Rerouting Trains

When an interlocking or controlled point signal has been cleared for an approaching train, the signal must not be changed to Stop position until:

1. The train has been stopped.

or

2. The Engineer has been informed of the situation and has advised the Dispatcher or Operator that he can stop before reaching the signal.

EXCEPTION: In an emergency, the signal may be immediately changed to Stop position.

Before changing the route, the Dispatcher or Operator must determine that the train has stopped, and must attempt to contact the Engineer to inform him that the route is being changed.

603. Interlocking Appliances: Control Mechanisms

Control mechanisms that operate an interlocking appliance must not be operated when any portion of a train is standing on or closely approaching the appliances.

604. Interlocking Appliances: Locking

If impossible to lock an interlocking appliance, two actions must be taken:

1. All control mechanisms must be placed in the required position and blocking devices applied,

AND

2. All affected appliances must be properly lined, and spiked or wedged.

   EXCEPTION: If the interlocking appliance is dual controlled, it must be properly lined and locked manually.

The Dispatcher or Operator must not give a train permission to pass a Stop Signal until the two above requirements are met.

605. Movements That Might Not Shunt

Train movements that might not shunt track circuits must be made on signal indication. Track car movements may be made on signal indication except for routes that lead to ABS or DCS territory. Before permitting train and track car movements of these kinds, the Dispatcher or Operator must ensure that all interlocking or controlled point appliances are properly lined and secured with blocking devices. Only those blocking devices applied to protect track car movements entering ABS or DCS territory will be recorded and reported to the Dispatcher.

After the equipment has entered interlocking limits, the home signal, if displayed, must be set to display Stop Signal and secured with a blocking device. Thereafter, the Dispatcher or Operator must not remove the blocking devices protecting any portion of the affected route until the employee in charge of the equipment has reported clear of the opposing signal governing that portion of the route.

The employee in charge of the equipment must notify the Dispatcher or Operator when the movement is clear of interlocking limits.

606. Rust on Rails or Wheels

If rails are rusted or cars have been left standing and wheels are rusted, crew members must confer with the Dispatcher or Operator. Interlocking appliances must not be operated until movement has been completed. Interlocking control mechanisms must be blocked with blocking devices. These blocking devices need not be recorded nor reported to the Dispatcher.

If rails are rusted, Signal Maintainers must notify Dispatchers and Operators on the prescribed form.

607. Railroad Crossings at Grade

Engines or cars must not be left within the limits of interlocked railroad crossings at grade.

608. Delay in an Interlocking

If a train has passed an interlocking signal and is delayed, it must proceed at Restricted Speed. If the track is seen to be clear to the next signal, and the next signal indicates proceed, then the train may be operated in accordance with the last signal indication received. In cab signal territory, the train may proceed in accordance with cab signal indication.

609. Interlocking or Controlled Point Signal Changes to Stop

If a signal aspect permitting a train to proceed changes to Stop Signal before it is reached, the stop must be made as soon as safe handling will permit. Such signal changes must be reported to the Dispatcher.

610. Stopped in an Interlocking by Dispatcher or Operator

If the Dispatcher or Operator stops a train while it is moving through an interlocking, the train must not move in either direction until it has received the proper signal or permission from the Dispatcher or Operator.

611. Stop Less than One Engine Length Beyond Interlocking Signal

If a train stops less than 1 engine length beyond an interlocking signal, it must not proceed without permission of the Dispatcher or Operator.

612. Reversing Direction within an Interlocking

To reverse direction within the limits of an interlocking, trains must have either:

1. Proper interlocking signal.

or

2. Permission of the Dispatcher or Operator. When permission is given, the route must not be changed until it is known that the movement has been completed.

613. Movement Not Governed by Fixed Signal Indication

Movements not governed by fixed signal indication within interlocking limits must receive permission from the Dispatcher (or Operator when authorized by the Dispatcher). Permission must only be given or accepted for an immediate movement. Before giving permission, the Dispatcher or Operator must determine that:

1. Affected appliances are properly positioned. If the position of a switch cannot be determined, the route must be inspected.

2. No opposing or conflicting movements have been authorized.
3. Blocking devices have been applied to protect against opposing movements, whenever the route involves movement into territory where Rule 261 is in effect.

The Dispatcher or Operator must give permission for interlocking movements not governed by fixed signal indication in the following manner: *"No. 5316 engine 4129 proceed east on No. 2 track at Rare."*

The receiving employee must repeat this permission and the Dispatcher or Operator must then confirm it. Movement may then proceed at Restricted Speed to the next signal. In cab signal territory, trains with operative cab signals must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.

614. Derailment or Damage

If there is a derailment or if any damage occurs to the track or interlocking, two immediate actions must be taken:

1. Stop Signals must be displayed and blocking devices applied to the controls of all interlocking signals and appliances that may be affected,

AND

2. The Dispatcher must be notified.

No movement may be permitted until all parts of the interlocking and track that may be damaged have been inspected and are confirmed safe for the movement.

615. Dangerous Conditions or Obstructions

If a train passes an interlocking station with any indication of conditions dangerous to itself or to a train on another track, or if the Dispatcher or Operator is informed of any obstruction in a block, two actions must be taken:

1. An attempt must be made immediately to stop any train involved,

AND

2. The Operator or Dispatcher controlling the next interlocking, controlled point or TBS must be notified.

Each Operator and Dispatcher must display Stop Signals to all trains that may be endangered. A train may be permitted to proceed at Restricted Speed after the crew has been informed of the situation.

