



GCOR

General Code of Operating Rules

Transition Guide

Effective April 7, 2010

**This guide contains changes from the
GCOR Fifth Edition to the GCOR
Sixth Edition in effect April 7, 2010**

**These rules herein govern the operations of the railroads listed
and must be complied with by all employees regardless of gender
whose duties are in any way affected thereby. They supersede
all previous rules and instructions inconsistent therewith.**

Listing of Railroads Adopting the GCOR

The following railroad names are changed:

Burlington Northern Santa Fe Railway changed to BNSF Railway

Canadian Pacific Railway changed to Canadian Pacific

The following railroads are added:

Alabama & Gulf Coast Railway

Alabama Southern Railroad

Alabama Warrior Railroad

Aliquippa & Ohio River Railroad

Amtrak—Michigan Line

AN Railway

A&R Terminal Railroad Company

Arizona & California Railroad

Arkansas Louisiana & Mississippi Railroad

Arkansas Southern Railroad

Atlantic & Western Railway

Austin Western Railroad

Baton Rouge Southern Railroad

Bauxite & Northern Railway

Bay Line Railroad

Blackwell Northern Gateway Railroad

Boise Valley Railroad

Buckingham Branch Railroad

Buffalo & Pittsburg Railroad

California Northern Railroad

Caney Fork & Western Railroad

Central Railroad of Indiana

Central Railroad of Indianapolis

Chattahoochee Bay Railroad

Chattahoochee Industrial Railroad

Chattooga & Chickamauga Railway

Chicago, Ft. Wayne & Eastern Railroad

City of Prineville Railway

Columbus & Greenville Railway

Columbus & Ohio River Railroad

Commonwealth Railway

Connecticut Southern Railroad

Corpus Christi Terminal Railroad

Denver Rock Island Railroad

Dakota Southern Railway

East Tennessee Railway

Ellis & Eastern Company

First Coast Railroad

Fordyce & Princeton Railroad

Florida East Coast Railway

Fulton County Railway, LLC

Galveston Railroad

Georgia & Florida Railway

Georgia Central Railway

Golden Isles Terminal Railroad

Grand Elk Railroad

Great Western Railway

Illinois Railway, Inc.

Indiana & Ohio Railway

Kentucky West Tennessee Railway

Kettle Falls International Railway, LLC

Kiamichi Railroad

Kyle Railroad Company

Los Angeles Junction Railway

Louisiana Southern Railroad

Luxapalila Valley Railroad

Mahoning Valley Railroad

Maryland Midland Railway

Messena Terminal Railroad Company

Meridian Southern Railway, LLC

Michigan Air-Line Railway Company

Michigan Central Railway

Minnesota Southern Railway

Mississippi Southern Railroad

Mississippi Tennessee Railroad

Nashville and Eastern Railroad

Nashville and Western Railroad

National Coal Rail Line

Nebraska Kansas Colorado Railway, Inc.

New Mexico Rail Runner Express

New York & Atlantic Railway

Northern Lines Railway

Ohio & Pennsylvania Railroad

Ohio Central Railroad

Ohio Southern Railroad

Omaha, Lincoln & Beatrice Railway Company

Pacific Sun Railroad

Panhandle Northern Railroad

Peninsula Corridor Joint Powers Board (Caltrain)

Pennsylvania Southwestern Railroad

Pittsburgh & Ohio Central Railroad
Riceboro Southern Railway
Rio Valley Switching Company
Rochester & Southern Railroad
Rockdale, Sandow & Southern Railroad Company
San Francisco Bay Railroad
Savage Bingham & Garfield Railroad Company
Savannah Port Terminal Railroad
South Buffalo Railway
Southern Switching Company
Talleyrand Terminal Railroad
Tazewell & Peoria Railroad
Tennessee Valley Railroad Museum, Inc
Terminal Railroad Association of St. Louis
Tomahawk Railroad
United States Army Military Railroad System
Utah Transit Authority
Valdosta Railway
Vicksburg Southern Railroad
Warren & Trumbull Railroad
WATCO Transportation Services
Wilmington Terminal Railroad
Yellowstone Valley Railroad
York Railway
Youngstown & Austintown Railroad
Youngstown Belt railroad

The following railroads are deleted:

Alabama & Gulf Railway
Amtrak Western Div. Peninsula Commute Service
Dakota Rail, Inc.
Fulton County Terminal Railway
Great Western Railway of Colorado
Great Western Railway of Iowa
Illinois Railnet, Inc.
Nebraska, Kansas & Colorado Railnet
Pennsylvania & Southwestern Railroad

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1.0 General Responsibilities

1.4.1 Good Faith Challenge

New rule added:

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.

1.10 Games, Reading, or Electronic Devices

Entire rule changed to read:

Employees on duty must not:

- Play games.
- 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.

Personal Electronic or Electrical Devices

Employees are prohibited from using personal electronic or electrical devices such as cell phones, electronic games, TV's, computers, media players (including wearing associated earpieces) or from having such devices turned on while on duty. However, a personal wireless communication device, (cell phone) may only be used for voice communication as a redundant means of communication in the event of railroad-supplied radio failure and in accordance with railroad rules or instructions.

Exceptions

Employees may use a personal cell phone only during a recognized period of break time, meal period or after a job briefing with all crew members specifying that all railroad operations for that crew and employee have been stopped and suspended and the employee is not foul of any track. Such use must not interfere with any safety related duty.

Employees may use any means of communication necessary to respond to an emergency situation involving the operation of the railroad or encountered while performing a duty for the railroad.

Railroad Authorized Electronic Devices

In addition to compliance with all railroad radio rules and instructions, the following applies to the use of railroad authorized electronic devices.

1. Except in an emergency, employees must not use a railroad authorized electronic device for purposes other than which it was intended or while:
 - Operating the controls of a moving locomotive.
 - Standing on the ground in a position foul (within 4 feet of the nearest rail) of any track.
 - On the ground and engaged in an active switching operation.
 - Any crew member is riding on any piece of equipment outside the cab of the locomotive.
 - Any other employee is assisting in the preparation of the train or testing of railroad equipment or brakes.
 - Inside the controlling cab of a locomotive or train unless there has been a job briefing and all crew members agree that it is safe to do so.or
 - Obtaining or releasing mandatory directives when railroad radio communication is available.
2. Railroad authorized electronic devices may be used for railroad business when it will not interfere with safety related duties:
 - In the body of a business car or passenger train.
 - For voice communication as a redundant means of communication in the event of radio failure.or
 - To access stored electronic rule book files. When doing so, the wireless capability of the device must be disabled.
3. Railroad provided wireless devices with “Push-To-Talk” or “Direct Connect” type features may be used in lieu of a railroad radio to conduct train or switching operations when authorized by the railroad.

