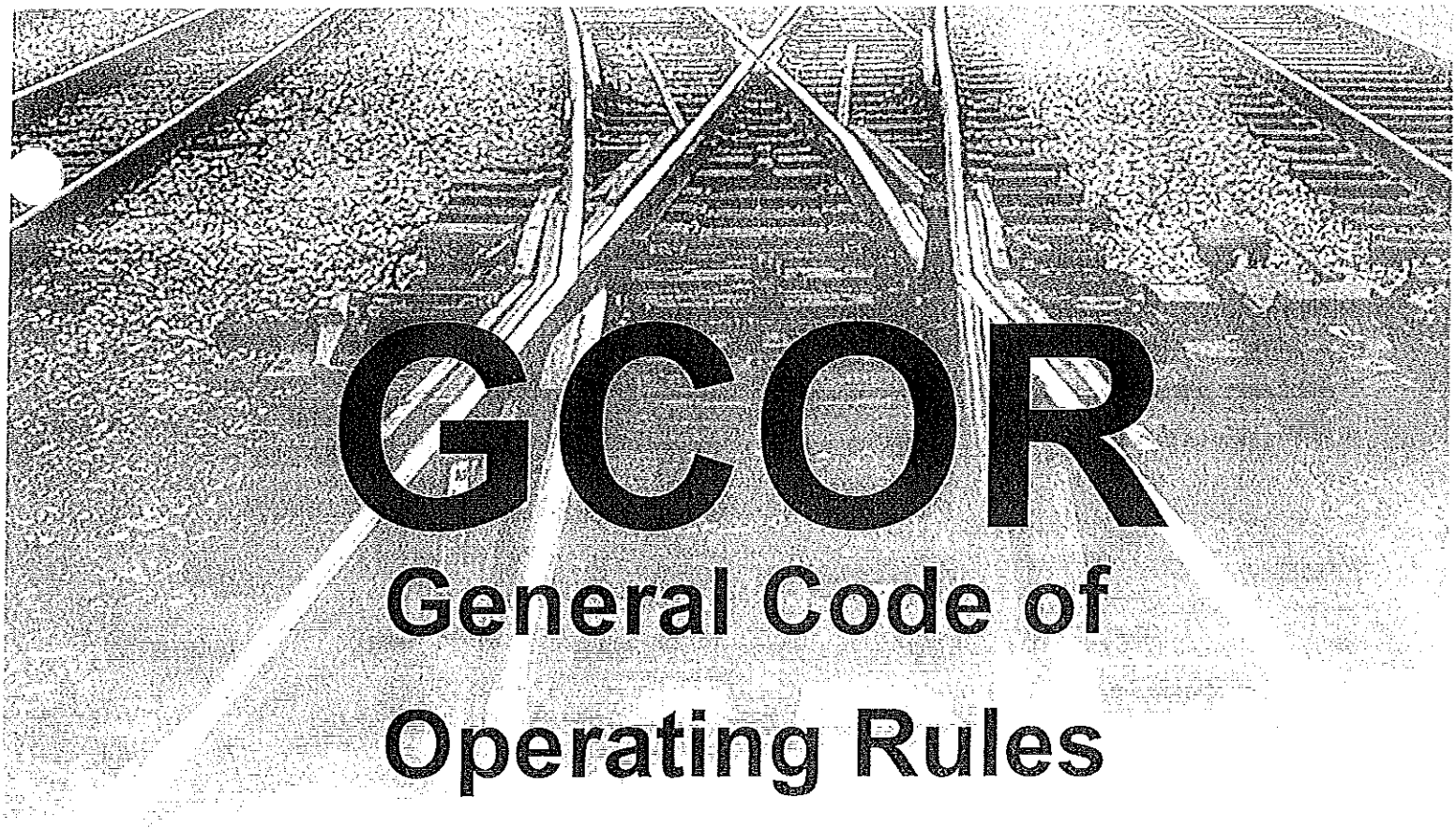
DCA11FR002
Collision - BNSF
Red Oak, Iowa
April 17, 2011

Excerpts
General Code of Operating Rules
Sixth Edition
Effective April 7, 2010



GCOR

General Code of Operating Rules

Sixth Edition

Effective 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.

Revised Edition

This version is updated to include BNSF's amendments through March 28, 2011.
The following pages are revised or added:

April 7, 2010: i-9, i-10, 1-13, 1-14, 1-15, 1-16, 2-3, 2-4, 5-3, 5-4, 5-5, 5-6, 5-7, 5-8, 5-13, 5-14, 5-19, 5-20, 6-1, 6-2, 6-3, 6-4, 6-11, 6-12, 6-13, 6-14, 6-15, 6-16, 6-17, 6-18, 7-1, 7-2, 7-3, 7-4, 8-7, 8-8, 9-3, 9-4, 9-9, 9-10, 10-1, 10-2, 10-3, 10-4, 13-1, 13-2, 13-3, 13-4, 14-3, 14-4, 14-5, 14-6, 14-7 (added), 14-8 (added), 15-1, 15-2, 15-3, 15-4, 15-5, 15-6, 20-1 (added), 20-2 (added), GL-1, GL-2, GL-3, GL-4.