616. Interlocking Station Closed

When an interlocking station is closed, routes and signals must be set to comply with instructions of the Dispatcher. The station building must be secured.

RADIOS, TELEPHONES AND ELECTRONIC DEVICES

Radio use must comply with regulations of the Federal Communications Commission (FCC). The following rules are set forth to meet these regulations and to provide a safe and efficient operation.

700. Use and Care of Radios

Company radios must be used exclusively for railroad operations. The use of radios other than those furnished by the Company for railroad operations is prohibited.

Employees using radio equipment must exercise care to prevent damage to or loss of the equipment. Employees assigned a portable radio will be responsible for the proper care and protection of it.

No technical adjustments may be made to a radio set, except by those employees specifically authorized.

701. Requirements for Trains

Each train must have a working radio on the leading end of the controlling engine when it is dispatched from its initial terminal. Each train must also be equipped with a working redundant means for communicating with the Dispatcher, Operator or Yardmaster. The redundant means shall be a radio on another engine in consist, a portable radio, cellular phone, or other means of wireless two-way communication.

702. Requirements for Track Cars and Roadway Workers

Track cars moving between work locations must have a working radio. When more than one track car is moving under the same authority, only one working radio is required.

Each employee assigned to provide on-track safety for Roadway Workers and each lone worker must have immediate access to a working radio. When immediate access to a working radio is not available, the employee must be within hearing range of a radio capable of monitoring transmissions from train movements in the vicinity. These requirements do not apply when the work location is physically inaccessible to trains, or has no through traffic or traffic on adjacent tracks during the period when Roadway Workers are present.

703. Communications Device Testing, Failure, Interference

Radio and other required communication devices must be tested as soon as practical to ensure that the equipment functions as intended, prior to commencement of the work assignment. The test of a radio shall consist of an exchange of voice transmissions with another radio.

The employee receiving the transmission shall advise the employee conducting the test of the clarity of the transmission. Radios and other required communication devices that do not operate properly must be removed from service and the Dispatcher or Yardmaster notified promptly. In event of radio failure en route, the Dispatcher must be notified as soon as practical.

Radio interference from another radio station must also be reported to the Dispatcher or Yardmaster promptly with information as to location, time, and, if possible, the identity of the interfering station.

If a radio fails on the controlling engine, the train may continue until the earlier of the next calendar day inspection or the next forward point where the radio can be repaired or replaced.

704. Radio Inspection

Employees shall permit inspection of the radio equipment in their charge and all FCC documents pertaining thereto by a duly accredited representative of the FCC at any reasonable time.

705. Radio Transmission and Reception Procedures

Before transmitting by radio, the employee must listen to ensure that the channel on which he intends to transmit is not in use.

All transmissions must be repeated by the employee receiving them except:

1. Transmissions used in yard switching operations.
2. Those transmissions that do not contain any information, instruction or advice that could affect the safety of a railroad operation.

Employees must ensure that radio contact with the proper persons has been made and must not take action until certain that all conversation with them has been heard, understood and acknowledged.

Any radio communication that is not fully understood or completed in accordance with the requirements of these rules shall not be acted upon and shall be treated as though not sent. Emergency communications are an exception.

An employee receiving a radio call must acknowledge the call immediately unless doing so would interfere with safety.

706. Radio Location and Monitoring

When their duties involve the use of radio, employees must have the radio on and tuned to the proper channel at all times. The volume must be adjusted so that all transmissions can be heard.

The Timetable designates fixed base stations, wayside stations, periods attended and assigned radio channels.

707. Emergency Communications

All employees shall give absolute priority to emergency communications. Except in answering or aiding a station in distress, employees shall refrain from sending any communication until certain that no interference will result to the station in distress.

708. Radio Messages: Content and Code Words

The following procedures will govern identification and content of messages when using radio:

When originating or initially responding to a radio call, employees must:

1. Identify their employing railroad.
2. Identify their base station, wayside station or yard station by name or other designation of station and location.
3. Identify their mobile radio unit by:
   a. Schedule number if on a scheduled train.
   b. Symbol and engine number if on an extra train. If engine belongs to another company, that company's initials must precede the engine number.
   c. TC followed by the number of the car if on a track car.
   d. Other appropriate mobile unit identification.

Communication must be as brief as possible and must use these key words:

"ROGER" . . . . to signify that the message was received and understood. When required by Rule 705, "ROGER" also means that you have repeated instructions correctly.

"OVER" . . . . . at the close of each transmission to which a response is expected.

"OUT" . . . . . at the close of each transmission to which a response is not necessary. "OUT" must be preceded by proper identification.

"EMERGENCY" . transmitted three times to obtain use of radio channels for initial report of conditions endangering train movements.

709. Prohibited Transmissions

Employees shall not knowingly transmit:

1. Any false distress communication.
2. Any unnecessary, irrelevant, or unidentified communication.
3. Any obscene, indecent, or profane remark.

710. Radio Identification in the Yard

When positive identification is achieved in connection with switching, classification, and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement. Short identification must include engine or unit number, such as "Back up 8271" or "Go ahead 8271."

If an exchange of communications continues without substantial interruption, positive identification must be repeated every 15 minutes.

711. Radio Communication Instead of Hand Signals

Employees must take the following actions when radio communication is used instead of hand signals to control a shoving, backing or pushing movement:

1. The employee directing the movement must specify a distance to be traveled. The distance specified must not exceed the distance known to be clear.
2. The movement must stop in one-half the specified distance, unless additional instructions are received.
3. The names of fixed signals affecting the movement must be communicated to the Engineer.

