

APPENDIX B
NORAC SPECIAL INSTRUCTION SI 140-S2

This instruction requires the employee in charge of “covered fouling activities” to apply an approved Supplemental Shunting Device (SSD) to the track(s) to be fouled, after receiving foul time from the Dispatcher or Operator. The purpose of the SSD is to **supplement, not replace**, blocking device protection provided by the Dispatcher or Operator.

A. Covered Fouling Activities: Except as noted below, this instruction applies when equipment will be used to foul a track in signaled territory or within interlocking limits for more than 5 minutes. This instruction does not apply when the fouling activity:

1. Requires Form D line 4 or line 5 authority,

or

2. Is within the approach circuit to a highway crossing that is not equipped with a device that will automatically interrupt the operation of the crossing's warning devices (i.e., any crossing listed in Special Instruction 138 that does not have an “X” in Column 1 of that instruction),

or

3. Is within 200 feet of any highway crossing that is equipped with automatic warning devices.

Note: Roadway Workers performing service without equipment may elect to use an SSD. Roadway Workers electing to use an SSD must do so in accordance with sections “B” and “C” of this instruction.

B. Actions to Be Taken Before Performing Covered Fouling Activities: The following requirements apply to each track to be fouled. The person in charge of the work must take the following actions before permitting the fouling activity to begin.

1. **Obtain verbal permission to foul the track from the Dispatcher or Operator.**

2. **Fouling Within Interlocking Limits:** For the purpose of this instruction, a “signal pocket” is defined as a section of track located between two interlocking signals that govern movement out of the pocket, with no switches between the two signals. Signal pockets are usually found where a passenger station exists within interlocking limits. Signal pockets are designed to allow the Dispatcher to route other trains around a train that is making a station stop or standing in the pocket.

a. Fouling Within Signal Pocket – When track is to be fouled within a “signal pocket”, SSD will be applied within that interlocking signal pocket.

b. Fouling Outside of Signal Pocket – When

necessary to foul an interlocking track that is not located within an interlocking “signal pocket”, **prior to beginning work**, the employee in charge of the fouling activity must contact the Division Engineer or his designated C&S Department representative to determine the location(s) at which SSD device(s) must be applied within interlocking limits. SSD device(s) must then be applied within interlocking limits at the previously approved location(s).

- c. Verify that the track is shunted by asking the Dispatcher or Operator if there is a track occupancy light (TOL) on the model board in the appropriate location.
- 3. Fouling Outside Interlocking Limits:** For the purpose of this instruction, a “block” is defined as a length of track between fixed signals.
- a. If only **one block** will be fouled, apply a SSD to the track in the block to be fouled.
 - b. If **more than one** block will be fouled, be governed as follows:
 - On a Rule 251 Track, apply a SSD in the first block to be fouled (or in the block prior to that block), as determined by a train operating with the current of traffic.
 - On a Rule 261 Track, apply a separate SSD in each block to be fouled.
 - c. Verify that the track is shunted by observing that the signal governing entrance to the block is displaying Stop Signal, Stop and Proceed, or Restricting, or asking the Dispatcher or Operator if there is a track occupancy light (TOL) on the model board in the appropriate location.