

FrontRunner



OPERATIONS PRE-TEST STUDY GUIDE

UTA OPERATIONS TRAINING

UTA Rule Book Information

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GL-1 GLOSSARY DEFINITIONS

Note: This is an incomplete list of glossary terms taken from GCOR (General Code of Operating Rules) and the Frontrunner System Special Instructions.

Absolute Block

A length of track that no train is permitted to enter while the track is occupied by another train.

Absolute Signal

A block or interlocking signal without a number plate, or designated by an A marker.

Automatic Block Signal System (ABS)

A series of consecutive blocks governed by block signals, cab signals, or both. The signals are activated by a train or by certain conditions that affect the block use.

Automatic Cab Signal System (ACS)

A system that allows cab signals and the cab warning whistle to operate automatically.

Automatic Train Control (ATC)

A system to enforce compliance with cab and wayside signal indications. If the train exceeds a predetermined speed for a given signal indication and speed is not reduced at a sufficient rate, brakes are automatically applied.

Automatic Train Stop System (ATS)

A system activated by wayside inductors positioned to apply the brakes automatically until the train stops.

Block

A length of track:

- between consecutive block signals.
 - between a block signal and the end of block system limits.
- or
- in ATC limits the use of which is governed by cab signals and/or block signals.

Block Register Territory (BRT)

A method of operation in non-signaled territory where trains, men, and equipment are authorized to occupy the main track in limits designated by the timetable.

Block Signal

A fixed signal at the entrance of a block that governs trains entering and using that block.

Block System

A block or series of consecutive blocks within ABS, ACS, CTC, or interlocking limits.

Cab Signal

A signal in the engineer's compartment or cab that indicates a condition affecting train movement. Cab signals are used with interlocking or block signals or without block signals.

Cars

Railroad cars.

Centralized Traffic Control (CTC)

A block system that uses block signal indications to authorize train movements.

Conductor

Employee in charge of train or yard movement.

Control Operator

Employee assigned to operate a CTC or interlocking control machine or authorized to grant track permits.

Control Point

The location of absolute signals controlled by a control operator.

Controlled Siding

A siding within CTC or interlocking limits where a signal indication authorizes the siding's use.

Controlled Signal

An absolute signal controlled by a control operator.

Crew Member

Conductors, assistant conductors, brakemen, engineers, remote control operators, yard engine foremen, switchmen, and yard helpers.

Crossings at Grade

Crossings that intersect at the same level.

Crossover

A combination of two switches that connect two adjacent tracks.

Current of Traffic

The movement of trains in one direction on a main track, as specified by the rules.

Double Track

Two main tracks where the current of traffic on one track is in a specified direction and in the opposite direction on the other.

Dual Control Switch

A power-operated switch, moveable point frog, or derail that can also be operated by hand.

Electric Switch Lock

An electrically controlled lock that restricts the use of a hand-operated switch or derail.

Engine

A unit propelled by any form of energy or more than one of these units operated from a single control. Engines are used in train or yard service. Rules that apply to engines also apply to cab control cars.

Engineer

Also includes student engineers, firemen, hostlers, and remote control operators.

Equipment

Railroad equipment.

Fixed Signal

A signal that is fixed to a location permanently and that indicates a condition affecting train movement.

Flagman

Any employee providing flag protection as outlined in Rule 6.19 (Flag Protection) and for other purposes as outlined in the rules.

Foreman

Employee in charge of work.

Fouling Distance

The area within 10 feet of the centerline of any track.

Fouling Point

The location on a track beyond which the movement or storage of rail cars, equipment, or materials will interfere with movements on another track.

Fouling Point Mark

A yellow painted stripe on a tie or another device or marker indicating the closest point to which a train may approach a switch of an intersecting track without encroaching on the clearance for equipment on intersecting track.

Frog

A track structure used at the intersection of two running rails to provide support for wheels and passageways for flanges, thus permitting wheels on either rail to cross the other.

Guard Rail

Rails mounted to the inside of the running rails to keep wheels in-line with the track in the event of a derailment.

Headway

The time separation between two trains traveling in the same direction.

Interlocking

Signal appliances that are interconnected so that each of their movements follows the other in a proper sequence. Interlockings may be operated manually or automatically.

Interlocking Limits

The tracks between outer opposing absolute signals of an interlocking.

Interlocking Signals

The fixed signals of an interlocking that govern trains using interlocking limits.

Island Circuit

An electrical circuit located on the tracks in close proximity to each grade crossing that activates the crossing gates.

Main Track

A track extending through yards and between stations that must not be occupied without authority or protection.

Men or Equipment

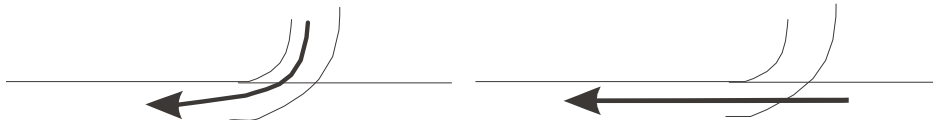
A term referring to Engineering Department employees and their related equipment.

Movement Through Switches

Facing Movement – the movement of a train over a switch whose points face in the direction opposite to which the train is moving.



Trailing Movement – The movement of a train over a switch whose points face in direction the train is moving.



Multiple Main Tracks

Two or more main tracks that are used according to the timetable.

Opposing Move

A train, moving towards another train, moving in the opposite direction on the same track.

Pilot

An employee assigned to a train to assist an engineer or conductor who is unfamiliar with the rules or the portion of railroad the train will operate on.

Proceed Indication

Any block signal indication that allows a train to proceed without stopping.

Procedures

Established method, to perform a task or series of tasks.

Radio

As used in these rules it also applies to wireless communication devices when used in railroad operation.

Radio Blocking

A method to establish an absolute block for a following train in non-sigaled territory by direct communication with a preceding train.

Reverse Movement

A movement opposite the authorized direction.

Siding

A track connected to the main track and used for meeting or passing trains. Location of sidings are shown in the timetable.

Signal Aspect

The appearance of a fixed or cab signal.

Signal Indication

The action required by the signal aspect.

Single Track

A main track where trains are operated in both directions.

Special Instructions

Instructions contained in the timetable or other publication.

Spring Switch

A switch with a spring mechanism that returns the switch points to the original position after they are trailed through.

Station

A place designated by name in the timetable station column.

Switch Point Indicator

A light type indicator used during movement over certain switches to show that switch points fit properly.

Timetable

A publication with instructions on train, engine, or equipment movement. It also contains other essential information.

Track Bulletin

A notice of conditions affecting train movement. It may also authorize movement against the current of traffic where Rule 9.14 (Movement with the Current of Traffic) is in effect.

Track Occupancy Indicator

An indicator that tells whether a length of track is occupied or not.

Train

One or more engines coupled, with or without cars, displaying a marker, and authorized to operate on a main track. A term that when used in connection with speed restrictions, flag protection, and the observance of all signals and signal rules also applies to engines.

Train Coordination

Working limits established by a roadway worker through the use of a train's authority on a main track or other track where specific authority is required from a control operator or train dispatcher.

Variable Switch

A switch identified by a V or a bowl painted yellow. When trailed through, the switch points remain lined in the position they were forced.

Working Limits

A segment of track within definite boundaries on which movements may be made only as permitted by the employee in charge. Boundaries may be established using mile posts, station signs, timetable locations, or clearly identifiable points.

Yard

A system of tracks, other than main tracks and sidings, used for making up trains, storing cars, and other purposes.

SSI ITEM 3: Safety Rules

Rule S-1: Sufficient Distance

Maintain a safe distance from equipment and **do not**:

- Cross or step foul of tracks closely in front of or behind moving equipment or close to the end of equipment,
- Go between standing equipment if the opening is less than 100 feet,
- Cross tracks in front of or behind standing equipment unless there is at least 20 feet between the employee and the equipment.

Rule S-2: Moving Equipment

Employees are prohibited from getting on or off moving equipment unless authorized by special instruction or when necessary to prevent injury to themselves or others. Also do not cross under, over, through or ride between moving cars.

Rule S-3: Understanding Between Crew Members Before Crossing Through or Fouling Equipment

Before an employee steps foul of a track to work on or make adjustments to equipment or cross through cars, when the equipment is coupled to an occupied engine, or other motive equipment or if occupied engine is on the same track, the following applies.

- The employee must notify all crew members. Notification may be verbal between the employees, agreed-upon hand signal, or radio communication.
- The operator must apply locomotive air brakes and center the reverser. Train air brakes must be applied when necessary. The Operator will then notify the employee the engine is "set and centered". If the equipment is not equipped with a reverser, it must be placed in neutral or park with the brakes applied. A crew member must remain in the cab until the employee reports clear.
- When employee is clear of the track, the employee will notify all crew members they are clear of the track. Engine settings or transmitter settings must not be changed until acknowledgment is complete between employee controlling the engine and employee reporting clear of the track. If the HEP is running the Operator must turn the AC Power off and HEP to idle.

Note: Direct verbal communication may be used when crew members are able to take proper action (set and centered) and then notify the employee. This communication must take place before the employee starts the task and will not require any additional communications while the employee continues to foul the track completing the task, such as, coupling air hoses, releasing or setting a number of hand brakes, etc.

Rule S-4: Going Between Cars To Make Adjustments

Do not go between or in front of a moving engine or car to arrange knuckles or couplers, to manipulate other appliances or for any other reason.

When it is necessary to separate equipment to make adjustments the following applies:

- Separate the equipment at least 100 feet.

- Allow the slack to adjust.
- Apply sufficient hand brakes on the portion not coupled to the locomotive to prevent movement; on tracks where cars are likely to roll together at least two hand brakes must be applied.

Rule S-5: Coupler Adjustment

When necessary to make a coupler adjustment:

- Separate equipment as required at least 100 feet and equipment must be stopped,
- Apply sufficient hand brakes on the portion not coupled to the locomotive to prevent movement; on tracks where cars are likely to roll together at least two hand brakes must be applied
- When manually adjusting couplers, carefully follow the procedures outlined in Rule S 6, Lifting and Moving Materials,
- Avoid lifting the full weight of couplers,
- Do not kick or use your foot to make a coupler adjustment,
- Coupler must move without applying excessive force. (If unable to make the adjustment using reasonable force use a Knuckle-Mate or coupler alignment strap, if available.)

Rule S-6: Lifting and Moving Material

Each person is responsible for determining their lifting limitations. Obtain additional help or mechanical assist device(s) to lift or handle heavy or awkward objects. Observe the following principles of correct and safe lifting:

- Ensure secure footing and a good grip on the materials,
- Keep the object close to your body,
- Keep your upper body erect,
- Lift smoothly—do not use jerky motions,
- Do not lift and twist at the same time.

Rule S-7: Walking On or Near Tracks

Do not stand or sit on, walk fouling of or walk between rails of a track unless required by assigned duties. Step over rails, frogs, switches, guardrails, etc. when walking near or crossing tracks. Walk straight across tracks when possible.

Rule S-8: Precautions near Passing Trains or Equipment

Stand clear of all tracks when trains are approaching or passing in either direction. Also be sure to:

- Keep a careful lookout in both directions for trains, engines or cars on adjacent tracks.
- Do not stand on one track while trains are passing on an adjacent track.
- Do not allow yourself or others to be next to or between equipment while a train or equipment is closely passing on the adjacent track.
- Do not give a signal to move engines or cars if anyone is foul of your movement.

Rule S-9: Riding On The Side Of Equipment

Employees are prohibited from riding or hanging on the side of rolling equipment. While rolling equipment is in motion employees must be fully on the back deck of a locomotive or fully within the rolling equipment.

Rule S-10: Personal Protective Equipment

Only personal protective equipment (PPE) approved by the Safety Department will be used while on duty and only for the purpose intended. PPE must be used where conditions of the job require and in accordance with rules, instructions, or directions from supervisor.

Hearing Protection

Locomotives

Employees must wear hearing protection anytime they are in the HEP/ ENGINE compartment.