If the instructions are not understood or radio contact is not maintained, the movement must be stopped immediately. If the means of communication is changed, no movement may be made until all crew members have been notified.

712. Signal Indications

Dispatchers or Operators must not advise the aspect, name, or indication of any fixed signal, and crew members must not request this information. Crew members may use the radio to communicate a fixed signal to other members of the same crew.

Except as provided in Rule 241, radio communication may not be used to convey instructions that would have the effect of overriding the indication of a fixed signal. Radio communication may only be used to impose a more restrictive action than the indication of a fixed signal.

713. Radio Communication Concerning Passing Trains

A Dispatcher or Operator may accept information regarding the movement of a train from:

1. The Conductor or Engineer of another train.

or

2. A Track Car Driver.

or

3. Another qualified employee.

When necessary to report the passage of a train prior to fouling or occupying a track, employees must identify the passing train by engine number and proper marker display. Dispatchers or Operators must not give permission for a train to foul or occupy a track until this information is received.

714. Telephone Use

Telephones shall be operated in accordance with instructions posted at the location. The telephone box shall be closed and locked when not in use. Where a manual cut-out switch is provided, it shall be operated to disconnect the telephone before closing the box. Telephone lines must be yielded promptly for calls pertaining to emergencies and train movements.

715. Recording of Communications

Radio and telephone communications are regularly recorded when they involve:

1. Train radio communications.
2. Dispatcher and Operator telephones.
3. Dispatcher open line.

In addition to the communications specified above, other telephone conversations may be recorded. An audible "beep" tone approximately every 15 seconds indicates recording.

716. Use of Electronic Devices

An employee shall not use an electronic device if that use would interfere with the employee's or another employee's performance of safety-related duties. No individual in the controlling locomotive cab or control compartment of a train or track car shall use an electronic device if that use would interfere with an employee's performance of safety-related duties.

a. Personal Electronic Devices

1. Prohibited: The unauthorized use of a personal electronic device to perform any function when required to perform service is prohibited. When use is not authorized, personal electronic devices must be turned off and stored out of sight, along with any earpieces, headphones or other similar peripheral devices.

2. Authorized: A stand alone calculator may be used for an authorized business purpose, provided this use does not interfere with the performance of any employee's safety-related duties. The use of the voice communication functions of a personal electronic device by an employee other than an employee controlling a moving train or track car is authorized, as follows, subject to the Restrictions governing the use of railroad-supplied devices:

(a) For All Employees:

(1) To respond to or coordinate an emergency situation involving the operation of the railroad or to respond to an emergency encountered while on-duty;
(2) To perform duties directly related to the operation of the railroad when radio communication fails; or
(3) To perform duties directly related to the operation of the railroad when the railroad is not required by Federal regulation to provide a working radio. When the railroad is not required by Federal regulation to provide a working radio, an employee may use a personal electronic device for assigned duties after a safety briefing, provided all employees responsible for the movement of the train or track car agree that it is safe to do so.

(b) For Roadway Workers: To perform duties directly related to roadway worker activities.

(c) For Members of a Train Crew: To perform assigned tasks directly related to the operation of the railroad when:

(1) The train is stopped;
(2) No member of the crew is riding rolling equipment during a switching operation;

(3) No member of the crew is on the ground;
(4) No employee is assisting in the preparation of the equipment for movement, and
(5) The engineer and conductor perform a safety briefing to confirm that it is safe to do so and other crew members are informed.

b. Railroad-Supplied Electronic Devices

An employee may use a railroad-supplied electronic device only for an authorized business purpose as prescribed below.

1. Authorized Business Purposes: Subject to the Restrictions below, the following are authorized business purposes for railroad-supplied electronic devices by an employee who is not controlling a moving train or track car:

(a) Emergencies: Use is authorized for voice communication to respond to or coordinate an emergency situation involving the operation of the railroad or to respond to an emergency encountered while on-duty.

(b) Assigned Tasks Directly Related to Duties: Use is authorized for revenue related functions, delay reporting, mechanical defect troubleshooting and reporting, roadway maintenance work, passenger service requests, and numerical calculations.

(c) Radio Communication Failure: Use is authorized for voice communication:
(1) To perform duties directly related to the operation of the train or track car when radio communication has failed; or
(2) To perform duties directly related to the operation of the railroad when the railroad is not required by Federal regulation to provide a working radio. When the railroad is not required by Federal regulation to provide a working radio, an employee may use a railroad-supplied electronic device for assigned duties after a safety briefing, provided all employees responsible for the movement of the train or track car agree that it is safe to do so.

(d) Supplemental Reference Materials: The use of digital and display functions of an electronic device is authorized as a supplemental means to refer to a railroad rule, special instruction, timetable, or other directive.

(e) Documentation of a Safety Hazard: Use is authorized for still photograph documentation of a safety hazard or a violation of a rail safety law, regulation, order, or standard provided the device is turned off immediately after the documentation has been made, unless its use is otherwise permitted.

2. Restrictions

(a) Use in Locomotive Cab or Control Compartment
(1) Use of a railroad-supplied electronic device for an authorized business purpose by an employee controlling the movement of a train or track car is prohibited:
i. When the train or track car is moving,
ii. When any employee is assisting in the preparation of the equipment for movement, or
iii. When any train crew member is on the ground, or riding rolling equipment during a switching operation.