1.33 Inspection of Freight Cars

New last sentence added to second paragraph:

A freight car with any defect that makes movement unsafe must be corrected or set out of the train. When a defect is discovered enroute, note the type of defect on proper tag and attach a tag on each side of the car.

1.47 Duties of Crew Members

New last sentence added to item C 2:

C. All Crew Members' Responsibilities

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.

1.48 Time

New rule added:

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.

2.13 In Place of Hand Signals

Entire rule deleted.

2.14 Transmission of Mandatory Directives

Rule title and entire rule changed to read:

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.

3.0 Section Reserved

Entire chapter deleted and reserved for future use

4.0 Timetables

No changes to chapter 4.

5.0 Signals and Their Use

5.2.2 Signals Used by Employees

Item A 3 changed to read:

3. Flagmen providing protection as outlined in Rule 6.19 (Flag Protection) must have a red flag and six red fuses.

Item B 3 changed to read:

3. Flagmen providing protection as outlined in Rule 6.19 (Flag Protection) must have a white light and six red fuses.

5.3.7 Radio Response

Entire rule changed to read:

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.

5.4.1 Temporary Restrictions

Entire rule changed to read:

Track bulletins, track warrants, or general orders may restrict or stop train movements because of track conditions, structures or men or equipment. Yellow flags are used to indicate temporary speed restrictions. Yellow-red flags are used to indicate when a train may be required to stop. When flags are not displayed, that information will be included in the track bulletin, track warrant, or general order.

When a restriction spans adjoining subdivisions, separate temporary restrictions may be issued on each subdivision. Only one set of flags may be displayed in advance of the entire restriction in each direction.

5.4.3 Display of Yellow-Red Flag

First paragraph changed to read:

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).

Item B 2 a changed to read:

- a. A crew member has received instructions from the employee in charge.

5.4.7 Display of Red Flag or Red Light

First and second paragraphs changed to read:

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.

5.6 Unattended Fusee

First paragraph changed to read:

If a train approaches an unattended fusee burning on or near its track, the train must stop consistent with good train handling.

Third paragraph changed to read:

After stopping, the train must proceed at restricted speed for 1 mile beyond the fusee.

5.7 Not Used

Entire rule deleted.

5.8.1 Ringing Engine Bell

Fourth bullet deleted and last bullet changed to read:

- Approaching public crossings at grade with the engine in front 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

*Item 7 under heading **Indication** changed to read:*

<u>Sound</u>	<u>Indication</u>
(7) — — o —	<p>When approaching public crossings at grade with the engine in front, sound signal as follows:</p> <ul 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. <p>Prolong or repeat signal until the engine completely occupies the crossing(s).</p>

5.8.4 Whistle Quiet Zone

New rule added:

Within designated whistle quiet zones, whistle signal (7) must not be sounded approaching public crossings at grade except when:

- Necessary to provide warning in an emergency.
 - Notified automatic warning devices are malfunctioning.
 - Notified automatic warning devices are out of service.
- or
- The whistle quiet zone is not in effect during specified hours.

6.0 Movement of Trains and Engines

6.3 Main Track Authorization

New last paragraph and bullets added reading:

Joint Authority

When a train or employee receives authority joint with employee(s), the train or employee must not occupy the overlapping limits until:

- Working limits are described and permission is received to enter the overlapping limits from the employee(s) listed on the authority.
- or
- Advice is received from the train dispatcher or control operator that the employee(s) have reported clear of the limits.

6.3.1 Train Coordination

First paragraph and bullets changed to read:

Train Coordination provides for men or equipment to use a train's authority to establish working limits. The employee must contact the train's engineer to request use of Train Coordination. To establish working limits:

- The train must be in view and stopped.
- The employee in charge of working limits will communicate with the engineer who will notify other crew members that working limits are to be established.
- The engineer will make movements only as permitted by the employee in charge until the working limits have been released to the engineer.
- The train will not release its authority within the limits until those working limits have been released by the employee in charge.

6.5 Shoving Movements

Title and entire rule changed to read:

Equipment must not be shoved until the engineer and the employee protecting the movement have completed a job briefing concerning how protection will be provided. Employee must be in position, provide visual protection of the equipment being shoved and must not engage in unrelated tasks while providing protection.

Equipment must not be shoved until it is visually determined that:

- Portion of track to be used is clear of equipment or conflicting movements.
- The track will remain clear to the location where movement will be stopped.
- Switches and derails are properly lined.

Employees may be relieved from providing visual protection when:

- Local instructions specify tracks involved and how shoving movement will be protected, such as shove light or monitored cameras.
- A track has been pulled and an equivalent amount or less of cars or equipment will be immediately shoved back into that track and that track has remained clear to the location where the movement will be stopped.
- Immediately prior to shoving, a movement is made on the adjacent track providing the employee the ability to visually determine the track to be shoved is clear and route is properly lined.

- Authority on main track or controlled siding allows for movement in direction of shove, provided route is properly lined, road crossings will not be fouled and movement at restricted speed is not required.
- or
- Picking up a crew member in accordance with Rule 6.6 (Picking Up Crew Member).

Shoving movements over road crossings must be made in accordance with Rule 6.32.1 (Providing Warning Over Road Crossings).

Speeds when Shoving

When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:

- 20 MPH for freight trains.
- 30 MPH for passenger trains.
- Maximum timetable speed for snow service unless the employee in charge authorizes a higher speed.

6.5.1 Remote Control Movements

Entire rule changed to read:

Remote control movements are considered shoving movements, except when the remote control operator controlling the movement is riding the leading engine in the direction of movement. Before initiating movement, the remote control operator or a crew member must be in position to visually observe the direction the equipment moves.