Gloves

Use appropriate hand protection when hands are exposed to:

- skin absorption of harmful substances,
- cuts, lacerations or abrasions,
- chemicals,
- temperature extremes.

Footwear

- When working on uneven terrain, on or near tracks, on cars, engines or other equipment wear footwear that affords support and protection. Footwear must have soles that provide good traction and thick enough to withstand punctures. Footwear must be high enough to cover their ankles and laced up.
- Footwear with laces or buckles must be tied or buckled. Do not wear excessively worn footwear or footwear with loose soles or heels.
- A “defined heel” means that the back of the heel is at an approximate right angle from the sole of the shoe and from the ground when standing.

Safety vest

Safety vest must be worn

- anytime while on the right-of-way
- when flagging
- in the yard

Flashlight

When on duty, Operators are required to carry a UTA issued flashlight.

Rule S-11: Unexpected Movements

When on or in engines, cars, or other equipment, anticipate and protect yourself from sudden stops, starts, slack action, excessive lateral, or unexpected motions.

Rule S-12: Vestibules and End Gates

Side doors of vestibules must be kept closed while the train is in motion, except when attended by a crew member. An end gate must be placed at the rear of the last car in a train if the car has vestibules. If the car does not have vestibules, a chain or crossbar must be used.

Rule S-13: Coupling and Uncoupling

Stand in the clear when a coupling or uncoupling is being made.

Rule S-14: Switch Operation

Switches have different physical operating characteristics. Be familiar with the procedures for properly lining each type of switch. Always remember that the ease with which a switch operates will change depending on weather, temperature, maintenance, and other operating conditions. Unauthorized persons must not unlock or handle switches or derails.

Rule S-15: Defective Switches

When any switch is found hard to operate, defective, or in need of maintenance, do the following:

- Take the switch out of service.
- Report the switch to the proper authority, including its exact location and problem.
- Tag the defective switch with a warning tag describing the defect.
- The switch must remain out of service until an inspection and repairs can be completed.
- Apply a "Switch Out of Service" tag to any inoperable switch or switch requiring maintenance. Spike switch when necessary.

Rule S-16: Power Switch

Take precautions to avoid injury when working on power-operated, remote or automatic control, or interlocking switches, derails, or movable point frogs.

- Keep hands and feet clear of connections.
- Do not place hands or feet between switch point and stock rail without first isolating the switch against remote operation.

Rule S-17: Switch Heaters

Avoid contact with switch heaters or switch rails when heaters are operating.

GENERAL CODE OF OPERATING RULES

Note: This is an incomplete list of rules taken from GCOR and UTA Frontrunner System Special Instructions.

1.0 General Responsibilities

1.1 Safety

Safety is the most important element in performing duties. Obeying the rules is essential to job safety and continued employment.

1.1.1 Maintaining a Safe Course

In case of doubt or uncertainty, take the safe course.

1.1.2 Alert and Attentive

Employees must be careful to prevent injuring themselves or others. They must be alert and attentive when performing their duties and plan their work to avoid injury.

1.1.3 Accidents, Injuries, and Defects

Report by the first means of communication any accidents; personal injuries; defects in tracks, bridges, or signals; or any unusual condition that may affect the safe and efficient operation of the railroad. Where required, furnish a written report promptly after reporting the incident.

1.1.4 Condition of Equipment and Tools

Employees must check the condition of equipment and tools they use to perform their duties. Employees must not use defective equipment or tools until they are safe to use. Employees must report any defects to the proper authority.

1.2.1 Care for Injured

When passengers or employees are injured, do everything reasonable to care for them.

1.2.2 Witnesses

If equipment is involved in personal injury, loss of life, or damage to property, the employee in charge must immediately secure the names, addresses, and occupations of all persons involved, including all persons at the scene when the accident occurred and those that arrived soon after. The employee in charge must secure the names regardless of whether these persons admit knowing anything about the accident.

The employee in charge must also obtain the license numbers of nearby automobiles. When necessary, other employees can assist in obtaining this information, which must be included in reports covering the incident.

Where signaling devices are provided or a flagman is on duty, the employee in charge and assisting employees must try to determine who, among the witnesses, can testify whether the signaling devices were functioning properly or if the flagman was performing his duties properly.

When possible, obtain the names of witnesses who can testify about the bell and whistle signals.

1.2.3 Equipment Inspection

If an accident results in personal injury or death, all tools, machinery, and other equipment

involved, including the accident site, must be inspected promptly by the foreman, another person in charge of the work, or other competent inspectors. The inspector must promptly forward to his manager a report of the inspection. The report must include the condition of the equipment and the names of those making the inspection.

The equipment inspected must be marked for identification and placed in custody of the responsible manager or employee until the claims department is contacted and determines disposition.

1.2.4 Mechanical Inspection

When engines, cars, or other equipment are involved in an accident that results in personal injury or death, the equipment must be inspected before it leaves the accident site.

A mechanical department employee must further inspect the equipment at the first terminal. This employee must promptly report inspection results to the proper manager.

1.2.5 Reporting

All cases of personal injury, while on duty or on company property, must be immediately reported to the proper manager and the prescribed form completed.

A personal injury that occurs while off duty that will in any way affect employee performance of duties must be reported to the proper manager as soon as possible. The injured employee must also complete the prescribed written form before returning to service.

If an employee receives a medical diagnosis of occupational illness, the employee must report it immediately to the proper manager.

1.2.6 Statements

Except when authorized by the proper manager:

- Information concerning accidents or personal injuries that occur to persons other than employees may be given only to an authorized representative of the railroad or an officer of the law.
- Information about the facts concerning the injury or death of an employee may be given only to a person in interest such as the injured employee, an immediate relative of the injured or deceased employee, an authorized representative of the railroad, or an officer of the law.
- Information in the files or in other privileged or confidential reports of the railroad concerning accidents or personal injuries may be given only to an authorized representative of the railroad.

1.2.7 Furnishing Information

Employees must not withhold information, or fail to give all the facts to those authorized to receive information regarding unusual events, accidents, personal injuries, or rule violations.

1.3.1 Rules, Regulations, and Instructions

Safety Rules. Employees must have a copy of, be familiar with, and comply with all safety rules issued in a separate book or in another form.

General Code of Operating Rules. Employees governed by these rules must have a current copy they can refer to while on duty.

Hazardous Materials. Employees who in any way handle hazardous materials must have a copy of the instructions or regulations for handling these materials. Employees must be familiar with and comply with these instructions or regulations.

Air Brakes. Employees whose duties are affected by air brake operation must have a copy of the rules and instructions for operating air brakes and train handling. Employees must know and obey these rules and instructions.

Timetable and Special Instructions. Employees whose duties are affected by the timetable and special instructions must have a current copy they can refer to while on duty.

Train Dispatchers and Control Operators. The train dispatchers and control operators must have a copy of the rules and instructions for train dispatchers and control operators. They must be familiar with and obey those rules and instructions.

Classes. Employees must be familiar with and obey all rules, regulations, and instructions and must attend required classes. They must pass the required examinations.

Explanation. Employees must ask their supervisor for an explanation of any rule, regulation, or instruction they are unsure of.

Issued, Canceled, or Modified. Rules may be issued, canceled, or modified by track bulletin, general order, or special instructions.

1.3.2 General Orders

General orders:

- Are numbered consecutively.
- Are issued and canceled by the designated manager.
- Contain only information and instructions related to rules or operating practices.
- Replace any rule, special instruction, or regulation that conflicts with the general order.

Before beginning each day's work or trip, crew members and any others whose duties require, must review general orders that apply to the territory they will work on.

1.3.3 Circulars, Instructions, and Notices

Circulars, instructions, notices, and other information are issued and canceled by the designated manager. Before beginning each day's work or trip, crew members and any others whose duties require, must review those that apply to the territory they will work on.

1.4 Carrying Out Rules and Reporting Violations

Employees must cooperate and assist in carrying out the rules and instructions. They must promptly report any violations to the proper supervisor. They must also report any condition or practice that may threaten the safety of trains, passengers, or employees, and any misconduct or negligence that may affect the interest of the railroad.

1.4.1 Good Faith Challenge

A. Right to Challenge

Federal Regulations have provisions that allow an employee the right to challenge a directive which, based upon the employee's good faith determination, would violate a railroad operating rule relating to:

- Shoving movements.
 - Leaving equipment foul of an adjacent track.
- or
- Handling of hand-operated switches or fixed derails.

B. Good Faith Challenge Procedure

1. An employee may inform a supervisor issuing a directive that a good faith determination has been made that the directive would violate a railroad operating rule relating to:

- Shoving movements.
- Leaving equipment foul of an adjacent track.

or

- Handling of hand-operated switches or fixed derails.

2. The supervisor will not require the employee to comply with the directive until the challenge is resolved. The supervisor may:

- Require the challenging employee to perform other tasks not related to the challenge until the challenge is resolved.

or

- Direct an employee, other than the challenging employee, to perform the challenged task before the challenge is resolved. Employee so directed will be informed of the challenge, and determine that the challenged task does not violate the rules.

C. Resolving Good Faith Challenge

1. A challenge may be resolved by one of the following:

- The supervisor's acceptance of the employee's request.
- An employee's acceptance of the directive.
- An employee's agreement to a compromise solution acceptable to the person issuing the directive.

2. If the challenge cannot be resolved because the supervisor issuing the directive has determined that the employee's challenge has not been made in good faith or there is no alternative to the direct order, the railroad will:

- Provide immediate review by at least one manager, which must not be conducted by the supervisor issuing the challenged directive or that supervisor's subordinate.
- Resolve the challenge using the same options available for resolving the challenge as the initial supervisor.

3. If the manager making the final decision concludes that the challenged directive would not cause the employee to violate any requirement of the involved rules, the reviewing manager's decision shall be final and not subject to further immediate review.

- The manager will inform the employee that Federal law may protect the employee from retaliation, if the employee's refusal to do the work is a lawful, good faith act.
- The employee making the challenge will be afforded an opportunity to document, in writing or electronically, any protest to the manager making the final decision before the employee's tour of duty is complete. The employee will be afforded the opportunity to retain a copy of the protest.

D. Request for Review and Verification of Decision

Upon written request, at the time of the challenge, the employee has the right for further review by the "Designated Review Manager". Within 30 days after the expiration of the month during which the challenge occurred, the "Designated Review Manager" will verify the proper application of the rule in question. The verification decision shall be made in writing to the employee.

E. Employee Rights and Remedies

The Good Faith Challenge is not intended to abridge any rights or remedies available to the employee under a collective bargaining agreement or any Federal law.

1.5 Drugs and Alcohol

The use or possession of alcoholic beverages while on duty or on company property is prohibited.

Employees must not have any measurable alcohol in their breath or in their bodily fluids when reporting for duty, while on duty, or while on company property.

The use or possession of intoxicants, over-the-counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect safe performance is prohibited while on duty or on company property, except medication that is permitted by a medical practitioner and used as prescribed.

Employees must not have any prohibited substances in their bodily fluids when reporting for duty, while on duty, or while on company property.

1.6 Conduct

Employees must not be:

1. Careless of the safety of themselves or others.
 2. Negligent.
 3. Insubordinate.
 4. Dishonest.
 5. Immoral.
 6. Quarrelsome.
- or
7. Discourteous.

Any act of hostility, misconduct, or willful disregard or negligence affecting the interest of the company or its employees is cause for dismissal and must be reported. Indifference to duty or to the performance of duty will not be tolerated.

1.6.1 Motor Vehicle Driving Records

Employees certified as engineers, whatever class of service, must report convictions for:

- Operating a motor vehicle while under the influence of, or impaired by, alcohol or a controlled substance.
- Refusal to undergo such testing when a law enforcement official seeks to find out whether a person is operating under the influence of alcohol or a controlled substance.

State-sponsored diversion programs, guilty pleas, and completed state actions to cancel, revoke, suspend, or deny a driver's license are considered convictions as applied to this rule.