(Rule 716 Continued)

(2) An employee, other than the employee operating the controls of a moving train or track car, may use a railroad-supplied electronic device in the controlling locomotive cab or control compartment of a train or track car for an authorized business purpose after a safety briefing, provided all employees in the controlling locomotive cab or control compartment agree that it is safe to do so. Any other use in the controlling locomotive cab or control compartment is prohibited.

(3) When use of an electronic device is authorized, audible ringers or alerts must be turned off and devices set to vibrate, if possible.

(b) Use in Body of Train or Trailing Locomotive: An employee may use a railroad-supplied electronic device for an authorized business purpose while on duty within the body of a passenger train, in a trailing locomotive, or in a railroad business car. Such use must not interfere with any safety related duties.

(c) Use Other than When on a Train or Track Car
The use of a railroad-supplied electronic device for an authorized business purpose when required to perform service other than when on a train or track car is prohibited:
(1) While fouling any track;
(2) While participating in a switching operation;
(3) While required to perform any other safety related duty.
EXCEPTION: A roadway worker fouling a track may use a railroad-supplied electronic device for an authorized business purpose when protected by on-track safety procedures and not in an area where a distraction could result in being struck by machinery, tools or on-track equipment.

c. Deadheading Employees
Deadheading employees are prohibited from using electronic devices within the controlling locomotive cab or control compartment of a train or track car. Employees in deadhead status located outside the controlling locomotive cab or control compartment of a train or track car may use an electronic device only when such use does not interfere with any employee's personal safety or performance of safety-related duties.

d. Supervisors
Supervisors may use an electronic device for assigned tasks directly related to their duties provided this use does not interfere with the performance of any employee's safety related duties. When necessary to foul a track, the supervisor must ensure protection against trains or other on-track movements is established.

e. Penalties
Any individual who violates these prohibitions or uses any of the described devices without observing any of the restrictions is subject to federal civil penalties and/or disqualification, and company discipline up to and including discharge. If there are any questions or doubt regarding the authorized use of a personal or railroad-supplied electronic device, employees should refrain from any use until the proper authority can be consulted.

MOVEMENT OF TRACK CARS

Track cars do not reliably activate track circuits (shunt the track). For this reason the movement of track cars requires a separate category of rules that provide for the necessary protection of these movements.

800. Foremen and Track Car Drivers: Responsibilities, Governing Rules, Qualifications

Foremen and Track Car Drivers will be in charge of the track cars under their jurisdiction. They will be governed by the rules and special instructions that apply to trains, except as modified by the rules governing Movement of Track Cars. Foremen, and Track Car Drivers addressed by Form D, must be qualified on the Operating Rules, Timetable and physical characteristics of the territory on which they are to operate.

801. Inspection of Track Cars

The Foreman or Track Car Driver must perform a visual inspection to see that the track car is in safe operating condition before operating it. Track cars must not be operated if found in an unsafe condition.

802. Rules and Signals

ABS rules, DCS rules, and numbered automatic block signals do not apply to the movement of track cars.

Track cars must approach interlocking signals, controlled point signals, and unnumbered automatic block signals prepared to stop.

803. Placing or Operating Track Cars on Tracks

a. Tracks Where ABS or DCS Rules are in Effect

Form D line 2 and line 3 is the authority for the movement of track cars and must be obtained before track cars are placed or operated on a track where ABS or DCS rules are in effect. Three exceptions are:

1. Track car movements within yard limits in non-signaled DCS territory may be made with verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher).
2. Track car movements at an interlocking may be made one track car length beyond the home signal into ABS or DCS territory for an immediate movement in the opposite direction. Such movements require verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher).
3. Track car movements that will be performing maintenance within Working Limits may be made on verbal permission of the employee in charge as prescribed by Rule 135, part (d), “Movements within Working Limits.”

(Rule 803 Continued)

Before issuing Form D lines 2 and 3 or granting verbal permission for a track car to shift at an interlocking as outlined in item (2) above, the Dispatcher must ensure that:

1. No trains have been authorized to move in the direction of the point to be occupied,

AND

2. Signals governing opposing and following movements are in Stop position,

AND

3. Blocking devices are applied to protect against opposing and following movements.

The Dispatcher must issue a copy of the Form D to all Operators involved.

b. Tracks Where ABS or DCS Rules Are Not in Effect

On tracks where ABS or DCS rules are not in effect and an employee is in charge of the track, track cars must not be placed or operated on the track unless authorized by that employee. Where no employee is in charge of the track, track cars may occupy the track without permission.

804. Additions to Form D Line 2

The Dispatcher may direct addressee(s) to add additional line 2 authorities to a specified direction Form D which is still in effect providing no new trains or track cars have been authorized to operate within the limits of the additional line 2. Before issuing additional line 2 authorities, protection as prescribed by Rule 803, "Placing or Operating Track Cars on Tracks", must be applied.

Additional line 2 authorities will be added as follows:

1. The Dispatcher must contact the addressee(s), state his intent to give them an additional line 2 authority, and state the number and date of the Form D to which the line 2 authority will be added.

2. The Dispatcher will then transmit the additional line 2 authority and his initials. The addressee(s) will repeat the authority. The Dispatcher must not transmit the "time" of the addition to the addressee(s) until they have correctly repeated the authority. The addressee(s) must not act upon the additional authority until they receive the "time" of the addition.