Relief of Providing Protection

The remote control operator is relieved from providing protection and the requirement to stop within half the range of vision for movements with engine on leading end when:

1. The remote control zone has been activated.
2. Switches/derails are known to be properly lined.
3. Track(s) within the zone are known to be clear of other trains, engines, railroad cars, and men or equipment fouling track.

This must be repeated each time the remote control zone is activated.

6.6 Picking Up Crew Member

Item 3 changed to read:

3. Movement does not enter or foul a private or public crossing except as provided by Rule 6.32.1 (Providing Warning Over Road Crossings).

6.11 Mandatory Directive

New rule added:

Mandatory directives are written, printed, or displayed authorities or speed restrictions issued by the train dispatcher or control operator. Mandatory directives are:

- Track warrants.
- Track bulletins.
- DTC authority.
- Track and time.
- Track permits.
- Radio speed restrictions.

A mandatory directive restricting a train's movement will not be issued near a point where the restriction applies until the engineer or conductor confirms that the train can comply with the restriction.

Indicate "VOID" on mandatory directive form when:

- Employee reports clear of authority limits,
or
- Mandatory directive is made void

Crew must retain mandatory directives for continuous tour of duty.

6.12 FRA Excepted Track

Second bullet changed to read:

- No occupied passenger train will be operated.

6.19 Flag Protection

Diagram B deleted and item B 3 changed to read:

3. Stopped on a Main Track

When a train stops on a main track, a flagman must immediately go back at least 1 mile. Flagman must remain there until stopping a following train or until recalled.

If the flagman is recalled and safety will permit, the flagman must leave a lighted fusee and return to the train. If recalled before reaching the prescribed distance, the flagman must leave a lighted fusee. While returning to the train, the flagman must also place single lighted fusees at intervals shorter than the burning time of the fusee.

When the train departs, a crew member must leave one lighted fusee. In addition, until the train is moving at least half the maximum authorized timetable speed for any train at that location, a crew member must drop off single lighted fusees at intervals shorter than the burning time of the fusee.

6.20 Equipment Left on Main Track

New second paragraph to item B added reading:

The train dispatcher may request a crew to report clear of their authority and leave equipment on a main track. Crews that leave equipment on a main track do not need to provide protection for the equipment if the train dispatcher provides relief. The train dispatcher must provide protection for the equipment.

Last paragraph of Item B changed to read:

All crews that use the main track at that point must be notified of the equipment location and must move at restricted speed when approaching that location.

6.25 Movement Against the Current of Traffic

Entire rule changed to read:

Movements against the current of traffic must be authorized by track bulletin or track warrant, except as provided by:

- Rule 6.13 (Yard Limits).
- Rule 6.14 (Restricted Limits).
- Rule 9.15 (Track Permits).
- Rule 9.17.1 (Signal Protection in ABS by Lining Switch).

or

- Rule 16.1 (Authority to Enter DTC Limits).

Movements must approach block and interlocking signals prepared to stop unless: signals indicate proceed.

When a facing point movement will be made over a spring switch, comply with Rule 8.9.1 (Testing Spring Switch).

6.32.1 Providing Warning Over Road Crossings

Rule title and entire rule changed to read:

When cars are shoved, kicked or a gravity switch move is made over road crossings at grade, an employee must be on the ground at the crossing to provide warning until crossing is occupied. Make any movement over the crossing only on the employee's signal.

Warning is not required when crossing is equipped with:

- Gates that are fully lowered.

or

- Flashing lights or passive warning devices when it is clearly seen that no traffic is approaching or stopped at the crossing. Shoving movements must not exceed 15 MPH over crossing until occupied.

6.32.2 Automatic Warning Devices

“Then” boxes in first and second rows of table and “If” boxes in third and fourth rows of table changed to read:

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 crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing as directed by 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 crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing as directed by that crew member, or If devices are seen to be working or when instructed by the train dispatcher or proper authority, proceed with caution 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 communicates with a flagger prior to fouling the crossing and receives confirmation that warning is being provided by at least 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 communicates with a flagger prior to fouling the crossing and receives confirmation that warning is being provided by 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.	

6.32.3 Providing Warning for Adjacent Tracks

Rule title and entire rule changed to read:

When practical, position an employee on the ground to warn traffic against movements approaching on adjacent tracks, under either of the following conditions:

- A train or cut of cars is parted closer than 250 feet from a road crossing.
- The head-end of a train is stopped closer than 250 feet from a road crossing.

7.0 Switching

7.1 Switching Safely and Efficiently

Entire rule changed to read:

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.

7.7 Kicking or Dropping Cars

Entire rule changed to read:

Kicking cars is permitted only when it will not endanger employees, equipment, or contents of cars.

Dropping cars is prohibited.

7.7.1 Gravity Switch Moves

New rule added:

Unless otherwise restricted, a gravity switch move may be utilized where cars must be repositioned on the opposite end of the engine. Not more than five cars may be handled at one time.

When making a gravity switch move:

- Hand brakes must be tested to insure proper operation.
- Sufficient hand brakes must be manned by crew members to insure that the movement can be controlled and stopped.
- Using the hand brake on cars with shiftable loads must be avoided when practical.
- Cars must not be allowed to couple to other equipment.

7.8 Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded

Two new sentences added to last bullet:

- Ensure that plug-type and swinging doors on cars are properly closed or secured. However, crew members must not attempt to close those doors. If plug door is found open enroute, car may continue in the train to the next location where mechanical forces are available to close door.

7.10 Movement Through Gates or Doorways

Entire rule changed to read:

Before moving engines, cars, or other equipment through gates, doorways, or similar openings, stop to ensure that the gates, doorways, or openings are completely open and secure. When overhead or side clearances are close, make sure movement is safe. Do not ride on side of a car, engine or other equipment when moving through gates, doorways or similar openings.

8.0 Switches

8.1 Hand Operation of Switches

Entire rule changed to read:

Spring or dual control switches operated by hand are considered hand-operated switches, and all rules governing hand-operated switches apply.

8.2 Position of Switches

New fifth and sixth bullets added:

- 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.

8.3 Main Track Switches

New last paragraph and bullets added:

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.

8.9.1 Testing Spring Switch

Second paragraph changed to read:

Before a train or engine makes a facing point movement over a spring switch, the switch must be tested when any of the following conditions exist:

8.12 Hand-Operated Crossover Switches

Exceptions box and diagram deleted. Rule title and entire rule changed to read:

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.