An employee must report any conviction to an employee assistance representative within 48 hours after the employee receives notice of the conviction.

1.6.2 Notification of Felony Convictions

The conduct of any employee leading to conviction of any felony is prohibited. Any employee convicted of a felony must notify the proper authority of that fact within 48 hours after the employee receives notice of the conviction.

1.6.3 Notification of Deteriorating Vision or Hearing

Any engineer who has knowledge that their hearing or vision has deteriorated and cannot be corrected to the minimum acceptable requirement as outlined in federal regulations (20/40 distant visual acuity, 70 degree field of vision, ability to recognize/distinguish between railroad color signals, hearing loss no greater than 40 decibels) must report that fact immediately to the proper authority or the medical department.

1.7 Altercations

Employees must not enter into altercations with each other, play practical jokes, or wrestle while on duty or on railroad property.

1.8 Appearance

Employees reporting for duty must be clean and neat. They must wear the prescribed uniform when required.

1.9 Respect of Railroad Company

Employees must behave in such a way that the railroad will not be criticized for their actions.

Rule 1.10 Games, Reading, or Electronic Devices

CHANGE RULE TO READ:

1.10 Games, Reading, or other Media

Employees on duty must not:

- Play games
- Eat, drink, or smoke in any control cab of the train.
- Use personal electronic devices other than provided for in Rule 2.21 (Electronic Devices).
or
- Read magazines, newspapers, or other literature not related to their duties when:
 - On a train or engine,
 - Performing safety related activities,
or
 - It would delay or interfere with required duties.

This does not prohibit employees from having such material enclosed in their personal luggage.

1.12 Weapons

While on duty or on railroad property, employees must not have firearms or other deadly weapons, including knives with a blade longer than 3 inches. However, railroad police are authorized to possess firearms in the course of their work.

1.13 Reporting and Complying with Instructions

Employees will report to and comply with instructions from supervisors who have the proper jurisdiction.

Employees will comply with instructions issued by managers of various departments when the instructions apply to their duties.

1.14 Employee Jurisdiction

Employees are under the jurisdiction of the supervisors of the railroad they are operating on. When operating on another railroad, unless otherwise instructed, employees will be governed by:

- Safety rules, air brake and train handling rules, and hazardous materials instructions of the railroad they are employed by.

- The operating rules, timetable and special instructions of the railroad they are operating on.

1.15 Duty - Reporting or Absence

Employees must report for duty at the designated time and place with the necessary equipment to perform their duties. They must spend their time on duty working only for the railroad. Employees must not leave their assignment, exchange duties, or allow others to fill their assignment without proper authority. Continued failure by employees to protect their employment will be cause for dismissal.

1.17 Hours of Service Law

Employees must be familiar and comply with the requirements of the federal hours of service law. Employees are expected to use off-duty time so they are prepared for work.

If an employee is called to report for duty before legal off-duty time has expired, before accepting the call to work, the employee must notify the individual making the call that off-duty time has not expired.

A. Notification

When communication is available, employees must notify the train dispatcher or another authority of the time the law requires them to be off duty. Employees must provide notification early enough that they may be relieved, or transportation provided, before they exceed the hours of service.

B. Exceeding the Law

Employees must not exceed the hours of service law without proper authority. However, they must not leave trains, engines, or cars on the main track without proper protection. Employees must secure trains properly and, if possible, before they exceed the hours of service. Except as provided by this paragraph, employees are then relieved of all duties.

1.18 Unauthorized Employment

Employees must not engage in another business or occupation that would create a conflict of interest with their employment on the railroad or would interfere with their availability for service or the proper performance of their duties.

1.19 Care of Property

Employees are responsible for properly using and caring for railroad property. Employees must return the property when the proper authority requests them to do so. Employees must not use railroad property for their personal use.

1.20 Alert to Train Movement

Employees must expect the movement of trains, engines, cars, or other movable equipment at any time, on any track, and in either direction. Employees must not stand on the track in front of an approaching engine, car, or other moving equipment. Employees must be aware of location of structures or obstructions where clearances are close.

1.22 Not Permitted on Equipment

Unauthorized persons must not be permitted on equipment.

1.23 Altering Equipment

Without proper authority, employees must not alter, nullify, change the design of, or in any manner restrict or interfere with the normal function of any device or equipment on engines, cars, or other railroad property, except in the case of an emergency. Employees must report to the proper supervisor changes made in an emergency.

1.24 Clean Property

Railroad property must be kept in a clean, orderly, and safe condition. Railroad buildings, facilities, or equipment must not be damaged or defaced. Only information authorized by the proper manager or required by law may be posted on railroad property.

1.25 Credit or Property

Unless specifically authorized, employees must not use the railroad's credit and must not receive or pay out money on the railroad account. Employees must not sell or in any way get rid of railroad property without proper authority. Employees must care for all articles of value found on railroad property and promptly report the articles to the proper authority.

1.26 Gratuities

Employees must not discriminate among railroad customers. Employees must not accept gifts or rewards from customers, suppliers, or contractors of the railroad unless authorized by the proper manager.

1.27 Divulging Information

Employees who make up, handle, or care for any of the following must not allow an unauthorized person to access them or disclose any information contained in them:

- Correspondence.
- Reports.
- Books.
- Bills of Lading.
- Waybills.
- Tickets.
- Statistics.

1.28 Fire

Employees must take every precaution to prevent loss and damage by fire.

Employees must report promptly to the train dispatcher any fires seen on or near the right of way, unless the fires are being controlled. If there is danger of the fire spreading to a bridge or other structure, crew members must stop their train and help extinguish the fire. Cause of fire, if known, must be promptly reported.

1.29 Avoiding Delays

Crew members must operate trains and engines safely and efficiently. All employees must avoid unnecessary delays. When possible, train or engine crews wanting to stop the train to eat must ask the train dispatcher at least one hour and thirty minutes before the desired stop.

1.32 Overheated Wheels

When overheated wheels are found on a train, the train must be stopped and held a minimum of 10 minutes to allow the heat to equalize through the wheel.

1.34 Flat Spots

If a wheel on a piece of equipment has a flat spot more than 2 1/2 inches long, or if the wheel has adjoining flat spots that are each at least 2 inches long, the equipment must not be moved faster than 10 MPH. Such equipment must be set out at the first available point.

1.39 Accuracy of Speed Indicator

The engineer must verify speed indicator accuracy as soon as possible after taking charge of the engine. If the speed indicator is not accurate to within 3 MPH plus or minus at speeds of 10 to 30 MPH and to within 5 MPH plus or minus at speeds above 30 MPH, the engineer must immediately report the variance to the train dispatcher.

1.40 Reporting Engine Defects

The engineer will report any engine defect on the proper form and notify the relieving engineer, when needed.

1.41 Engines Coupled to Occupied Passenger Cars

Engines coupled to equipment that includes occupied passenger cars must not be left without an authorized employee in charge.

1.44 Duties of Train Dispatchers

Train dispatchers supervise train movement and any employees connected with that movement.

1.45 Duties of Control Operators and Operators

Control operators and operators are under the direction of the train dispatcher when their duties concern handling track warrants, track bulletins, lineups, the movement of trains, and any other instructions issued by the train dispatcher.

1.46 Duties of Yardmasters

The yardmaster is responsible for and shall directly supervise yard crews, clerks, and all other employees working in the yard. The yardmaster must see that they work in a safe, efficient, and economical manner, according to the rules, regulations, and instructions of the railroad.

Yardmasters must ensure the prompt and regular movement of cars, especially the proper makeup of trains and their movement into and out of the yard.

At locations where yardmasters are on duty, employees in train, engine, and yard service must comply with the yardmaster's instructions. At locations where no yardmaster is on duty, these employees will work according to the instructions of designated employees.

1.47 Duties of Crew Members

The conductor and the engineer are responsible for the safety and protection of their train and observance of the rules. They must ensure that their subordinates are familiar with their duties, determine

the extent of their experience and knowledge of the rules. They must instruct them, when necessary, how

to perform their work properly and safely. If any conditions are not covered by the rules, they must take

precautions to provide protection.

A. Conductor Responsibilities

1. The conductor supervises the operation and administration of the train (if trains are combined with more than one conductor on board, the conductor with the most seniority takes charge). All persons employed on the train must obey the conductor's instructions, unless the instructions endanger the train's safety or violate the rules. If any doubts arise concerning the authority for proceeding or safety, the conductor must consult with the engineer who will be equally responsible for the safety and proper handling of the train.

2. The conductor must advise the engineer and train dispatcher of any restriction placed on equipment being handled.

3. The conductor must remind the engineer that the train is approaching an area restricted by:

- Limits of authority.
- Track warrant.
- Track bulletin.

Or

- Radio speed restriction.

The conductor must inform the engineer after the train passes the last station, but at least 2 miles from the restriction.

4. When the conductor is not present, other crew members must obey the instructions of the engineer concerning rules, safety, and protection of the train.

5. Freight conductors are responsible for the freight carried by their train. They are also responsible for ensuring that the freight is delivered with any accompanying documents to its destination or terminals. Freight conductors must maintain any required records.

B. Engineer Responsibilities

1. The engineer is responsible for safely and efficiently operating the engine. Crew members must obey the engineer's instructions that concern operating the engine. A

student engineer or other qualified employee may operate the engine under close supervision of the engineer. Any employee that operates an engine must have a current certificate in their possession.

2. The engineer must check with the conductor to determine if any cars or units in the train require special handling.

C. All Crew Members' Responsibilities

1. To ensure the train is operated safely and rules are observed, all crew members must act responsibly to prevent accidents or rule violations. Crew members in the engine control compartment must communicate to each other any restrictions or other known conditions that affect the safe operation of their train sufficiently in advance of such condition to allow the engineer to take proper action. If proper action is not being taken, crew members must remind engineer of such condition and required action.

2. Crew members in the engine control compartment must be alert for signals. As soon as signals become visible or audible, crew members must communicate clearly to each other the name of signals affecting their train. They must continue to observe signals and announce any change of aspect until the train passes the signal. If the signal is not complied with promptly, crew members must remind the engineer and/or conductor of the rule requirement. If crew members do not agree on the signal indication, regard the signal as the most restrictive indication observed.

3. When the engineer and/or conductor fail to comply with a signal indication or take proper action to comply with a restriction or rule, crew members must immediately take action to ensure safety, using the emergency brake valve to stop the train, if necessary.

1.48 Time

While on duty, crew members must have a watch. Other employees must have access to a watch or clock. The watch or clock must:

- Be in good working condition and reliable.
- Display hours, minutes, and seconds.
- Not vary from the correct time by more than 30 seconds.
- Be compared with the time source designated in special instructions.

2.1 Transmitting

Any employee operating a radio must do the following:

- Before transmitting, listen long enough to make sure the channel is not being used.
- Give the required identification.
- Not proceed with further transmission until acknowledgment is received.

2.2 Required Identification

Employees transmitting or acknowledging a radio communication must begin with the required identification.

The identification must include the following in this order:

- For base or wayside stations:
 - Name or initials of the railroad.
 - Name and location or other unique designation.
- For mobile units:
 - Name or initials of the railroad.
 - Train name (number), engine number, or words that identify the precise mobile unit.

If communication continues without interruption, repeat the identification every 15 minutes.

Short Identification

After making a positive identification for switching, classification, and similar operations within a yard, fixed and mobile units may use a short identification after the initial transmission and acknowledgment.

2.3 Repetition

An employee who receives a transmission must repeat it to the person transmitting the message, except when the communication:

- Concerns yard switching operations.
 - Is a recorded message from an automatic alarm device.
- or
- Is general and does not contain any information, instruction, or advice that could affect the safety of a railroad operation.

2.4 Ending Transmissions

Employees using a radio for transmissions must state to the employee receiving the transmission the following as it applies to indicate the communication has ended or is completed:

“OVER” — when a response is expected.

or

“OUT” preceded by required identification — when no response is expected.