3. The Dispatcher and the addressee(s) must record all additional information on line 2 of their Form D.

When an additional line 2 authority is given to a track car, Form D line 3 authority may be issued or extended to authorize the track car to proceed past Stop Signal(s) at interlockings or controlled points. The Dispatcher must not transmit the "time" of the addition to the addressee(s) for the line 2 authority until the addressee(s) have correctly repeated both the line 2 and line 3. The Dispatcher and the addressee(s) must record all information on lines 2 and 3 of their Form D.

805. Track Car Following Other Movements

A track car with a specified direction Form D line 2 authority may be permitted to follow a train or another track car when Form D line 3 specifies the train or track car ahead. When no trains or track cars are ahead, "NONE" must be written on line 3 of Form D. When line 3 indicates a train or track car ahead, speed must be regulated as follows:

1. Passenger and truck type highway rail cars must operate at a speed that will allow stopping within one-half the range of vision, short of a train or track car.
2. All other track cars must operate at Restricted Speed.

When the train or track car ahead clears the limits of the following track car's line 2 authority, the Dispatcher may authorize the following track car to operate at Normal Speed. To make this authorization, the Dispatcher must instruct the Track Car Driver or Foreman to add the words, "[insert applicable train or track car number] is clear at [time] [Dispatcher's initials]" to line 13 of the original Form D.

806. Train Following Track Car

Except in an emergency, a train must not be permitted to follow a track car into ABS or DCS territory. In an emergency, the Dispatcher may permit a train to follow a track car by issuing Form D line 2 and line 3 authority. The Dispatcher must instruct the train to operate at Restricted Speed on Form D line 13.

807. Interlockings and Controlled Points

a. Form D Authorization

A Form D authorizing movement to an interlocking or controlled point permits movement only to the signal at the entrance to the final interlocking or controlled point named in the Form D.

b. Dispatcher's or Operator's Responsibilities

The Dispatcher or Operator must properly line the route for the movement of track cars at interlockings and controlled points. Signals governing movement to tracks other than ABS or DCS tracks may be displayed. Signals must not be displayed for movement to ABS or DCS tracks.

c. Authorization Past Stop Signal

Verbal permission in accordance with Rule 241 or Form D line 3 will authorize a track car to proceed past a Stop Signal at an interlocking or controlled point. Movement must be made at Restricted Speed through interlocking limits or until controlled points have been cleared.

d. Reporting Clear

Unless otherwise instructed, the Foreman or Track Car Driver must report clear of all interlockings and controlled points.

808. Clearing a Track Specified on Form D Line 2

When a track car clears the track specified on Form D line 2, the Form D authorizing the use of the track is fulfilled, and a new Form D must be issued for any further movement. The Foreman or Track Car Driver must report clear to the Dispatcher or Operator.

809. Specified Directions and Specified Limits

To make a reverse movement, a track car authorized by Form D line 2 to operate in a specified direction must follow one of the procedures listed below:

1. The track car must receive another Form D, line 2 to operate in the opposite direction.

or

2. The track car may make a reverse movement at Restricted Speed. Reverse movement must not go beyond the last whole mile post or station.

A track car with Form D authority to operate in both directions may operate in either direction. When authority for movement in both directions is authorized, the Dispatcher must not authorize additional movements within the specified limits.

810. Opposing Movements of Track Cars

The Dispatcher may permit opposing movements of track cars between 2 TBS's, interlockings or controlled points, only if the movements are restricted to separate portions of the block.

811. Highway Crossings

Track cars must approach highway crossings at grade prepared to stop. They must give highway traffic the right-of-way.

812. Operating Over Switches and Movable Point Frogs

Track cars must not pass over switches or movable point frogs until it is determined that such appliances are properly lined.

Track cars must not trail through spring switches or semi-automatic switches unless such switches are properly lined.

813. Movement of Multiple Track Cars

Multiple track cars operating on the same Form D line 2 authority must regulate their speed to permit stopping short of equipment ahead.

The employee addressed in the Form D must inform other employees operating under his jurisdiction of the contents of the Form D before acting upon it. If necessary, drivers of additional track cars must remind the employee addressed in the Form D of the contents of the authority.

814. Displaying Lights

When they are so equipped, track cars must display a white light to the front and a red light to the rear under the following conditions:

1. When visibility is restricted.
2. When passing through tunnels.
3. At night.

Highway rail vehicles must have headlights on high beam when moving on any track.

815. Maximum Speeds

Track cars must not exceed the maximum freight train speed. In addition, the following maximum speeds apply to the movement of track cars:

Rail Detectors, Geometry Cars, and Psgr Type Highway Rail Cars . . . . . 50 MPH

All Other Track Cars . . . . . 30 MPH

All Types:

When backing up . . . . . 10 MPH

When diverting through switches . . . . . 10 MPH

When passing standing trains on adjacent tracks . . . . . 10 MPH

When pulling or pushing equipment . . . . . 10 MPH

When operating through self-guarded frogs or switch point guards, or diverting through spring frogs . . . . . 1 MPH

When being passed by a train on an adjacent track . . . . . STOP

EXCEPTIONS: The following "Specialized Equipment" is not required to be stopped while being passed by a train on an adjacent track:

1. Rail Grinders
2. Switch Grinders
3. Rail Detector Cars
4. Geometry Cars
5. GRMS (Gage Restraint Measurement System)
6. Catenary Repair Cars

816. Unattended On-track Equipment

When any type of on-track equipment is not continuously attended by the employee in charge of the equipment, the equipment must be secured to prevent movement.