8.19 Automatic Switches

First paragraph changed to read:

The location of automatic switches will be designated in the timetable. When movement authority requires a train to stop at an Automatic Switch location, stop must be made before any part of a train passes the signal governing movement over the Automatic Switch. To operate an automatic switch to enter the siding, a crew member must do the following:

8.19.1 Radio Controlled Switches

Entire rule changed to read:

The location of radio controlled switches and operating instructions will be designated in the timetable and special instructions.

8.20 Derail Location and Position

Second sentence changed to read:

Employees in train, engine, and yard service must know the location of all fixed derails. A 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.

9.0 Block System Rules

9.4 Improperly Displayed Signals or Absent Lights

Entire rule changed to read:

Except as shown in block, cab, and interlocking signal aspects in the special instructions, if a light is absent, a white light is displayed where a colored or lunar light should be, or additional colored or lunar lights are displayed, regard a block or interlocking signal as displaying the most restrictive indication it can give. However, when the semaphore arm position is plainly seen, that aspect will govern.

9.9.1 Approach to Automatic Interlocking

Rule title and bullets changed to read:

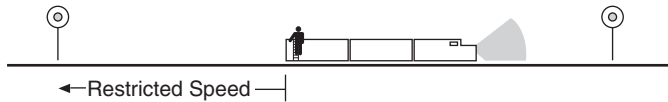
- Moving below 25 MPH and passing a signal that governs the approach to an automatic interlocking.
- or
- Speed is reduced below 25 MPH after passing a signal that governs the approach to an automatic interlocking.

9.10 Initiating Movement Between Signals

Third bullet changed to read:

- Movements in the opposite direction from which the block was entered.

Diagram B changed:



Exception changed to read:

Exception

If a train is within ACS or ATC territory with operative cab signals, the train may operate according to the cab signal indication.

9.12.1 CTC Territory

Third bullet changed to read:

- 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.

9.12.2 Manual Interlockings

Third bullet changed to read:

- The control operator may authorize the train to proceed using hand signals or the following 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.

9.13.1 Hand Operation of Dual Control Switches

New last paragraph added:

For other types of switch machines, follow the above procedure using the instructions for operation posted at the switch or by special instructions.

9.15.2 Clearing Track Permits

Third paragraph changed to read:

When necessary to modify the expiration time, an employee and the control operator must communicate before the time expires to adjust the time granted. If the employee cannot contact the control operator and the time limit expires, authority is extended until the control operator is contacted.

9.16 Stop and Proceed Indication

Diagram E deleted and item 2 e changed to read:

- e. Continue on the main track when proceeding at restricted speed due to rule or previous signal indication.

10.0 Rules Applicable Only in Centralized Traffic Control (CTC)

10.1 Authority to Enter CTC Limits

First paragraph and bullets changed to read:

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).

First sentence of first paragraph under the subheading changed to read:

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.

10.2 Clearing Through Hand-Operated Switches

First and second bullets changed to read:

- Where the permanent maximum authorized speed does not exceed 20 MPH on the main track or controlled siding.
- Where the permanent maximum authorized speed does not exceed 30 MPH on a controlled siding not equipped with an intermediate signal.

10.3 Track and Time

Item B changed to read:

B. Time Limits

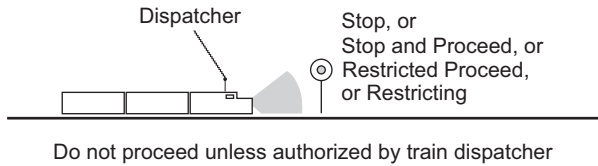
Trains must release track and time before the time granted expires. When necessary to modify the expiration time, an employee and the control operator must communicate before time expires to adjust the time granted. If the employee cannot contact the control operator and the time limit expires, authority is extended until the control operator is contacted.

11.0 Rules Applicable in ACS, ATC and ATS Territories

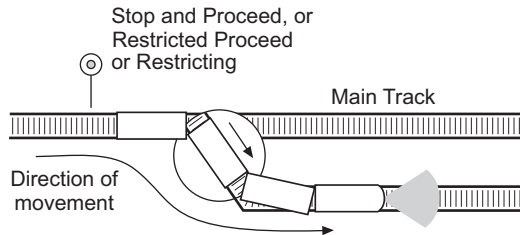
11.2 Signal Indications with Absolute Block

Entire rule and diagrams changed to read:

When absolute block is established in advance of a train, the train must not pass a signal indicating Stop, Stop and Proceed, Restricted Proceed, or Restricting unless verbally authorized by the train dispatcher. However, the train may leave the main track through a switch that is immediately after a signal indicating Stop and Proceed, Restricted Proceed or Restricting.

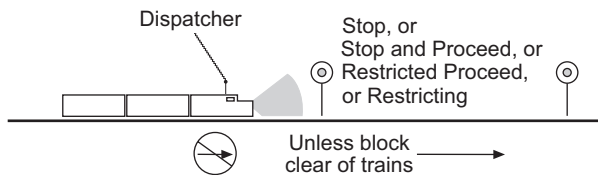


[Diagram A.]



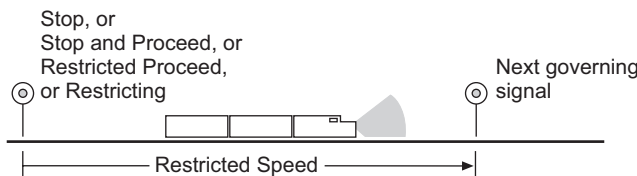
[Diagram B.]

When absolute block is established in advance of a train, the train dispatcher must not authorize the train to pass a signal indicating Stop, Stop and Proceed, Restricted Proceed, or Restricting until the block governed by that signal is clear of trains.



[Diagram C.]

If authorized to pass the signal, the train must proceed at restricted speed until it reaches the next governing signal.



[Diagram D.]

12.0 Rules Applicable Only in Automatic Train Stop System (ATS) Territory

12.4 ATS Testing

Rule title added.