However, these requirements do not apply to yard switching operations.

2.5 Communication Redundancy

The controlling unit on any train that requires an air brake test must be equipped with an operative radio, unless relieved by Rule 2.18 (Malfunctioning Radio). In addition, trains must have a second means of communication, which may include:

- An operative radio on any unit in the consist.
- A portable radio.

or

- Other wireless communication device.

2.6 Communication Not Understood or Incomplete

An employee who does not understand a radio communication or who receives a communication that is incomplete must not act upon the communication and must treat it as if it was not sent.

EXCEPTION: An employee who receives information that may affect the safety of employees or the public or cause damage to property must take the safe course. When necessary, stop movement until the communication is understood.

2.7 Monitoring Radio Transmissions

Radios in attended base stations or mobile units must be turned on to the appropriate channel with the volume loud enough to receive communications. Employees attending base stations or mobile units must acknowledge all transmissions directed to the station or unit.

2.8 Acknowledgment

An employee receiving a radio call must acknowledge the call immediately, unless doing so would interfere with safety.

2.9 Misuse of Radio Communications

Employees must not use radio communication to avoid complying with any rule.

2.10 Emergency Calls

Emergency calls will begin with the words “Emergency, Emergency, Emergency”. These calls will be used to cover initial reports of hazardous conditions which could result in death or injury, damage to property or serious disruption of railroad operations such as:

- Derailments.
 - Collisions.
 - Storms.
 - Washouts.
 - Fires.
 - Track obstructions.
- or
- Emergency brake applications.

In addition, emergency calls must be made for the following:

- Overrunning limits of authority.
- or
- Overrunning Stop indications.

Emergency calls must contain as much complete information on the incident as possible. All employees must give absolute priority to an emergency communication. Unless they are answering or aiding the emergency call, employees must not transmit until they are certain no interference will result.

2.11 Prohibited Transmissions

Employees must not transmit a false emergency, or an unnecessary or unidentified communication. Employees must not use indecent language over the radio. Employees must not reveal the existence, contents, or meaning of any communication (except emergency communications) to persons other than those it is intended for or those whose duties may require knowing about it.

2.12 Fixed Signal Information

Employees must not use the radio to give information to a train or engine crew about the name, position, aspect, or indication displayed by a fixed signal, unless the information is given between members of the same crew or the information is needed to warn of an emergency.

2.13 Not Used

2.14 Transmission of Mandatory Directives

When transmitted by radio, mandatory directives must conform to applicable operating rules and the following:

- The train dispatcher must state which mandatory directive will be transmitted.
- The employee must inform the train dispatcher when ready to copy stating the employee’s occupation (ex. conductor, engineer, foreman, maintainer), name and location on the main track or where the main track will be entered. An employee operating the

controls of a moving engine may not copy mandatory directives. In addition, mandatory directives must not be transmitted to the crew of a moving train if the conductor, engineer or train dispatcher feels that the transmission could adversely affect the safe operation of the train.

- The employee receiving a mandatory directive must copy it in writing using the format outlined in the operating rules.
- Before a mandatory directive is acted upon, the conductor and engineer must each have a written copy and each crew member must read and understand it.

2.14.1 Verbally Transmitting and Repeating Mandatory Directives

When transmitting and repeating mandatory directives:

- State and spell single digit numbers by number and digit.
- State multiple digit numbers by number and digit.
- Identify decimal points as “point”, “dot”, or “decimal”.
- State and spell directions.

2.15 Phonetic Alphabet

If necessary, a phonetic alphabet (Alpha, Bravo, Charlie, etc.) will be used to pronounce clearly any letter used as an initial, except initial letters of railroads.

2.16 Assigned Frequencies

The railroad must authorize any radio transmitters used in railroad service. Radio transmitters must operate on frequencies the Federal Communications Commission assigns the railroad. Employees are prohibited from using other transmitters or railroad frequencies not assigned to that particular territory.

2.17 Radio Testing

Test radios to be used as soon as possible before beginning of work assignment.

The radio test must include an exchange of voice transmissions with another radio. The test must confirm the quality of the radio’s transmission.

2.18 Malfunctioning Radio

Malfunctioning radios must not be used. As soon as possible, notify each crew member and the train dispatcher or other affected employees that the radio is not working.

If a radio fails on the controlling locomotive enroute, the train may continue until the earlier of:

- The next calendar day inspection.
- or
- The nearest forward point where the radio can be repaired or replaced.

2.20 Internal Adjustments

Employees are prohibited from making internal adjustments to a railroad radio unless they are specifically authorized by the FCC or hold a current Certified Technicians Certificate.

Employees authorized to make adjustments must carry their FCC operator license, Certified Technicians Certificate, or verification card while on duty.

2.21 Electronic Devices

This rule outlines the requirements for use of electronic devices. As used in this rule, the following definitions apply:

Electronic Device means 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; 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 music; execute a computational function; or, perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee or another employee from a safety related task.

Railroad operating employee means an individual who is:

- engaged in or connected with the movement of a train including a hostler,
- a train employee providing commuter or intercity rail passenger transportation,
or
- subject to hours of service governing train service employees.

The use of any electronic device is prohibited if that use would interfere with an employee's performance of safety-related duties.

A. Personal or Railroad Supplied Electronic Devices

Personal or railroad supplied electronic devices may be used as necessary:

- To respond to an emergency situation involving the operation of the railroad,
- To respond to an emergency encountered while on duty,
- As a communication device in the event of radio malfunction.

B. Personal Electronic Devices

Except when deadheading in other than a controlling locomotive, railroad operating employees on duty (includes supervisors) must have each electronic device turned off and stowed out of sight with any earpiece removed from the ear when:

- On moving rolling equipment or on-track equipment.
- Any member of the crew is on the ground performing safety related duties.
or
- Any employee is assisting in preparation of the train, engine(s) or on-track equipment.

A railroad operating employee may use a personal cell phone only for voice communication when:

- Rolling and on-track equipment is stopped,
- A safety briefing is conducted with all crew members to confirm that it will not interfere with any safety related or required duty,
- No member of crew will foul any track.

Cell phone must be turned off when call has been completed.
--

A personal stand alone camera may be used to take a photograph of a safety hazard or a violation of a rail safety law, regulation, order, or standard, provided that:

- A job briefing is conducted among all crewmembers and any other individuals in the controlling cab of moving equipment,
- It is turned off immediately after the photograph has been made;
- It is not used by an employee at the controls of moving equipment.

A personal stand-alone calculator, digital watch whose only purpose is as a timepiece and medical devices that are consistent with the railroad's standards may be used as necessary in the performance of duties.

C. Railroad Supplied Electronic Devices

Railroad operating employees may use railroad supplied electronic devices to send or receive work related voice communications with:

- Railroad supervisors.
- Railroad customers.
- Railroad dispatchers.
- Railroad customer service employees.
- or
- Other railroad employees as necessary in the performance of their duties.

Railroad operating employees must not use a railroad supplied electronic device for purposes other than which it was intended or while:

- Operating the controls of a moving locomotive.
- On the ground foul any track.
- On the ground and engaged in an active switching operation.
- Riding rolling equipment during a switching operation.
- At the controls of the locomotive and any other employee is assisting in the preparation of the train, engine(s), or on-track equipment, including testing of railroad equipment or brakes.
- Inside the controlling cab of a locomotive, train or on-track equipment, unless there has been a safety briefing and all crew members agree that it is safe to do so.
- Verbally obtaining or releasing mandatory directives when railroad radio communication is available.

Railroad authorized electronic devices may be used in the body of a business car or passenger train for railroad business when it will not interfere with an employee's performance of safety related duties.

4.2 Special Instructions

Special instructions will replace any rule or regulation with which they conflict.

5.2.1 Looking for Signals

To recognize and follow signals correctly, employees must:

- Always be on the lookout for signals.
- Comply with the intent of the signal.
- Not act on any signal that they do not understand or that may be intended for other trains or engines.

5.2.2 Signals Used by Employees

To give clear signals during the day and at night, employees must:

A. During the Day

1. Use the correct color of flags or lights.
2. Use day signals from sunrise to sunset.
3. Flagmen providing protection as outlined in Rule 6.19 (Flag Protection) must have a red flag and six red fuseses.




B. At Night

1. Use the correct color of reflectorized flags or lights.
2. Use night signals from sunset to sunrise or when day signals cannot be seen clearly.
3. Flagmen providing protection as outlined in Rule 6.19 (Flag Protection) must have a white light and six red fuseses.

Flags may be made from cloth, metal, or other suitable material.

5.3.1 Hand Signals

The following diagram illustrates the hand signals for a train or engine to stop, proceed, or back up. **Description of Signal Indication Movement**

Description of Signal	Indication	Movement
1. Swung at a right angle to the track	STOP	
2. Raised and lowered vertically	PROCEED	
3. Swung slowly in a circle at a right angle to the track	BACK UP	

[Diagram A.]

Employees may use other hand signals only if all crew members understand the signals. When employees are not giving hand signals, they must not make any gestures or movements that may resemble a hand signal.

5.3.2 Giving Signals

Employees who give signals must:

- Make sure signals can be plainly seen.
- Give signals clearly so they can be understood.

- Give signals on the engineer's side of the track when practical.

5.3.3 Signal Disappearance

If a person disappears who is giving the signal to back or shove a train, engine, or car, or the light being used disappears, employees must:

- Stop movement, unless employee on leading car controls the air brakes.

5.3.4 Signal to Stop

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

5.3.5 Acknowledge Stop Signal

Except when switching, acknowledge hand signal to stop a train. When flagged, the engineer must obtain a thorough explanation from the flagman before proceeding.

5.3.6 Radio and Voice Communication

Employees may use radio and other means of voice communication to give information when using hand signals is not practical. Employees must make sure crew members:

- Know which moves will be made by radio communication.
- Understand that while using the radio, the engineer will not accept any hand signals, unless they are Stop signals.

5.3.7 Radio Response

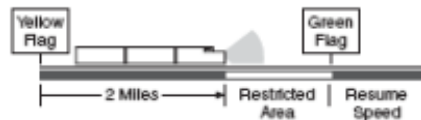
When radio communication is used to make movements, crew members must respond to specific instructions given for each movement. Radio communications for shoving movements must specify the direction and distance and must be acknowledged when distance specified is more than four cars.

Movement must stop within half the distance specified unless additional instructions are received.

5.4.2 Display of Yellow Flag

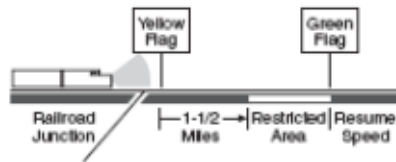
A. Restriction Specified in Writing

Two Miles Ahead of Restricted Area. Yellow flags warn trains to restrict movement because of track conditions or structures. To make sure train movement is restricted at the right location, employees must display a yellow flag 2 miles before the restricted area.



[Diagram A.]

Less than Two Miles Ahead of Restricted Area. When the restricted area is close to a terminal, junction, or another area, employees will display the yellow flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.



[Diagram B.]

Once the Train Reaches the Restricted Area. The speed specified by track warrant, track bulletin, general order, or radio speed restriction must not be exceeded until the rear of the train clears the restricted area.

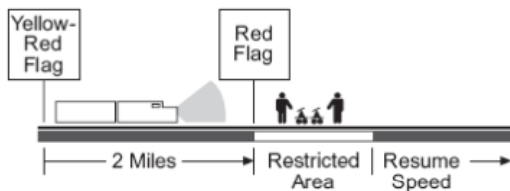
5.4.3 Display of Yellow-Red Flag

Maintenance of Way employees may display yellow-red flags from one hour before the track bulletin Form B takes effect until one hour after it expires. During that time, trains may accept instructions from the employee in charge as outlined in Rule 15.2 (Protection by Track Bulletin Form B).

The display of yellow-red flags as described does not extend the authorized working time beyond the times listed on the track bulletin Form B.