DISPATCHERS

900. Receiving Instructions

Dispatchers report to and receive their instructions from the Superintendent or other designated officer.

901. Assignment to a District; Qualification

Dispatchers must be qualified on a dispatching district, including its physical characteristics, before accepting an assignment. A Dispatcher who has not performed service on a dispatching district during the previous 12 months must not accept assignment to that position without approval of the designated officer.

902. Responsibilities

Dispatchers are in charge of the movement of trains and have supervision over employees connected with those trains. They will issue authorities for movement and other instructions as required for the safe and efficient movement of trains and track cars. At locations controlled by Dispatchers, they will arrange the use of blocks, tracks, interlocking switches, and signals for the prompt movement of trains. Where the rules require Dispatchers to record the application of blocking devices, they must ensure that the blocking devices applied afford the necessary protection. They must maintain the Record of Train Movements in black ink, except track car movements and blocking devices, which must be recorded in red ink. When records are maintained by computer, the black/red ink requirement does not apply. Dispatchers must provide necessary information to properly authorized railroad officials and public safety authorities.

Dispatchers must report any violation of the Operating Rules and any irregularity relating to the movement of trains.

They must keep informed of weather and unusual conditions that may affect the movement of trains.

They must be qualified on the Electrical Operating Instructions, if they dispatch electrified territory.

When the rules require Dispatchers to ensure that a track is clear of approaching, opposing, or following movements before granting track occupancy or fouling authority, the Dispatcher must continue to provide that protection until it is no longer necessary.

903. Transfer Record

When being relieved, Dispatchers must prepare a transfer, listing:

1. All outstanding and unfulfilled Form D's, Plate Orders, authorities, and messages.

2. The number of the last General Order, Bulletin Order, and Division Notice.

3. Any other information relative to existing conditions.

The relieving Dispatcher must be certain that he understands the information contained in the transfer and must sign it in the presence of the Dispatcher being relieved.

904. Verification of Instructions

Upon assuming duty the Dispatcher must verify with the affected Operators that they have all Form D's, Plate Orders, and other instructions that are in effect and addressed to or in care of their location.

905. Blocking Devices

Whenever the use of blocking devices is required, a record must be maintained. This record must be made at once, never from memory or memoranda. If the record is manually recorded it must be on the prescribed form, and must indicate the time blocking devices are applied and removed. Signal lever numbers and the position and number of all affected switch levers must be indicated.

Example of record:

BDA 6 sig., 3 sw. nor., 11 sw. rev. — 9:01 a.m.
BDR 6 sig., 3 sw. nor., 11 sw. rev. — 9:05 a.m.

EXCEPTION: At locations controlled by the Dispatcher, he will not be required to record individual switch and signal lever numbers. He must record the time that blocking devices are applied and removed, as well as location and track number.

When a panel blocking device capable of providing the necessary protection is in service, it will be used in lieu of blocking the signal and switch levers. A record must be made of the time the panel blocking device is applied and the time it is removed. This record must indicate the track and the direction affected.

Example of record:

PBDA No. 3 track East — 3:45 a.m.
PBDR No. 3 track East — 5:26 a.m.

Once blocking devices have been applied, they must not be removed until:

1. Protection is no longer required.

or

2. It is necessary to route a train around a protected track.

Before removing or authorizing the removal of a blocking device to route a train around a protected track, alternate route and blocking device protection must be established to ensure that the affected track is never unprotected. When movement is completed, original blocking device protection must be restored immediately. The application of alternate blocking device protection need not be recorded.

(Rule 905 Continued)

Before issuing a Form D or Plate Order requiring the application of a blocking device, the Dispatcher must instruct the Operators involved to place the appropriate signals in Stop position and apply blocking devices. After this step has been completed and confirmed by the Operator, the appropriate Form D or Plate Order may be issued.

When the rules require Dispatchers to apply or ensure the application of blocking devices at locations where it is not possible to do so, the Dispatcher must ensure that movements to be held are restricted by rule, special instruction, or Form D.

OPERATORS

920. Receiving Instructions

Operators report to and receive their instructions from the Superintendent or other designated officer. They must obey the instructions of the Dispatchers and other employees having jurisdiction, and advise them immediately of any occurrence that might affect proper operation or safety of train movements. They must comply with the instructions of officers of other departments on matters pertaining to those departments.

921. Assignment to a Position; Qualification

Operators must be qualified at a TBS or interlocking station before accepting an assignment for duty. When they have not performed service on a position during the previous 12 months, they must not accept assignment to that position without approval of the designated officer.

922. Responsibilities

Operators are responsible for the delivery of authorities for movement and other instructions that may be required by these rules, for the safe and efficient movement of trains and track cars. They will arrange the use of blocks, tracks, interlocking switches, and signals for the prompt movement of trains. They must maintain the Station Record of Train Movements in black ink, except track car movements and blocking devices, which must be made in red ink. When records are maintained by computer, the black/red ink requirement does not apply.

They must promptly record and report to the Dispatcher the following information on all trains: direction, time of arrival, time of departure, and (when directed) the engine number.

In cases where the rules require that Operators apply blocking devices, they must ensure that the blocking devices applied provide the necessary protection.

When the rules require Operators to ensure that a track is clear of approaching, opposing, or following movements before granting track occupancy or fouling authority, the Operator must continue to provide that protection until it is no longer necessary.

923. Reporting Weather Conditions and Unusual Conditions

Operators must report the weather and unusual conditions (such as derailment, vandalism, etc.) as required. In case of sudden changes such as high water, storms, or fog, they must promptly advise the Dispatcher.