12.4.1 Test Inductor Locations

New rule added:

1. Move engine at 3 MPH or more over first inductor while holding the acknowledging device in full position (not over 15 seconds) to determine that brake application does not occur.
2. Move engine at 3 MPH or more over second inductor and do not acknowledge. A brake application should occur. Operate reset device to full position and release brakes.
3. Report as prescribed in Rule 17.4.1.

12.4.2 No Test Inductors

New rule added:

At locations where there are no test inductors:

1. Pass a test bar under the ATS receiver while holding the acknowledging device in full position (not over 15 seconds) to determine that brake application does not occur.
2. Pass a test bar under the ATS receiver and do not acknowledge device. A brake application should occur. Operate reset device to full position and release brakes.
3. Report as prescribed in Rule 17.4.1.

13.0 Rules Applicable Only in Automatic Cab Signal System (ACS) Territory

13.1.4 Cab Signals Cut In and Out

Paragraph following Diagram B changed to read:

Before taking charge of an engine in or approaching ACS territory, the engineer must know that the cab signal devices are cut in and operative and that the ACS cutout is properly sealed. If the device was cutout or seal is missing upon taking charge of a locomotive, the ACS equipment must be re-tested. If device was previously tested and fails to function properly upon entering, or while operating in ACS territory, the train dispatcher must be notified and the train must be operated under an absolute block. If the device was not tested previously, the engineer must make a departure test prior to entering ACS territory.

13.2.1 Restrictive to More Favorable

Diagram A deleted and entire rule changed to read:

Cab signal indications do not supersede the indication displayed on block and interlocking signals. However, when a cab signal changes to a more favorable indication after having passed the block or interlocking signal, the train may immediately comply with the indication.

13.3.1 Cab Signal and Block Signal Do Not Agree

Entire rule changed to read:

If the cab signal does not display the proper ACS aspect shown in the Block and Interlocking Signal Rules:

- The most restrictive block or cab signal indication must be complied with. A crew member must promptly notify the train dispatcher of the location, signal number, and track where the signals did not agree.
- At control point locations with only an absolute signal(s), when authorized by the train dispatcher to pass the Stop indication, the cab signal may change to a more favorable indication at the signal. The train may comply with the cab signal indication. This is normal due to track circuitry and would not be considered an improper display of the cab signal.

Exception

When the train dispatcher's instructions require the train to proceed at Restricted Speed, the train must comply with the train dispatcher's instructions regardless of cab signal indication.

13.3.3 Movement with an Inoperative Cab Signal Device

New last paragraph added following Diagram B:

When it is determined the cab signal device is inoperative due to a power outage, a crew member will position the acknowledging lever in the Partial Cutout position.

14.0 Rules Applicable Only Within Track Warrant Control (TWC) Limits

The following fields deleted from Diagram A: "AT", "RELAYED TO", "COPIED BY" AND "LIMITS REPORTED CLEAR BY"

TRACK WARRANT
(Suggested Form)

NO: _____

TO: _____

1. TRACK WARRANT NO. _____ IS VOID.
2. PROCEED FROM _____ TO _____ ON _____ TRACK.
3. PROCEED FROM _____ TO _____ ON _____ TRACK.
4. WORK BETWEEN _____ AND _____ ON _____ TRACK.
5. NOT IN EFFECT UNTIL _____.
6. THIS AUTHORITY EXPIRES AT _____.
7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____.
8. HOLD MAIN TRACK AT LAST NAMED POINT.
9. DO NOT FOUL LIMITS AHEAD OF _____.
10. CLEAR MAIN TRACK AT LAST NAMED POINT.
11. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN.
12. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY MEN OR EQUIPMENT.
13. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____.
14. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____.
15. FLAG PROTECTION NOT REQUIRED AGAINST FOLLOWING TRAINS ON THE SAME TRACK.
16. TRACK BULLETINS IN EFFECT _____, _____, _____, _____, _____, _____, _____, _____.
17. OTHER SPECIFIC INSTRUCTIONS: _____

OK _____ (TIME) DISPATCHER _____

LIMITS REPORTED CLEAR AT _____

(Mark the box for each item instructed.)

[Diagram A.]

14.7 Reporting Clear of Limits

New last paragraph added:

When a hand-operated switch is used to clear the main track, except where Rule 6.13 (Yard Limits) or Rule 6.14 (Restricted Limits) are in effect, advise the train dispatcher of the position of the switch and that the switch is locked when reporting clear of track warrant limits. Train dispatcher shall repeat the reported switch position and employee releasing the limits shall confirm to the train dispatcher this information is correct.

14.9 Copying Track Warrants

Second sentence of first paragraph changed to read:

The conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it. The copy must show the date. The following must occur when transmitted verbally:

Item A 2 changed to read:

2. The employee will repeat the preprinted and written information transmitted by the train dispatcher.

14.10 Track Warrant in Effect

Paragraph under "Time Limit Shown" heading changed to read:

Time Limit Shown

If the track warrant shows a time limit, the train must clear the limits by the time specified, unless another track warrant is obtained. If an employee cannot contact the train dispatcher and the time limit expires, authority is extended until the train dispatcher is contacted.

14.12 Not Used

Entire rule deleted

14.13 Mechanical Transmission of Track Warrants

First paragraph changed to read:

Repetition is not required when track warrants are transmitted mechanically. The "OK" time will be given when the track warrant is issued.

15.0 Track Bulletin Rules

The following fields deleted from Diagram A: "AT", "COPIED BY", and "RELAYED TO".

(Suggested Form) Track Bulletin Form A								
No. _____		On _____		SUBDIV. _____				
To _____								
Between points shown in lines 1 through 10 below, do not exceed speed given: (Use last two columns when displayed less than distance prescribed by Rule 5.4.2 to indicate location and direction.)								
Line Void	Line No.	Between/At Location & Location		Speed MPH		Track(s)	Flags At MP	For Direction
				PSGR	FRT			
	1.							
	2.							
	3.							
	4.							
	5.							
	6.							
	7.							
	8.							
	9.							
	10.							
	11.	Other Conditions _____						
		OK _____ Dispatcher _____						

[Diagram A.]

The following fields deleted from Diagram B: “STOP”, “AT”, “COPIED BY”, and “RELAYED TO”.