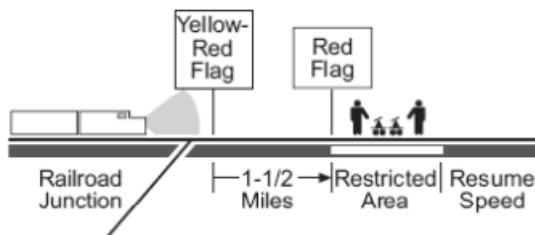
A. Restriction Specified in Writing

Two Miles Ahead of Restricted Area. Yellow-red flags warn a train to be prepared to stop because of men or equipment. To make sure the train is prepared to stop at the right location, employees must display a yellow-red flag 2 miles before the restricted area.



[Diagram A.]

Less Than Two Miles Ahead of Restricted Area. When the restricted area is close to a terminal, junction, or another area, employees will display the yellow-red flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.



[Diagram B.]

B. Restriction Is Not Specified in Writing

When a yellow-red flag is displayed and the restriction is not specified by a track bulletin, track warrant, or general order, crew members must be prepared to stop short of a red flag 2 miles beyond the yellow-red flag. If a red flag is displayed, proceed as outlined in Rule

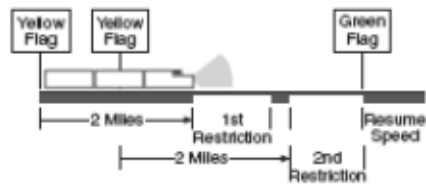
5.4.7 (Display of Red Flag or Red Light). If no red flag is displayed:

1. Move at restricted speed.
2. Increase speed only after:
 - a. A crew member has received instructions from the employee in charge.or
 - b. The leading wheels of movement are 4 miles beyond the yellow-red flag, and the train dispatcher has verified that no track bulletin or track warrant protecting men or equipment is in effect at that location.

5.4.5 Display of Green Flag

A green flag indicates the end of a temporary speed restriction. If a series of locations requires reduced speeds, the green flags could overlap yellow flags. When this is the case, employees must:

- Place a yellow flag before each speed restriction.
- Place a green flag at the end of the last speed restriction.



[Diagram A.]

5.4.7 Display of Red Flag or Red Light

A red flag or red light is displayed where trains must stop. When approaching a red flag or red light, the train must stop short of the red flag or red light and not proceed unless the employee in charge gives instructions, including the milepost location of the red flag or red light. A crew member must attempt to contact the employee in charge to avoid delay, giving the location of the red flag or red light and the track being used. If instructions to proceed are received before the train stops, the train may pass the red flag or red light without stopping.

If track bulletin Form B is not in effect, instructions must include speed and distance. This speed must not be exceeded until the rear of the train has passed the specified distance from the red flag or red light, unless otherwise instructed by the employee in charge.

Displayed Between Rails. When a red flag or red light is displayed between the rails of a track, the train must stop and not proceed until the flag or light has been removed by an employee of the class that placed it.

5.4.8 Flag Location

Flags will be displayed only on the track affected. However, when yellow, yellow-red, or red flags or red lights are used for protection without a track bulletin, track warrant, or general order, these flags must be placed to protect all possible access to the restricted area.

Flags or red lights must be displayed to the right of the track as viewed from an approaching train. In multiple main track territory or where sidings are adjacent to main track(s), they will be placed on the field side of outside tracks. Red flags or red lights may be displayed between the rails as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). Flags or red lights will be placed in this manner unless otherwise specified by track bulletin, track warrant, special instructions, or general order.

When flags are displayed beyond the first rail of an adjacent track, the flags will not apply to the

track on which the train is moving.

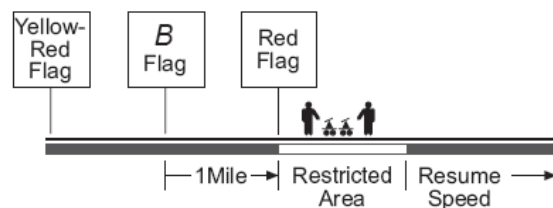
5.4.9 Display of “B” Flag

Maintenance of Way employees may display “B” flags from one hour before the track bulletin Form B takes effect until one hour after it expires. During that time, trains may accept instructions from the employee in charge as outlined in Rule 15.2 (Protection by Track Bulletin Form B).

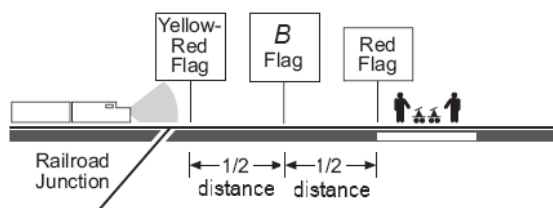
The display of “B” flags as described does not extend the authorized working time beyond the times listed on the track bulletin Form B.

A. Restriction Specified in Writing

One Mile Ahead of Restricted Area. “B” flags serve as an additional warning to trains to be prepared to stop because of men or equipment. To make sure the train is prepared to stop at the right location, employees must display a “B” board 1 mile before the restricted area.



Less Than Two Miles Ahead of Restricted Area. When the restricted area is close to a terminal, junction, or another area, employees will display the “B” flag half the distance between the Yellow/Red flag and the Red flag.



B. Restriction is Not Specified in Writing

When a “B” flag is displayed and the restriction is not specified in writing by a track bulletin, track warrant, or general order, crew members must be prepared to stop short of a red flag 1 mile beyond the “B” flag. If a red flag is displayed, proceed as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). If no red flag is displayed:

1. Move at restricted speed.
2. Increase speed only after:
 - a. A crew member has received instructions from the employee in charge.

- or
- b. The leading wheels of movement are 3 miles beyond the “B” flag, and the train dispatcher has verified that no track bulletin or track warrant protecting men or equipment is in effect at that location.

5.8.1 Ringing Engine Bell

Ring the engine bell under any of the following conditions:

- Before moving, except when making momentary stop and start switching movements.
- As a warning signal anytime it is necessary.
- When approaching men or equipment on or near the track.
- When whistle signal (7) is required.
- Approaching public crossings at grade with the engine in front and sounding of the whistle is prohibited, start signal at the crossing sign. If no sign, or if movement begins between sign and crossing, start signal soon enough before crossing to provide warning. Continue ringing bell until the crossing is occupied.

5.8.2 Sounding Whistle

The whistle may be used at anytime as a warning regardless of any whistle prohibitions.

When other employees are working in the immediate area, sound the required whistle signal before moving.

Other forms of communications may be used in place of whistle signals, except signals (1), (7), and (8). See following chart.

The required whistle signals are illustrated by “o” for short sounds and “—” for longer sounds:

<u>Sound</u>	<u>Indication</u>
(1) Succession of short sounds	Use when persons or livestock are on the track at other than road 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.
(2) —	When stopped: air brakes are applied, pressure equalized.
(3) — —	Release brakes. Proceed.
(4) o o	Acknowledgment of any signal not otherwise provided for.
(5) o o o	When stopped: back up. Acknowledgment of hand signal to back up.
(6) o o o o	Request for signal to be given or repeated if not understood.
(7) — — o —	When approaching public crossings at grade with the engine in front, sound signal as follows: <ol style="list-style-type: none"> A. At speeds in excess of 45 MPH, start signal at or about the crossing sign but not more than 1/4 mile before the crossing. B. At speeds of 45 MPH or less, start signal at least 15 seconds, but not more than 20 seconds, before entering the crossing. C. If no crossing sign start signal at least 15 seconds, but not more than 20 seconds before entering crossing but not more than 1/4 mile before the crossing. D. If movement starts less than 1/4 mile from a crossing, signal may be sounded less than 15 seconds before the crossing when it is clearly seen traffic is not approaching the crossing, traffic is not stopped at the crossing or when crossing gates are fully lowered. Prolong or repeat signal until the engine completely occupies the crossing(s).
(8) — o	Approaching men or equipment on or near the track, regardless of any whistle prohibitions. After this initial warning, sound whistle signal (4) intermittently until the head end of train has passed the men or equipment.

5.9 Headlight Display

Turn the headlight on bright to the front of every train, except when the light must be dimmed as outlined in Rule 5.9.1 (Dimming Headlight) or turned off as outlined in Rule 5.9.2 (Headlight Off).

5.9.4 Displaying Headlights Front and Rear

When engines are moving, crew members must turn on the headlight to the front and rear, but may dim or extinguish it on the end coupled to cars.

5.9.5 Displaying Ditch Lights

Display ditch lights, if equipped, to the front of the train when headlight is on bright.

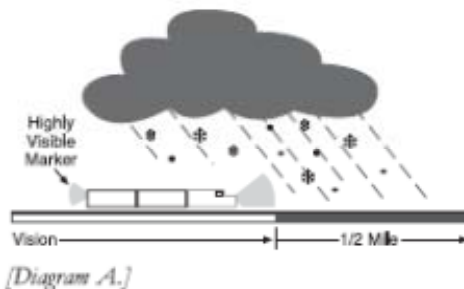
Locomotives must not be operated as the lead unit out of a train's initial terminal unless both ditch lights are operating. However, if no units are equipped with ditch lights, do not exceed 20 MPH over public crossings until occupied.

If one ditch light fails enroute, the train may proceed, but repairs must be made by the next daily inspection. If two ditch lights fail enroute, the train may proceed, but not exceeding 20 MPH over public crossings until occupied, but must not travel beyond the first point where repairs may be made or until the next daily inspection, whichever occurs first.

5.10.1 Highly Visible Markers

Display a highly visible marker at the rear of every train as follows:

- From 1 hour before sunset to 1 hour after sunrise.
- When weather conditions restrict visibility to less than 1/2 mile.



A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time. When an engine is operating without cars or is at the rear of the train, the trailing headlight illuminated on dim may be used as a marker.

Inspection of Marker

When a highly visible marker is required, a qualified employee must inspect it at the initial terminal and at each crew change point. To determine if the marker is functioning properly, the employee will inspect it by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.

5.11 Engine Identifying Number

Trains will be identified by initials and engine number, adding the direction when required.

When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. When practical, use the leading unit.

5.13 Blue Signal Protection of Workmen

This rule outlines the requirements for protecting railroad workmen who are inspecting, testing, repairing, and servicing rolling equipment. In particular, because these tasks require the workmen to work on, under, or between rolling equipment, workmen are exposed to potential injury from moving equipment.

As used in this rule, the following definitions apply:

Workmen. Railroad employees assigned to inspect, test, repair, or service railroad rolling equipment or components, including brake systems. Train and yard crews are excluded, except

when they perform the above work on rolling equipment not part of the train or yard movement they are handling or will handle.

- “Servicing” does not include supplying cabooses, engines, or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.
- “Testing” does not include an employee making visual observations while on or along side a caboose, engine, or passenger car. Also, testing does not include repositioning the activation switch or covering the photoelectric cell of the marker when the rear of the train is on the main track. The employee inspecting the marker must contact the employee controlling the engine to confirm that the train will remain secure against movement until the inspection is complete.

Group of Workmen. Two or more workmen of the same or different crafts who work as a unit under a common authority and communicate with each other while working.

Rolling Equipment. Engines, cars, and one or more engines coupled to one or more cars.

Blue Signal. During the day, a clearly distinguishable blue flag or light, and at night, a blue light. The blue light may be steady or flashing. The blue signal does not need to be lighted when it is attached to the operating controls of an engine and the inside of the engine cab area is lighted enough to make the blue signal clearly distinguishable.

Effective Locking Device. When used in relation to a manually operated switch or a derail, a lock that can be locked or unlocked only by the craft or group of workmen applying the lock.

Car Shop Repair Area. One or more tracks within an area where rolling equipment testing, servicing, repairing, inspecting, or rebuilding is controlled exclusively by mechanical department personnel.

Engine Servicing Area. One or more tracks within an area where engine testing, servicing, repairing, inspecting, or rebuilding is controlled exclusively by mechanical department personnel.

Switch Providing Direct Access. A switch that if used by rolling equipment could permit the rolling equipment to couple to the equipment being protected.