924. Operating of Devices

Operators must operate hand-operated switches, movable bridges, and other devices as required. They will operate power control boards and such other devices as directed.

925. Blocking Devices

Whenever the use of blocking devices is required, a record must be maintained. This record must be made at once, never from memory or memoranda. If the record is manually recorded it must be on the prescribed form, and must indicate the time blocking devices are applied and removed. Signal lever numbers and the position and number of all affected switch levers must be indicated.

Example of record:

BDA 6 sig., 3 sw. nor., 11 sw. rev. — 9:01 a.m.
BDR 6 sig., 3 sw. nor., 11 sw. rev. — 9:05 a.m.

When a panel blocking device capable of providing the necessary protection is in service, it will be used in lieu of blocking signal and switch levers. A record must be made of the time the panel blocking device is applied and the time the panel blocking device is removed, indicating the track and the direction affected.

Example of record:

PBDA No. 3 track East — 3:45 a.m.
PBDR No. 3 track East — 5:26 a.m.

When blocking devices have been applied by order of the Dispatcher, they must not be removed until authorized by the Dispatcher. Before requesting the removal of a blocking device to route a train around a protected track, alternate route and blocking device protection must be established to ensure that the affected track is never unprotected. The Dispatcher must be notified. When movement is completed, original blocking device protection must be restored immediately and the Dispatcher notified. The application of alternate blocking device protection need not be recorded.

When the rules require Operators to apply blocking devices at locations where it is not possible to do so, the Operator must ensure that movements to be held are restricted by rule, special instruction, or Form D.

926. Presence on Duty; Relief

Operators must not leave their station until relieved. They must notify the Dispatcher promptly if their relief fails to report at the prescribed time.

927. Transfer Record

When being relieved, Operators must complete the transfer record, including all necessary information. The relieving Operator must:

1. Read this information aloud to the Operator being relieved to ensure complete understanding,

AND

2. Sign this record in his presence.

928. Verification of Instructions

Upon assuming duty, Operators must contact the Dispatcher and verify that they are in possession of all Form D's, Plate Orders, and other instructions that are in effect and addressed to or in care of their location.

TRAIN SERVICE EMPLOYEES

940. Conductors and Trainmen: Receiving Instructions

Conductors and Trainmen report to and receive their instructions from the Superintendent or other designated officer. They must obey the instructions of Transportation Supervisors, Dispatchers, Operators, Yardmasters, and Station Masters within their jurisdiction, and from officers of other departments on matters pertaining to those departments. Conductors must be qualified on the physical characteristics of the territory over which they are to operate.

941. Conductors: Authority and Responsibilities

Conductors have general charge of the train to which they are assigned, and all persons employed thereon are subject to their instructions. They are responsible for all of the following:

1. The prompt movement of their train.
2. The safety and care of their train and the passengers and commodities carried.
3. The vigilance, conduct and proper performance of duty of the persons employed thereon.
4. The observance and enforcement of all rules and instructions.

Whenever necessary, Conductors must instruct crew members concerning the proper performance of their duties.

Conductors must report all delays on the prescribed form.

942. Position of Conductor and Trainmen on Freight Trains and Engine Movements

When occupying the engine consist of a freight train or engine movement, the Conductor must ride the lead unit. The Trainmen must also ride in the lead unit, unless instructed by the Conductor to ride elsewhere.

ENGINE SERVICE EMPLOYEES

950. Receiving Instructions; Governing Instructions

Engine Service Employees report to and receive instructions from the Superintendent or other designated officer. They will be governed by current mechanical, electrical, and air brake instructions pertaining to the safety, inspection, preparation and operation of trains and engines. Engineers must be qualified on the physical characteristics of the territory over which they are to operate.

951. Executing Instructions

Engine Service Employees must obey the instructions of Transportation Supervisors, Dispatchers, Operators, Yardmasters, and Station Masters within their jurisdiction. They must also obey the instructions of the Conductor in charge of their train as to the general management of the train. Exceptions to carrying out instructions may be made only if the instructions would endanger safety or commit a violation of the rules.

952. Qualification; Checking Inspection Forms

Engine Service Employees must be qualified on the type of engine to which they are assigned, including any devices or auxiliaries attached to it. At a point where no mechanical forces are on duty, they will check the prescribed form in the cab to be sure that the unit or units of the engine consist have been inspected within the previous calendar day.

953. Engine Unit(s) not within Date: Inspection

If the engine unit or units are not within date, Engine Service Employees will make an inspection. After making the inspection, they will:

1. Record the date, time and location on the prescribed form in the cab,

AND

2. Prepare and sign the regular work report.

954. Inspection by Mechanical Forces

At points where mechanical forces have made an inspection of the condition of the engine, Engine Service Employees will accept this inspection. Engine air brake tests are an exception: Engine Service Employees must make these tests.

955. End-of-Trip Report

At the end of the trip, Engine Service Employees must make a written report on the prescribed form. When a defect occurs en route, the Dispatcher must be notified as soon as possible without delay to the train.

956. Observing Signals; Moving Engine

Engine Service Employees will be responsible for the observance of all signals and for controlling movements accordingly. To prevent injury to persons, to prevent damage to property and lading, and to avoid collisions and derailments they must:

1. Regulate the speed of their train,

AND

2. Exercise discretion, care and vigilance in moving their train.

957. Acting as Pilot

While acting as a Pilot, Engine Service Employees will operate the engine, unless otherwise instructed. In the absence of a qualified Conductor they must perform the duties of Conductor and conform to the rules relating to that position. They may enlist the assistance of crew members in any duties relative to the prompt and safe movement of their trains. They will promptly report irregularities or failures.