(Suggested Form) Track Bulletin Form B									
No. _____		On _____		SUBDIV. _____					
To _____									
On (Date) _____ Be governed by Rules 15.2 and 15.2.1 within the following limits: (Use last two columns when displayed less than distance prescribed by 5.4.3 to indicate location and direction.)									
Line Void	Line No.	Location	Between & Location	From	Until	Track(s)	Foreman and/or Gang No.	Y/R Flag At MP	For Direction
	1.								
	2.								
	3.								
	4.								
	5.								
	6.								
	7.								
	8.								
	9.								
	10.								
OK _____ Dispatcher _____									

[Diagram B.]

15.1 Track Bulletins

New last paragraph added:

Any rule referencing track warrants is also applicable to DTC authority.

15.2 Protection by Track Bulletin Form B

Entire rule changed to read:

Display track flags as specified in Rule 5.4.3 (Display of Yellow-Red Flag) and Rule 5.4.7 (Display of Red Flag or Red Light).

A train must not enter the limits unless instructed by the employee in charge. A train within the limits at the time the track bulletin Form B takes effect must not make further movement until instructed by the employee in charge.

A crew member must attempt to contact the employee in charge of a track bulletin Form B to avoid delay, giving the train's location and track being used. The employee in charge will use the following format to establish communication with the train:

Foreman (name and/or gang number) using Track Bulletin No. ____ (specifying line number when necessary) between MP ____ and MP ____ (specifying subdivision when necessary).

Trains within the limits of a track bulletin Form B, unless otherwise restricted, must move at the speed(s) specified by the employee in charge as stated in Item A (Instructions).

A. Instructions

After communication with the train has been established, the employee in charge will use the following format to grant a train permission to proceed through the Form B limits:

- (Train ID) may pass the red flag (or red light) at MP ____ (without stopping) and proceed at (one of the following), (specifying track when necessary):
 - "Maximum Authorized Speed"
 - "Restricted Speed"
 - A speed specified by the employee in charge

Two additional speeds may be given to restrict a train's movement through a portion of the limits, by adding the following:

- Do not exceed ____ MPH between/at MP ____ and MP ____ (or other location).

To require a train to stop at a designated location within the limits, add the following:

- Stop at MP ____ (or other location) until additional instructions are received.

When men or equipment foul adjacent track(s), add the following:

- Men or equipment fouling (specify track).

B. Repeat Instructions

A crew member must repeat the above instructions, and the employee giving the instructions must acknowledge them before they can be followed.

Once instructions are received from employee in charge, if the track route changes from previous instructions received, contact employee in charge to determine that original instructions received are valid on new track route before proceeding on the new route. The movement must not change direction without permission from the employee in charge.

15.7 Copying Track Bulletins

Second sentence of first paragraph changed to read:

The conductor and the engineer must each have a copy of the track bulletins issued to their train, and each crew member must read and understand them. The copy must show the date. The following must occur when track bulletins are transmitted verbally:

15.9 Mechanical Transmission of Track Bulletins

Entire rule changed to read:

Repetition is not required when track bulletins are transmitted mechanically. The “OK” time will be given when the track bulletin is issued.

15.11 Not Used

Entire rule deleted

15.12 Relief of Engineer or Conductor During Trip

Entire rule changed to read:

When a conductor, engineer, or both are relieved before a trip is finished, they must contact the train dispatcher and comply with instructions concerning the handling of their track warrants, track bulletins, and other instructions.

When crew members are called to relieve a train at other than the initial station, crew members must contact the train dispatcher before leaving the initial station and determine if any track warrants, track bulletins, or other instructions must be obtained.

Comparison of Information

The relieving conductor and engineer must compare track warrants, track bulletins, instructions, and pertinent information with each other and with the train dispatcher before proceeding.

15.13 Voiding Track Bulletins

Entire rule changed to read:

To void a numbered line on a track bulletin, a part of a track bulletin, or an entire track bulletin, the train dispatcher may do one of the following:

A. Voiding Track Bulletins Verbally

Void the track bulletin by verbally using one of the following examples:

1. “Line (number) of track bulletin No. ____ reading (quote the line to be voided) is void.”
2. “That part of track bulletin No. ____ reading (quote the part to be voided) is void.”
3. “Track bulletin No. ____ is void.”

Employee must repeat the information to the train dispatcher. If correct, the word “VOID” will be entered to indicate that portion is no longer in effect.

B. Issue Track Bulletin or a Track Warrant to Void a Track Bulletin

Issue a track bulletin or use the line designated “OTHER SPECIFIC INSTRUCTIONS” on a track warrant using one of the following examples:

1. “Line (number) of track bulletin No. ____ is void.”
2. “That part of track bulletin No. ____ reading (quote the part to be voided) is void.”
3. “Track bulletin No. ____ is void.”

Where paper copies are used, employee will keep a copy of the track warrant or track bulletin that made it void and the word “VOID” will be entered to indicate that portion is no longer in effect.

The track bulletin or the part of the track bulletin indicated will no longer be in effect.

16.0 Rules Applicable Only in Direct Traffic Control (DTC) Limits

Entire chapter changed to read:

16.1 Authority to Enter DTC Limits

The timetable will designate DTC limits. A train may enter DTC limits only after receiving authority from the train dispatcher. Men or equipment may be issued DTC authority in the same manner as trains. DTC territory will not include territory where Rule 6.13 (Yard Limits) or Rule 6.14 (Restricted Limits) is in effect.

16.1.1 Switches Between DTC Blocks

Switches between DTC blocks may be occupied only when authority includes at least one block on each side of the switch; however, men or equipment may be authorized to occupy a switch located between DTC blocks without authority on each side of the switch when the DTC authority includes the name of the switch and the instructions "Switch Yes." DTC authority must not be released until the rear of the movement has completely entered the adjoining block.

16.2 DTC Authority

The train dispatcher will issue DTC authority to a crew member on the head end of the train when possible. An employee operating the controls of a moving engine or on-track equipment may not copy DTC authority.

A. Recorded in Writing

When transmitted verbally, the employee who receives or releases DTC authority must record it in writing and include the following:

1. Name of first and last DTC block where authority is issued.
2. Time that work and time expires.
3. Train identity when DTC authority is issued behind a train or radio blocking behind a preceding train is in effect.
4. Time DTC authority is released to the train dispatcher.

DTC authority must not be transferred to a relieving crew, unless authorized to do so by the train dispatcher.