A. What a Blue Signal Signifies

A blue signal signifies that workmen are on, under, or between rolling equipment and requires that:

1. Rolling equipment must not be coupled to or moved, except as provided in “**Movement in Engine Servicing Area**” and “**Movement in Car Shop Repair Area**” of this rule.
2. Rolling equipment must not pass a blue signal on a track protected by the signal.
3. Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signal.
 - a. However, rolling equipment may be placed on the same track when it is placed on designated engine servicing area tracks or car shop repair area tracks, or when a derail divides a track into separate working areas.
4. Rolling equipment must not enter a track when a blue signal is displayed at the entrance to the track.

Blue signals or remote control blue signals must be displayed for each craft or group of workmen who will work on, under, or between rolling equipment.

Protection Removed. Blue signals may be removed only by the craft or group who placed them. Remote control display may be discontinued when directed by the craft or group that requested the protection. When blue signal protection has been removed from one entrance of a double-ended track or from either end of rolling equipment on a main track, that track is no longer under blue signal protection.

5.15 Improperly Displayed Signals

If a signal is improperly displayed, or a signal, flag, or sign is absent from the place it is usually shown, regard the signal as displaying the most restrictive indication it can give. However, if a semaphore arm is visible, it will govern. Promptly report improperly displayed signals or absent fixed signals, flags, or signs to the train dispatcher.

6.1 Repeat Instructions

An employee who verbally receives instructions or information about train or engine movements must repeat them.

6.2 Initiating Movement

Before initiating movement on a main track, a crew member must:

- Receive a track warrant.
- or
- Determine from the train dispatcher or yardmaster if any track bulletins are needed.

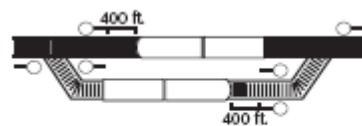
6.2.1 Train Location

Trains or maintenance of way employees who receive authority to occupy the main track after the arrival of a train or to follow a train must ascertain the train's location by one of the following methods:

- Visual identification of the train.
- Direct communication with a crew member of the train.
- or
- Receiving information about the train from the train dispatcher or control operator.

6.8 Stopping Clear for Meeting or Passing

A train that may be met or passed must stop at least 400 feet from the signal or clearance point of the facing point switch the other train will pass over, if length of train permits.



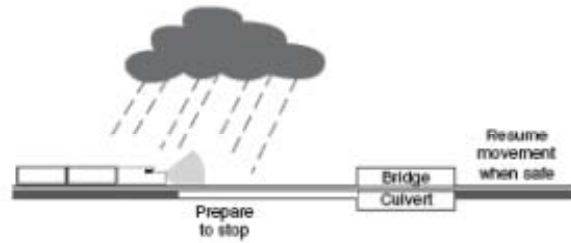
[Diagram A.]

6.21 Precautions Against Unusual Conditions

Protect trains and engines against any known condition that may interfere with their safety.

When conditions restrict visibility, regulate speed to ensure that crew members can observe and comply with signal indications.

In unusually heavy rain, storm, or high water, trains and engines must approach bridges, culverts, and other potentially hazardous points prepared to stop. If they cannot proceed safely, they must stop until it is safe to resume movement.



[Diagram A]

Advise the train dispatcher of such conditions by the first available means of communication.

6.21.2 Water Above Rail

Do not operate trains and engines over tracks submerged in water until the track has been inspected and verified as safe.

Operate engines at 5 MPH or less when water is above the top of the rail. If water is more than 3 inches above the top of the rail, a mechanical department supervisor must authorize the movement.

6.27 Movement at Restricted Speed

When required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of:

- Train.
- Engine.
- Railroad car.
- Men or equipment fouling the track.
- Stop signal.

or

- Derail or switch lined improperly.

When a train or engine is required to move at restricted speed, the crew must keep a lookout for broken rail and not exceed 20 MPH.

Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required.

6.28 Movement on Other than Main Track

Except when moving on a main track or on a track where a block system is in effect, trains or engines must move at a speed that allows them to stop within half the range of vision short of:

- Train.
- Engine.
- Railroad car.
- Men or equipment fouling the track.
- Stop signal.

or

- Derail or switch lined improperly.

Rule 6.30: Receiving or Discharging Passengers

1. When authorized to bypass a station where no stop is to be made, the Train Operators must have the train under control, and sound the proper signal. If the station is occupied by another train on the adjacent track, speed must be reduced to 15 MPH and the bell rung continuously until the front of the train has safely cleared the rear of the other train.

2. When two passenger trains are nearing a station at the same time and both are scheduled to stop, both trains may enter simultaneously. They must enter the station with caution ringing the bell and sounding the horn when necessary. Southbound trains have preference in the AM and Northbound trains in the PM.
3. Before departing stations Operators need to visually inspect both sides of the train using their mirrors and be sure all passengers are clear of the train.

6.31 Maximum Authorized Speed

Conductors and engineers are jointly responsible for knowing and not exceeding the maximum authorized speed for their train. Passenger speed is applicable only to trains consisting entirely of passenger equipment.

When possible, crew members must notify the train dispatcher promptly of any condition that will delay or prevent their train from making the usual speed.

6.32.2 Automatic Warning Devices

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

- Movement has stopped within 3,000 feet of the crossing.
 - Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
 - Movement is closely following another movement.
 - Movement is on other than the main track or siding.
- or
- Movement enters a main track or siding within 3,000 feet of the crossing.

Employees must observe all automatic warning devices and report any that are malfunctioning to the train dispatcher or proper authority by the first available means of communication. Notify all affected trains as soon as possible.

A. Automatic Warning Devices Malfunctioning

Use the following table to properly complete movement over the crossing:

Movement When Notified That Automatic Warning Devices Have An Activation Failure, Are Disabled, or Malfunctioning	
If ...	Then ...
The crew is notified that the crossing warning system has an activation failure or that the crossing warning system has been disabled, and an equipped flagger is not at the crossing to provide warning.	Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member. Then proceed at normal speed.
The crew is notified that the crossing warning system is malfunctioning, and an equipped flagger is not at the crossing to provide warning.	Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member, or If devices are seen to be working or when instructed by the train dispatcher or proper authority, proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing has one equipped flagger who is unable to provide warning in all directions of approaching traffic.	Proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing has one or more equipped flaggers who are able to provide warning in all directions of approaching traffic.	Proceed over the crossing at normal speed without stopping.
NOTE: An equipped flagger is a person other than a crew member who is equipped with an orange vest, orange shirt or orange jacket. At night, the vest, shirt or jacket must be fluorescent. The flagger must have a red flag or stop paddle by day and a light at night.	

When advised by the train dispatcher or proper authority that the automatic warning devices are repaired or returned to service, these restrictions no longer apply.

B. Whistle for Crossing

When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2(7) regardless of any prohibition.

7.1 Switching Safely and Efficiently

While switching, employees must work safely and efficiently and avoid damage to contents of cars, equipment, structures, or other property.

Do not leave equipment standing where it will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine.

On tracks where clearance point is indicated, leave equipment beyond the clearance point. If the clearance point is not indicated or visible, determine the clearance point by standing outside the rail of adjacent track and extend arm towards the equipment. When unable to touch the equipment, leave equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point.

Equipment may be left on a:

- Main track, fouling a siding switch, when the switch is lined for the main track.
- Siding, fouling a main track switch, when the switch is lined for the siding.
- Yard switching lead, fouling a yard track switch when the switch is lined for the yard switching lead.

or

- Industry track beyond the clearance point of the switch leading to the industry.

7.5 Testing Hand Brakes

Employees must know how to operate the type of brakes they are using. When hand brakes must control or prevent car movement, test the brakes to ensure that they are operating properly before using them.

7.6 Securing Cars or Engines

Do not depend on air brakes to hold a train, engine, or cars in place when left unattended. Apply a sufficient number of hand brakes to prevent movement. If hand brakes are not adequate, block the wheels. When the engine is coupled to a train or cars standing on a grade, do not release the hand brakes until the air brake system is fully charged. When cars are moved from any track, apply enough hand brakes to prevent any remaining cars from moving.

8.2 Position of Switches

The employee handling the switch or derail is responsible for the position of the switch or derail in use.

The employee must not allow movement to foul an adjacent track until the hand-operated switch is properly lined.

Do not operate switch that is tagged. If the switch is spiked, do not remove the spike unless authorized by the same craft or group that placed it.

Employees handling switches and derails must make sure:

- The switches and derails are properly lined for the intended route.
- The points fit properly and the target, if so equipped, corresponds with the switch's position.
- When the operating lever is equipped with a latch, they do not step on the latch to release the lever except when throwing the switch.
- After locking a switch or derail, they test the lock to ensure it is secured.
- The switch is not operated while equipment is fouling, standing on, or moving over the switch.
- When equipment has entered a track, the switch to that track is not lined away until the equipment has passed the clearance point of the track.

When possible, crew members on the engine must see that the switches and derails near the engine are properly lined.

8.3 Main Track Switches

The normal position of a main track switch is for main track movement, and it must be lined and locked in that position. At points where double track begins, the normal position of a spring switch is for movement with the current of traffic.

However, the main track switch may be left open:

- In CTC territory within track and time limits.
- When attended by a crew member or switch tender.
- During switching operations when it is certain that no other train or engine will pass over the switch.
- For another train or engine when the switch is attended by a member of that crew.
- Within ABS limits when instructed by the train dispatcher at:
 - The entering switch of a siding in Rule 9.14 (Movement with the Current of Traffic) territory.
 - Either switch of a siding in Rule 16.1 (Authority to Enter DTC Limits) territory.

- Within TWC territory when authorized by track warrant. Track warrant protection must be provided for this condition. The switch must not be considered restored to normal position until the train dispatcher is notified by an employee or train at that location.
- or
- Within ABS-TWC, ABS-DTC, or Rule 9.14 (Movement with the Current of Traffic) territory at the entering switch of a siding after the following has been done:
 1. Communication has been established between crews of trains meeting or passing.
 2. An understanding has been reached that the train on the main track will stop and restore the switch to the normal position. A crew member must not report clear of the limits until it is known the switch is lined and locked in the normal position.

On main track switches (if equipped), the target will be red if the switch is lined in other than its normal position. Before leaving the location where a hand-operated main track switch was operated:

- Crew members must confirm the position of the switch with each other.
- Engineering Department employees granted authority to enter working limits must confirm the position of the switch with the employee in charge or a designated employee who will notify the employee in charge.

8.8 Switches Equipped with Locks, Hooks or Latches

When not in use, switches must be locked, hooked, or latched if so equipped. Before making movements in either direction over these switches, make sure the switch is latched or secured by placing the lock or hook in the hasp. However, when making train movements in facing point direction, lock the switches equipped with a lock.

Replace any missing or defective switch locks. If they cannot be replaced, report the condition at once to the train dispatcher, yardmaster, or supervisor in charge, and spike the switch if possible.

8.12 Hand-Operated Crossover Switches

The normal position of crossover switches is for other than crossover movement. The crossover switches must be left lined in normal position, except when they are in use for crossover movements.

Both switches of a crossover shall be properly lined before equipment begins a crossover movement. A crossover movement shall be completed before either switch is restored to normal position, except when one crew is using both tracks connected by the crossover during continuous switching operations.

In Rule 6.14 (Restricted Limits), Rule 6.28 (Movement on Other than Main Track) or non-signalized Rule 6.13 (Yard Limits) territory, crossover switches may be left out of correspondence while providing blue signal or inaccessible track protection. When protection is no longer required the crossover switches connected to a main track or siding must be left lined for other than crossover movement. Crossover switches not connected to a main track or siding must be left in a corresponding position.

In signaled territory, crossover switches may be out of correspondence while performing maintenance, testing or inspection.

8.20 Derail Location and Position

Employees in train, engine, and yard service must know the location of all fixed derails. Train or engine moving on or entering tracks where fixed derails are located, must stop at least 100 feet

from derail in derailing position. Movement must not continue until the derail is placed in the non-derailing position.