958. Visibility Compromised: Regulating Speed

If anything distracts attention from a constant lookout ahead or if weather conditions make observation of signals in any way doubtful, Engine Service Employees must at once regulate the speed of their train to ensure safety.

959. Train with More than One Engine

When a train has more than one engine, the rules apply equally to the Engineer of each engine. However, the use of the engine bell, whistle, and air brake must be limited to the leading engine, except in an emergency.

960. Engineer's Responsibility for Other Employees

The Engineer is responsible for the vigilance and conduct of other employees on the engine. He will see that they are familiar with their duties and instruct them if necessary.

961. Engineer Certificate

Certified Engineers must carry their current Locomotive Engineer certificate while on duty as a Locomotive Engineer.

YARDMASTERS

980. Receiving Instructions

Yardmasters report to and receive their instructions from the Superintendent or other designated officer.

981. Authority and Responsibilities

Unless otherwise specified, Yardmasters within assigned territory have charge of the yards, employees, movement of trains, and distribution and movement of cars therein, except on main tracks and controlled sidings. When practical, they must see that:

1. Employees are in condition for the proper discharge of duty.
2. Crews report for duty with the prescribed number of employees at the appointed times.
3. Trains are properly made up and dispatched at the times prescribed.
4. Shipping Papers are furnished together with any instructions concerning restricted cars or shipments to Conductors for the movement of cars in their trains.

982. Responsibilities

Yardmasters are responsible for the careful handling of cars and for the compliance with Safety and Operating Rules by employees within their jurisdiction.

STATION MASTERS and ASSISTANT STATION MASTERS

990. Receiving Instructions; Authority

Station Masters and their Assistants report to and receive instructions from the Superintendent or other designated officer. They are in charge of passenger stations and persons employed in them, unless otherwise provided.

991. Comfort of Passengers, Announcements

Station Masters and their Assistants are responsible for the preservation of order in their station for the comfort and convenience of passengers. They must make announcements to the passengers about track location, and arrival and departure times of trains.

992. Mail, Express, Baggage

Station Masters and their Assistants must handle mail, express, and baggage expeditiously.

993. Maintaining Required Records, Reporting Irregularities

Station Masters and their Assistants must maintain records and report irregularities to the proper officer.

FOREMEN and TRACK CAR DRIVERS

996. Executing Instructions

Foremen and Track Car Drivers must obey the instructions of Dispatchers, Operators, Yardmasters (when within their jurisdiction), and others with proper authority.

997. Responsibilities for Track Cars and Employees

Foremen and Track Car Drivers are responsible for the movement, safety, and care of track cars and employees in their charge. They must follow the rules, special instructions, and other authorizations that govern this responsibility.

998. Responsibilities for the Track

Track Foremen are responsible for the safe condition of the track and roadway in their charge. When inspecting or performing work on a track, they will be governed by the prescribed standards. Whenever a track does not conform to these standards, they will immediately take appropriate protective and/or corrective action.

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FORM D ILLUSTRATION

NORAC MOVEMENT PERMIT FORM D

Form D No._____

Form D No.(s) _____
Delivered To _____

Date __ / __ / __

To _____

_____

1. TEMPORARY SPEED RESTRICTIONS

LINE	TRK(S)	BETWEEN OR AT	SPEED PSGR	SPEED FRT	SPEED SIGNS DISPLAYED YES	SPEED SIGNS DISPLAYED NO

2. Operate in _____ direction(s) on ____ trk between _____ and _____
   On ____ trk between _____ and _____ Dspr _____ Time _____
   On ____ trk between _____ and _____ Dspr _____ Time _____
   On ____ trk between _____ and _____ Dspr _____ Time _____
3. Trains or track cars ahead _____
   TC proceed past Stop Signal(s) at _____
4. _____ trk out of service between/at _____ in charge of _____
   _____ trk out of service between/at _____ in charge of _____
5. _____ line _____ trk obstructed for maintenance between _____ and _____
6. Non-signaled DCS rules in effect on _____ trk(s) between _____ and _____
7. Int and CP signals out of service on _____ trk(s) at _____
8. Remain at _____ on _____ trk until engine arrives to assist
9. Operate at Restricted Speed on ____ trk to _____ where train is disabled.
10. TBS in service at _____
11. CSS rules out of service on _____ trk(s) between _____ and _____
12. Protect crossing(s) _____
13. Other instructions/information _____
    _____
    _____
    _____

Dispatcher_____ Time Effective _____

Form D Canceled, Time _____ , Date ___/___/___, Dispatcher _____

RULES PRESCRIBING THE USE OF MOVEMENT PERMIT FORM D

LINE	APPLICABLE RULE(S)
1	Rule 175, 406
2	Rules 104, 137, 139, 400, 402, 403, 405, 406, 502, 562, 803, 804, 805, 806, 808, 809, 813
3	Rules 803, 805, 806, 807
4	Rules 132, 133, 134
5	Rules 132, 135
6	Rules 406, 562
7	Rule 406
8	Rule 137
9	Rule 137
10 . . .	Rule 174
11 . . .	Rule 561
12 . . .	Rule 138
13 . . .	Rules 104, 132, 133, 134, 139, 140, 177, 400, 406, 506, 507, 562, 563, 805, 806