When verbal authority is received from the train dispatcher to leave equipment in a DTC block, the train dispatcher may instruct a crew member to void the DTC authority.

Employees cannot act upon DTC authority until the train dispatcher says, "That is correct."
--

B. Multiple Authorities

Not more than one DTC authority may be issued in the same DTC block except:

1. In ABS territory, as provided by Rule 16.3 (Movement in a Specified Direction), authority may be issued to more than one train in the same direction.
2. As provided by Rule 16.4 (Work and Time).

or

3. Where radio blocking is designated by special instructions, in non-signaled territory, more than one train may be authorized to proceed in the same direction within the same or overlapping limits, provided the following train:
 - Is notified on DTC authority of the identity of the preceding train.
 - Notifies the crew of the preceding train that radio blocking has been authorized stating the limits.
 - Does not occupy the block limits ahead of the preceding train.
 - Is notified by the preceding train that the entire train has cleared a specific block. Location specified must not be beyond block limits of the following train. The following words must be used: “(Train) clear of (block).”
 - Does not proceed beyond the last block the preceding train has reported to have cleared.

All instructions between trains must be written, repeated, and acknowledged with “That is correct” before being acted on. These written instructions between the trains must be retained until the end of tour of duty.

Written Instructions Between Trains:

“(Preceding Train ID) has cleared (Block) at (Time).” When all available lines on DTC form have been filled in, new DTC authority must be obtained.

Notify the train dispatcher if communication cannot be established between the two trains. If necessary, radio blocking information may be relayed only by the train dispatcher.

The last named point of the following train’s authority must not extend beyond the authority of the preceding train.

In the application of Rule 6.4 (Reverse Movements) and Rule 6.6 (Picking Up Crew Member), the movement must not enter the last block reported cleared to the following train.

16.3 Movement in a Specified Direction

Issue Format

One or Two Blocks. The train dispatcher will issue authority and an employee will acknowledge it using the following sample format:

Train Dispatcher: “RR 4321 East, with Engineer Jones, you are authorized to proceed Eastward in one block, Anna.”

Crew Member: “RR 4321 East, with Engineer Jones, I am authorized to proceed Eastward in one block, Anna.”

Train Dispatcher: “RR 4321 East, that is correct.”

More than Two Blocks. The train dispatcher will issue authority in more than two blocks using the following sample format:

Train Dispatcher: “RR 4321 East, with Engineer Jones, you are authorized to proceed Eastward in three blocks, Anna through Cloy.”

16.3.1 Leaving the Main Track

A train authorized to proceed in one direction must inform the train dispatcher when it leaves the main track before reaching the last named point, unless a crew member is left to prevent a following movement from passing.

16.4 Work and Time

A. Issue Requirements

1. Work and time authority may be issued to an employee in charge of on-track equipment when:
 - The DTC block is clear.
 - The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the train dispatcher must first notify the engineer of train or employee in charge of on-track equipment affected that the DTC block will be jointly occupied. All movements must be made at restricted speed within joint work and time limits.

or

 - All trains issued Rule 16.3 (Movement in a Specified Direction) have passed the location where the track will be occupied, and the employee receiving the DTC authority is notified that work and time is granted behind such trains.
2. Work and time authority may be issued to a train when:
 - The DTC block is clear.
 - The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the train dispatcher must first notify the engineer of train or employee in charge of on-track equipment affected that the DTC block will be jointly occupied. All movements must be made at restricted speed within joint work and time limits.

or

 - All trains issued Rule 16.3 (Movement in a Specified Direction) have passed the location where the track will be occupied and the employee receiving the DTC authority must be notified that work and time is granted behind such trains as prescribed by Rule 16.2 (DTC Authority).

A train or on-track equipment issued work and time may occupy the designated block and move in either direction.

An employee in charge of on-track equipment granted work and time behind a train must not pass train(s) specified.

B. Issue Format

One or Two Blocks. The train dispatcher will issue work and time and an employee will acknowledge it using the following sample format:

Train Dispatcher: “RR 4321 East, with Engineer Jones, I am granting you work and time in one block, Anna, until 10:10 AM.”

Crew Member: “RR 4321 East, with Engineer Jones, I am granted work and time in one block, Anna, until 10:10 AM.”

Train Dispatcher: “RR 4321 East, that is correct.”

More than Two Blocks. The train dispatcher will issue authority in more than two blocks using the following sample format:

Train Dispatcher: “RR 4321 East, with Engineer Jones, I am granting you work and time in 3 blocks, Anna through Cloy, until 10:10 AM.”

Crew Member: “RR 4321 East, with Engineer Jones, I am granted work and time in three blocks, Anna through Cloy, until 10:10 AM.”

Unless the train and/or employee in charge of on-track equipment receives a time extension, they must clear the block and report “Released” before the time limit expires. The train dispatcher may issue an unspecified time limit by using the words “until released.”

A train dispatcher must not authorize a train to enter a DTC block under Rule 16.3 (Movement in a Specified Direction) until work and time in that block is released.

C. Additional Time

Trains or the employee in charge of on-track equipment must release work and time before the time granted expires. If the train or employee in charge requires additional time, the authority must be obtained from the train dispatcher before time expires. If a train crew member or employee in charge is unable to contact the train dispatcher, and the time limit expires, authority is extended until the train dispatcher is contacted.

16.5 Changing DTC Authority

When it becomes necessary to change the authority previously granted to a train, a new authority will be issued in accordance with Rule 16.3 (Movement in a Specified Direction) or Rule 16.4 (Work and Time). After the “(_____) , that is correct” response is received from the train dispatcher, the authority previously granted becomes void.

The train dispatcher must notify the engineer before withdrawing previously issued DTC authority.

16.6 Releasing DTC Authority

Unless the train dispatcher specifies otherwise, when a train with directional authority clears a DTC block, an employee will immediately release it to the train dispatcher. The train must not re-enter the DTC block it has been released from.

Before a DTC block is released, engineer and conductor must communicate with each other and confirm that their train is clear of DTC block(s) to be released.

A. Release Format

One or Two Blocks. An employee will release a DTC block, and the train dispatcher will acknowledge it using the following sample format:

Crew Member: “RR 4321 East, with Engineer Jones, I am releasing one block, Anna.”