However, the distance restriction will not apply in engine servicing areas. Do not make a movement over a derail in derailing position. Sidings having hand-thrown derails will have derail locked in non-derailing position, except when engines or cars are left unattended on siding. On auxiliary tracks other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

Derails that are used in conjunction with Rule 5.12 (Protection of Occupied Outfit Cars), Rule 5.13 (Blue Signal Protection of Workmen), or roadway worker protection must be in the derailing position only when their use is required for such protection. When their use is not required for protection:

- Remove portable derails.
- or
- Lock fixed derails in non-derailing position with an effective locking device.

9.1 Signal Aspects and Indications

Distant, block, and interlocking signal aspects and indications are shown in the special instructions. Signal aspects are identified by the position of semaphore arms, color of lights, flashing of lights, position of lights, or any combination. Aspects may be qualified by marker plate, number plate, letter plate, or marker light. Signals may display color light aspects or semaphore arms and color lights.

9.5 Where Stop Must Be Made

When movement is being made beyond a block signal requiring a train to be prepared to stop at the next signal, the stop must be made before any part of a train passes the block signal requiring the train to stop. If a train overruns any block signal that requires it to stop, the crew must:

- Warn other trains at once by radio.
- Stop the train immediately.
- Report it to the train dispatcher.

9.6 Change of Signal Indication

If a signal displaying a proceed indication changes to an indication requiring a train to stop, the train must stop at once. Report such a signal change to the train dispatcher.

9.7 Failure to Display Most Restrictive Indication

When a block is occupied, or when a switch protected by a signal is changed from its normal position and that signal fails to display its most restrictive indication, regard the signal as displaying Stop. The train must stop immediately, and employees must warn others by radio of the exact location and status of the train. Contact the train dispatcher or control operator and do not move the train without permission.

9.8 Next Governing Signal

A train may comply with the next signal's indication when its aspect can be clearly seen and the signal governs the track where movement is occurring or will be made. This does not apply when a rule or previous signal indication requires movement at restricted speed.

9.12.1 CTC Territory

At a signal displaying a Stop indication, if no conflicting movement is evident, the train will be governed as follows:

- A crew member must immediately contact the control operator, unless the train is:
 - Within track and time limits
 - or
 - Entering track and time limits from any point other than either end of track and time limits.
- Before authorizing the train to proceed, the control operator must know that the route is properly lined and no conflicting movement is occupying or authorized to enter the track between that signal and the next absolute signal governing movement or the end of CTC where applicable.
- When the train receives these instructions, “After stopping, (train) at (location) has authority to pass signal displaying Stop indication,” specifying the route where applicable. The train must move at restricted speed.

Exception

Conflicting Movement. When the control operator has stopped a conflicting movement, he may then authorize another train to proceed in the same limits, advising both crews of movement to be made. If the stopped movement is later permitted to proceed, that train must move at restricted speed until its leading wheels have passed the next governing signal or the end of the block system.

10.1 Authority to Enter CTC Limits

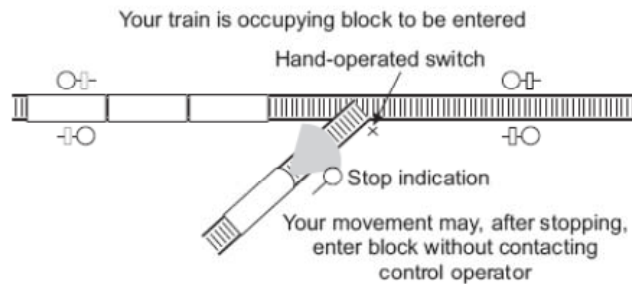
CTC limits are designated in the timetable. Sidings within CTC limits are controlled sidings and are governed by CTC rules. A train must not enter or occupy any track where CTC is in effect unless a controlled signal displays a proceed indication or the control operator authorizes:

- Movement past a Stop indication under Rule 9.12.1 (CTC Territory).
- A train to enter track between block signals as follows: “(Train) at (location) has authority to enter (track) and proceed (direction).” After entering the track, the train is authorized to move only in the direction specified.
- or
- Track and Time under Rule 10.3 (Track and Time).

Signal Governing Movement Over a Hand-Operated Switch

If a signal governs movement over a hand-operated switch that is not electrically locked, the control operator must authorize the train to enter or occupy any track where CTC is in effect before the switch is opened. After the switch is opened, if the signal does not display a proceed indication, a crew member must wait 5 minutes at the switch. After the 5 minute wait if the signal does not display a proceed indication, move the train at restricted speed and notify the control operator.

However, if the block to be entered is occupied by its own standing train or when the hand-operated switch remains open, the movement may, after stopping, pass an absolute signal displaying a Stop indication without waiting 5 minutes and without contacting the control operator.



[Diagram A.]

11.1 Establishing Absolute Block

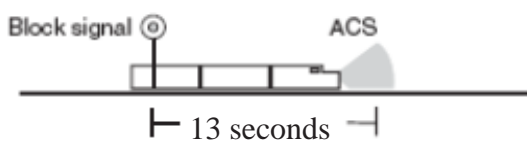
Absolute block may be established in advance of a train. The train dispatcher can establish it verbally or by issuing a track bulletin addressed only to the train affected by stating, “Absolute block is established in advance of your train between _____ and _____.”

13.1.1 Observance of Signals

The Automatic Cab Signal (ACS) system is used in addition to block signals to govern the use of blocks. However, employees must continue to observe rules that govern the use of block signals as well as other rules, except as outlined in Rules 13.2.1 (Restrictive to More Favorable) and 13.2.2 (Favorable to More Restrictive).

Rule 13.1.2: Conforming With Block Signals And Wayside Cab Signal Inductors

The cab signal and block signal systems are interconnected so that the cab signal displays a speed indication governing movement into the next block based on track occupancy. Cab signals must be acknowledged within 13 seconds after the engine passes the block signal or cab signal inductor that governs entrance into a block.



[Diagram A.]

Exception

The ACS system is to be considered inoperative through turnouts and crossovers. Block signal indications and speeds specified in the special instructions for each turnout govern movements through turnouts and crossovers.

Rule 13.1.4: Cab Signals Cut In And Out

The cab signal on the lead unit must be cut in before entering and while operating within ACS territory. No Code Proceed button must be pushed, with authorization from RTC, when operating on main track non-ACS territory.

Before taking charge of an engine in or approaching ACS territory, the operator must know that the cab signal devices are cut in and operative. The operator must make a departure test if necessary.

Do not cut out cab signal devices while the train is in ACS territory, unless authorized to do so by RTC.

15.10 Retaining Track Bulletins

Employees must keep and comply with track bulletins on all trips during the tour of duty when track bulletins were received. When directed by the train dispatcher, track bulletins may be retained for use during the next tour of duty. Before initiating movement on the main track on the next tour of duty, a crew member must verify from the train dispatcher that no additional track bulletins are needed.

Rule 17.2: Taking Charge

CHANGE RULE TO READ:

When taking charge of an engine equipped with ATC in ATC territory or entering such territory, engineers must know that:

1. The ATC system is cut in and sealed or locked on engines or cab cars equipped.

Rule 17.3: Cut In And Cut Out Requirements

CHANGE RULE TO READ:

The ATC system, in part or in its entirety, must not be cut out in ATC territory unless:

- Authorized by RTC. RTC may authorize a crew member to cut out the ATC system when:
- It has failed.

or

- Required for movements on track where ATC is not in effect.

A. Cutting in ATC

To cut in ATC: See SSI Item 5.2

B. Cutting Out ATC

To cut out ATC: See SSI Item 5.3

UTA Frontrunner Track Bulletins

Daily Operating Bulletin

Monday, January 12, 2009

Prepared by:
519

Rule of the Day: GCOR Rule 8.1 **Hand Operation of Switches**
Spring or dual control switches operated by hand are considered hand-operated switches, and all rules governing hand-operating switches apply to them, except that cars must not be dropped over the switches.

FORM A and B Bulletins in effect:

A:37

B: 96

*******FORM A No. 37*******

<u>Line No.</u>	<u>Limits MP to MP</u>		<u>Time</u>		<u>Speed Mph</u>	<u>Tracks Affected</u>	<u>Flag at MP</u>	<u>For Direction</u>
1	N 10.2	N 10.6	04:00 01/12/09	02:00 01/13/09	75	ALL		N
2	N 10.2	N 10.6	04:00 01/12/09	02:00 01/13/09	75	ALL		S

*******FORM B No. 96*******

On 01/12/2009 Rule 15.2 Applies within the following limits:

<u>Line No.</u>	<u>Limits MP to MP</u>		<u>Time</u>		<u>Tracks Affected</u>	<u>Y/R Flag at MP</u>	<u>For Dir.</u>	<u>Permit Holder</u>	<u>EIC</u>
1	N. 4.2	N. 4.3	07:00	18:00	ALL		N	Kiewit/Clyde	1
2	N. 4.3	N. 4.2	07:00	18:00	ALL		S	Kiewit/Clyde	1

GENERAL INFORMATION:

ITEM NO. 1

Managers Bulletins in effect:

Bulletin 2008-301 in effect 02-08-08. Managers Bulletin

ITEM NO. 2

When trains are proceeding into Woods Cross siding with stop indication at X-4, Trains must not proceed past the south end of the platform.

ITEM NO. 3

10-02-08 New General Order 2008-18 Effective date of October 2, 2008: Changes to GCOR Rule 1.10-Games, Reading or Electronic Devices. All Operations personnel must sign and retain.

[Front side]

Mandatory Directive
#1 _____

Mandatory Directive
#2 _____

Mandatory Directive
#3 _____

Track Access Permits: Time on/off ROW		
_____/_____ _____	P-1	CRC: Track Demo/Salvage, Grading/Stabilization, Survey/Layout Utility, Location, Track Inspection, Track Construction, Signal Work, QA/QC Inspections. UP MP 783.5 to 785.2 / UTA MP N1 to N4 07:00-17:30
_____/_____ _____	P-2	CRC: Ped. Bridge work, steel erection, concrete, platform electrical work, drainage work, fence installation, vegetation control, survey-layout-utility work, QA/QC inspections, hi-rail boom truck. UP MP 792.5 to 802.5 / UTA MP N10 to N21 07:00-17:30
_____/_____ _____	P-3	CRC: Clear/grub, survey/layout, track demo salvage, grading stabilization, drainage, utility work, track construction, signal work, QA/QC inspections. Warm Springs Yard 07:00-17:30

**Track and Time Acknowledgment:
Rule 10.3.4**

Name / Unit No. _____										Date: _____						
Repeat as Follows: (Name & Unit no.) Granted (authority) (number)(behind engine no. and direction) ON (track) BETWEEN (or AT) (location) (switches/no) AND (track)(location)(switch yes/no (joint with...)) UNTIL (time)(dispr. initials).																
Auth Type	Auth No.	Train No. / Direction	On Track	Between- At Location	Switch Y / N	On Track	To Location	Switch Y/N	Joint Y/N	Until Time	OK at	Ctrl Init.	Extended Until			Time Released
													Time	OK at	Ctrl Init.	
TT FT																
									Joint With:							
TT FT																
									Joint With:							
INDICATE "YES" WHEN AUTHORITY FROM CONTROLLER INCLUDES SWITCHES, WHICH INCLUDES SEGMENT OF TRACK BETWEEN OPPOSING ABSOLUTE SIGNALS AT THAT LOCATION ONLY AND NOT BEYOND.																