Train Dispatcher: “RR 4321 East, with Engineer Jones, you are releasing one block, Anna.”

Crew Member: “Train dispatcher, that is correct.”

More than Two Blocks. An employee will release more than two blocks using the following sample format:

Crew Member: “RR 4321 East, with Engineer Jones, I am releasing three blocks, Anna through Cloy.”

A DTC block is not released until the employee releasing the block reports, “Train dispatcher, that is correct.”

B. Operating in Non-Signaled or Double Track Territory

In non-signaled or double track territory, a train without a crew member on the rear of the train may release a DTC block only when the complete train is clear of the limits, which is determined by one of the following:

1. The rear of the train has an operating rear-end telemetry device, and the air pressure on the head-end device indicates brake pipe continuity.
2. An employee verifies that a marker is on the rear of the train.
3. A crew member can observe the rear car of the train on which the marker has been placed.
4. A trackside warning detector transmits an axle count for the train, and the axle count duplicates the axle count transmitted by the previous trackside warning detector.

In addition, a train clearing in a siding or other track must comply with requirements outlined in Rule 8.3 (Main Track Switches) before reporting clear of the limits.

16.7 Communication Failure

If communication fails, a third party may relay the authority to enter and/or release a DTC block as follows:

- The train dispatcher must transmit the DTC authority to the third party.
- The third party must repeat it back to the train dispatcher.
- If correct, the train dispatcher will respond, “(Third Party Identification), that is correct for relay,” which authorizes the third party to transmit the DTC authority to a crew member.
- The crew member receiving the DTC authority must repeat it back to the third party.
- If correct, the third party will respond, “(_____), that is correct” and inform the train dispatcher that DTC authority has been relayed correctly.

17.0 Rules Applicable Only in Automatic Train Control (ATC) Territory

17.3 Cut In and Cut Out Requirements

Entire rule changed to read:

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

- Train dispatcher grants permission.
- or
- Failure of the ATC system prevents train movement at restricted speed (unable to recover the air) and crew is unable to immediately contact the train dispatcher. The train dispatcher must be notified as soon as practical. Notification must include if cab signals are operative.

The train dispatcher may grant permission to a crew member to cut out the ATC system when:

- It has failed. Before granting permission to the crew to cut out the ATC the train dispatcher must determine if the cab signals are operative.

or

- Required for movements against the current of traffic at speeds above restricted speed.

A. Cutting In ATC

To cut in ATC:

1. Turn on the ATC system.
2. Acknowledge when the acknowledging horn sounds.
3. Cut in the ATC actuator and seal or lock.

B. Cutting Out ATC

To cut out ATC:

1. Break the seal or unlock and cut out the ATC actuator.
2. Turn off the power to the ATC system.

If ATC is cut out due to failure enroute, at the next stop the engineer must cut in the ATC to determine if it is again operable. Train dispatcher must be notified if ATC is again operative or continues to fail and if cab signals are operative if previously cut out.

17.4 Departure Test Requirements

Added new last paragraph and numbered procedure to Item A:

Receivers on Both Ends: When an engine has ATC receivers on both ends and is standing on energized track, the cab signal should display Clear.

1. Place the reverser in Reverse position. The cab signal will change to Restricting and the acknowledging horn will sound.
2. Do not acknowledge the horn and do not move the brake valve handle. A penalty brake application should occur within 8 seconds.
3. Recover the air.
4. When the horn sounds again, acknowledge to prevent brake application.

17.4.1 Departure Test Reporting

New rule added:

Records of ATC and ATS tests:

- Must be retained for 92 days.
 - Must be placed in the engine cab.
1. When Mechanical Department employees perform the test:
 - One part of the form must be retained at the test location for 92 days.
 - The other must be placed in the inspection holder in the engine cab.
 2. At points where engineers are required to perform ATC or ATS departure tests, engineers must complete the form, place it in the inspection holder of the engine, and notify the train dispatcher. Crew members are not to remove this form unless specifically instructed to do so.
 3. The train dispatcher, unless instructed otherwise, must record the date, time, location, engine number and name of the engineer.

17.5.3 Restricting Cab Signal

Rule title and entire rule changed to read:

When cab signal changes from a Clear to a Restricting aspect, trains exceeding Restricted Speed must immediately reduce to Restricted Speed. While the cab signal continuously displays a Restricting aspect, the acknowledging horn will sound to alert the crew members of the restriction. When the speed is approaching the restricting over speed setting, the low speed alarm will sound to alert crew members that speed must be reduced.

17.6 Conforming with Block Signals

Entire rule changed to read:

Cab signal indications do not supersede the indication displayed on block and interlocking signals. The most restrictive block or cab signal indication must be complied with. However, when the cab signal changes from Restricting to Clear after having passed the block or interlocking signal, the train may immediately comply with the cab signal indication.

Except where cab signals are capable of displaying diverging route aspects, when initiating movement or when the cab signal changes from Restricting to Clear after the engine passes a signal that governs the approach to a diverging route, the train must approach the next signal at the speed prescribed for the most restrictive route at that location until the next signal is visible.

Note: When the cab signal cycles from Clear to Restricting and immediately back to Clear, the train may continue at normal speed.

17.7.3 Audible Indicator

New rule added:

If the audible indicator does not sound when the cab signal changes to a more restrictive indication or continues to sound when the cab signal change is acknowledged, it is considered an ATC failure. Rule 17.7 (ATC Failure/Cut Out Enroute) applies.

18.0 Section Reserved

Entire chapter reserved for future use.

19.0 Section Reserved

Entire chapter reserved for future use.

Glossary Abbreviations

New abbreviation added:

BO Bad Order

New definition added:

Clearance Point

The location closest to a switch where it is safe for equipment, and a person riding the side of equipment unless prohibited, to pass equipment on an adjacent track.

Definition changed to read:

Crossover

A track connection between two adjacent tracks, consisting of two switches, which is intended to be used primarily for the purpose of crossing over from one track to the other.

New definition added:

Equipment Fouling a Track

The end of rolling equipment or on-track maintenance of way equipment left between the clearance point and the switch points leading to the track on which the equipment is standing.

New definition added:

Whistle Quiet Zone

A designated portion of track, that includes road crossing(s) at grade where whistle signal (7) is not regularly sounded.

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