[Back side]







**UTA FRONTRUNNER
SALT LAKE CITY - OGDEN TIMETABLE**

Effective 5/1/09

Mile Post	CP	CP MP	Station Names		Siding Feet
			▲ North	South ▼	
N43.60	P South	N43.30	Pleasant View		
			UP Controlled Track		
N38.6	UP JCT.	N38.6	UP - UTA Junction		
N37.56	O North	N37.70	Ogden		YARD
	O Mid	N37.15			
	O South	N36.27			
N32.96	R North	N33.25	Roy		6500
	R South	N32.69			
N26.06	H North	N26.31	Clearfield		1600
	H South	N25.80			
N22.38	L North	N22.66	Layton		1600
	L South	N21.86			
	K North	N20.34	Kaysville (Siding)		5300
	K South	N19.17			
N16.44	F North	N16.55	Farmington		1900
	F South	N15.88			
	C North	N11.58	Centerville (Siding)		5300
	C South	N10.89			
N8.81	X North	N8.94	Woods Cross		1600
	X South	N8.67			
			Beck Street (Siding)		YARD
	N North	N3.6	1800 North		
N2.10	Y North	N2.75	Warm Springs Yard		YARD
	Y South	N1.6	Tower		
N 0.07	I North	N 0.25	SLC Intermodal		
Main Track Authority:					
CTC: Between N 0.0 thru N 38.6 (ACS and ATC in Effect) Union Pacific Track MP 1.4 thru MP 6.2 UTA track N43.4 thru N43.6					
Double Main Track: between N 0.0 thru N 3.6					
Yard Track: Warm Springs tracks 1 thru 18 Ogden Storage track North Beck Street Siding South Beck Street Tail Track					
Maximum Speed Table:					
Except as listed below		▲N	PSGR	▼S	FRT
Yard Track		10		10	10
N43.3 - N43.6		25		25	10
N37.8 - N38.7		40		40	25
N37.3 - N37.8		20		20	15
N36.6 - N37.3		40		40	20
N35.8 - N36.6		55		55	25
N32.5 - N33.1		60		60	40
N21.9 - N22.7		60		60	40
N15.7 - N16.7		70		70	45
N8.4 - N8.6		60		60	50
N3.0 - N3.5		60		45	30
N2.3 - N2.5		40		40	30
N0.65 - N1.0		30		30	20
N0.25 - N0.65		40		30	20
N.0 - N0.25		20		20	15
Other Speed Restrictions:					
					MPH
Warm Springs yard tracks 5 thru 17					5
Thru sidings and turnouts (Except as below).....					40
Roy (South end only).....					30
Woods Cross.....					30
Tesoro Cross Over.....					15
Tower Cross Over.....					15
SLC Intermodal Cross Over.....					15
SLC Intermodal Tail Track.....					10
Ogden Yard Tail Track.....					10

Grade Crossing Locations:	MP	City
2700 North	N43.55	P.View
17th St.	N38.46	Ogdn
3300 South	N34.42	Roy
4000 South	N33.07	Roy
4800 South	N31.98	Roy
6000 South	N30.43	Roy
2300 North	N29.92	Snst
1800 North	N29.41	Cltn
1300 North	N28.91	Cltn
700 South/SR 193	N26.72	Cld
1000 East/2200 West	N25.28	Lytn
Gordon Ave.	N24.20	Lytn
West Hill Field Road	N23.81	Lytn
King St.	N23.24	Lytn
Gentle St.	N22.66	Lytn
900 South	N22.06	Lytn
Old Mill Lane/Sunset Dr.	N20.62	Ksvl
1600 North (Pages Lane)	N10.66	W. Btl
400 North (Pvt.)	N9.74	W. Btl
500 South	N9.03	Btl
1500 South	N8.34	Wds X
1100 North/2600 South	N7.40	N. SLC
Main Street/1100 West	N7.21	N. SLC
Center St. (Cudahy Lane)	N6.05	N. SLC
1800 North	N3.48	SLC
1050 North (Pvt)	N2.38	SLC
610 North (Pvt - UP)	N1.55	SLC
525 North (Pvt - UP)	N1.45	SLC
400 North	N1.30	SLC
300 North	N1.15	SLC
600 West	N0.59	SLC
200 South	N0.22	SLC
Quiet Zones in effect from N0.0 thru N43.60. No sounding the horn at grade crossings except as a warning. GCOR rule 5.8.1 still applies.		
Radio Instructions: All FrontRunner main line operations use radio frequency FR 1. All FrontRunner yard operations will use FR 3. When operating on Union Pacific track for Pleasant View operations use FR 4 between Ogden Station and Pleasant View Station.		
Operating on UPRR Track: UTA will operate on Union Pacific track beginning at UTA MP N38.7 and re-enter UTA track prior to the Pleasant View station at UTA MP N43.30. While operating on Union Pacific track SSI Item 12 applies.		
Tonnage Restrictions: For tonnage restrictions contact Maintenance of Way manager at 801-287-6735		
Emergency Contact Numbers:		
Frontrunner Control Room: 801-287-5455		
Utah Transit Authority Police: 801-287-2408		
Emergency: 911		
Utah Highway Patrol: 801-887-3800		
Union Pacific RMCC: 1-800-877-7267		

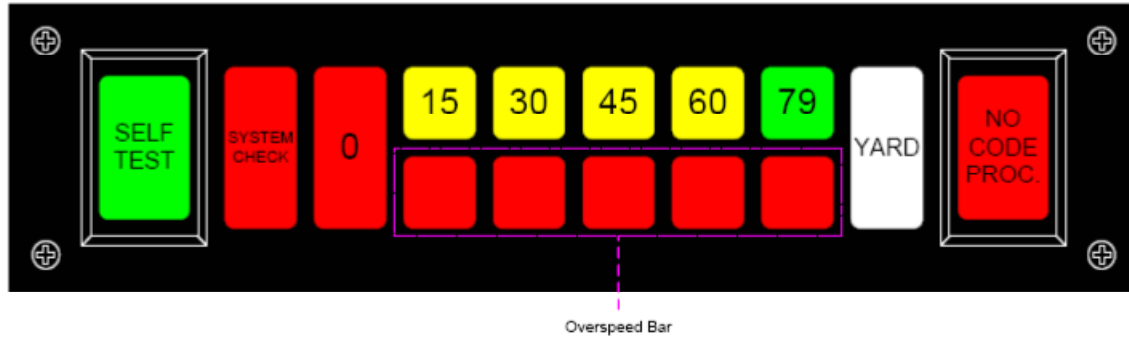
ITEM 4: Block, Interlocking, and Cab Signals

RULE	NAME	ASPECT	INDICATION
9.1.1	CLEAR	 Green	Proceed at authorized speed.
9.1.2	DIVERGING CLEAR	 Flashing Green	Proceed on diverging route at authorized speed.
9.1.3	APPROACH	 Yellow	Proceed, prepare to stop at next signal.
9.1.4	DIVERGING APPROACH	 Flashing Yellow	Proceed on diverging route at authorized speed; prepare to stop at next signal.
9.1.5	STOP	 Red	STOP before any part of the train or engine passes the signal.
9.1.6	RESTRICTING	 Flashing Red	Call RTC and follow Controller's instructions. Once authorized by RTC proceed at restricted speed, not exceeding prescribed speed. If unable to contact RTC stop and await instructions.
<p>Any signal displaying an improper aspect or that is dark, must be treated as a STOP indication.</p>			







SSI - ITEM 5: Automatic Cab Signals






ITEM 5: Automatic Cab Signals

[Diagram 5.1]




Item 5.1 – Automatic Cab Signals

RULE	NAME	ASPECT	INDICATION
9.3.1	SELF TEST	 GREEN	Illuminated button, push to initiate Self Test and lit while Self Test is being executed.
9.3.2	SYSTEM CHECK	 RED	Illuminated when a condition exists within the system that requires attention (System Check).
9.3.3	0 MPH	 RED	STOP train and do not proceed. Illuminated when there is an absence of a cab signal. If reason for zero speed is known wait for a more favorable aspect. If reason is unknown contact RTC.
9.3.4	15 MPH	 YELLOW	Proceed at authorized speed not to exceed 15 MPH.
9.3.5	30 MPH	 YELLOW	Proceed at authorized speed not to exceed 30 MPH.
9.3.6	45 MPH	 YELLOW	Proceed at authorized speed not to exceed 45 MPH.

9.3.7	60 MPH	 YELLOW	Proceed at authorized speed not to exceed 60 MPH.
9.3.8	79 MPH	 GREEN	Proceed at authorized speed not to exceed 79 MPH.
9.3.9	YARD	 WHITE	YARD mode is activated when proceeding into or operating in the yard. Proceed at prescribed Yard Track Speed.
9.3.10	NO CODE PROCEED	 RED	Illuminated button, pressed by operator when zero speed light is lit. Only to be pressed when making a movement on any designated yard, storage, or tail tracks, or when authorized by RTC on the mainline. NOTE: For No Code Proc. to be activated the train must be stopped and a full service brake application must be set.
9.3.11	OVERSPEED BAR	 RED	Red lighted bar display, incorporating five (5) individually lit segments, indicating that an overspeed condition exists. When illuminated bring train to a stop and clear penalty application before proceeding.

SSI Item 6 - Grade Crossing Indicators


Gate Activation:

 <p>FLASHING</p>	Crossing gates have been called and are attempting to activate.
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NOTE:

If GCI continues to flash or is dark, Operator must bring train to a stop consistent with good train handling, before entering the crossing. If unable to stop before entering the crossing the Operator must sound proper horn sequence 5.8.2 (7) through the crossing regardless of any quiet zones and contact RTC.




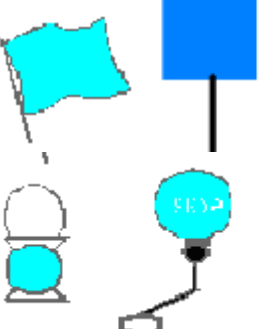
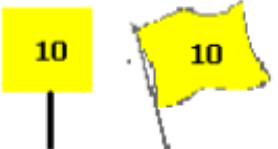
Gate Down:

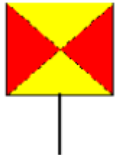


 <p>SOLID</p>	Crossing gates are in the down position.
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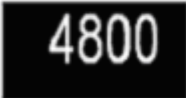

NOTE:

When operating through shared grade crossings GCI's will only be located on the east side of UTA tracks.

SSI - ITEM 7: Flags, Targets, and Roadway Signs

 <p>Red</p>	<p>RED FLAG/TARGET</p>	<p>Stop, call RTC, or Employee in charge of Red Flag</p>
 <p>Yellow</p>	<p>YELLOW FLAG/TARGET</p>	<p>Temporary speed restriction</p>
 <p>Green</p>	<p>GREEN FLAG/TARGET</p>	<p>Resume authorized speed.</p>
	<p>BLUE FLAG/TARGET</p>	<p>Blue flag or light placed in center of tracks or on equipment indicates employees under or about car or train. Do not couple to or move equipment.</p>
 <p>Yellow</p>	<p>YELLOW FLAG/TARGET with TEMPORARY SPEED LIMIT</p>	<p>Will be posted at entrance of the temporary speed restriction. Proceed at speed noted on flag</p>

	<p>YELLOW-RED FLAG</p>	<p>Protecting men or equipment</p>
	<p>REMINDER "B" FLAG</p>	<p>Will be displayed one mile prior to a track bulletin Form B and serve as an additional reminder of the work limits ahead.</p>
	<p>CROSSING PROTECTION INDICATOR</p>	<p>Flags will be displayed on the outside facing walls of the crossing bungalows.</p> <p>Flags signify that a crossing protection is in effect at that grade crossing.</p>

<u>ASPECT</u>	<u>NAME</u>	<u>INDICATION</u>
	Speed Limit	Maximum speed allowed
	Speed Limit	Speed limit for a straight move ↑
		Speed limit for a diverging move ↗
	Mile Post	Distance from 200 South and 600 West
	Temporary Speed Limit	Yellow flag/board with temporary speed limit located at entrance of restriction
	Exiting CTC Territory	Exiting Centralized Traffic Control Territory
	Information Sign	Contains information needed in certain R.O.W. locations
	Station Indicator	Approaching station sign
	Grade Crossing	Approaching grade crossing sign
	Entering CTC Territory	Entering track governed by wayside or cab signals