August 1, 2010: i-7, i-8, 5-11, 5-12.

October 27, 2010: 5-9, 5-10.

December 14, 2010: 6-5, 6-6, 6-7, 6-8.

March 28, 2011: Cover page, i-2, i-5, i-6, 1-5, 1-6, 1-7, 1-8, 2-1, 2-2, 2-5 (added), 2-6 (added).

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 Personal Injuries and Accidents

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.

1.3 Rules

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.

1.11 Sleeping

Employees must not sleep while on duty, except as outlined under Rule 1.11.1 (Napping). Employees reclined with their eyes closed will be in violation of this rule.

1.11.1 Napping

Napping is permitted by train crews, except crews in passenger, commuter or yard service, under the following conditions:

- The crew is waiting for departure of their train.

  or

- The train is stopped enroute waiting to be met or passed by a train, waiting for track work, waiting for helper locomotive, or similar conditions.

Restrictions are as follows:

- A job briefing must be conducted, with agreement reached as to who will nap and who must remain awake. Each crew member has the right and responsibility to refuse to allow another crew member to take a nap if doing so could jeopardize the personal safety of employees, the train, or the public.
- One crew member must remain awake at all times.
- The nap period must not exceed 45 minutes, which includes the time needed to fall asleep. The napping employee is relieved of all duties.
- Train must not be delayed for an employee to take a nap. When conditions allow the train to move, the employee who is to remain awake must immediately waken the napping employee.
- Before napping, while waiting for the arrival of their train, employees must ensure all duties have been completed. These duties include reviewing general orders and notices; securing and reviewing track warrants, track bulletins, and other paperwork, if available.
- Before napping is allowed enroute, the employee in charge of the locomotive controls must:
  1. Make at least a 10-lb. brake pipe reduction.
  2. Place generator field switch in the "OFF" position.
  3. Center the reverser and remove, if removable.
- The employee who is to remain awake must remain on the locomotive while others on the locomotive are napping, except when inspecting passing trains.
- If waiting for the arrival of or make-up of train, one crew member must remain awake while waiting for their train's arrival or make-up at their initial terminal unless arrangements have been made with a third party to wake up all crew members.

All crew members that are deadheading or otherwise relieved of duties may nap.

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.

1.46 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.

BNSF Amendment—The following is added:
At the end of each shift, the yardmaster must make a transfer, filling in all the required information, including:

- All grade crossings out of service
- Any undelivered Track Bulletin Restrictions
- Any tracks, switches, or other infrastructure out of service
- Any other conditions or issues which may affect the safe and efficient management of the yard.

If the office has more than one shift, the yardmaster being relieved will remain until the relieving yardmaster understands, accepts, and acknowledges the transfer.

The transfer must be documented in Yardmaster Transfer in YDS. If TSS is not available, the transfer must be documented in writing and maintained for 30 days.

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.

   BNSF Amendment—The following is added:
   Crew members must not use binoculars or similar devices to determine the position, aspect, or indication displayed by a fixed signal.
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.

5.0 Signals and Their Use

5.1 Signal Equipment

Employees who give or display signals must have the proper appliances. Appliances must be in good condition and ready to use.

5.2 Receiving and Giving Signals

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 fusees.

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 fusees.

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

6.24 Movement on Double Track

On double track, trains must keep to the right unless otherwise instructed.

6.25 Movement Against the Current of Traffic

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).

6.26 Use of Multiple Main Tracks

Multiple main tracks will be designated by name or number. When necessary, track use will be indicated in the special instructions.

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.

6.28.1 Sidings of Assigned Direction

Do not use sidings of an assigned direction in the opposite direction unless authorized by the train dispatcher.

6.28.2 Stopping Clear in Siding

When possible, a train entering a siding must not stop until the entire train is clear of the main track.

6.28.3 Cars or Equipment Left on Siding

Avoid leaving cars or equipment on sidings unless authorized by the train dispatcher, except in an emergency. In this case, notify the train dispatcher immediately.

6.29 Inspecting Trains

6.29.1 Inspecting Passing Trains

Employees must inspect passing trains. If they detect any of the following conditions, they must notify crew members on the passing train by any available means:

- Overheated journals.
- Sticking brakes.
- Sliding wheels.
- Wheels not properly positioned on the rail.
- Dragging equipment.
- Insecure contents.
- Signs of smoke or fire.
- Headlight or marker improperly displayed.
- Any other dangerous condition.

When possible, employees inspecting the passing train must advise crew members of the condition of their train.

When possible, a crew member on the engine of the train being inspected must notify a crew member on the rear of the train when the train is being inspected by other employees.

Ground Inspections

~~When a train is stopped and is met or passed by another train, crew members must inspect the passing train. The trainman's inspection must be made from the ground if there is a safe location. If safe to do so, a trainman must cross the track and inspect the side of the passing train opposite the stopped train.~~

BNSF Amendment—The paragraph Ground Inspections is changed to read:

When a train is stopped and is met or passed by another train, crew members must inspect the passing train. The trainman's inspection must be made from the ground if there is a safe location.

- Dismount equipment on the side opposite approaching train.
- Do not cross adjacent tracks solely for the purpose of inspecting a passing train.
- During inclement weather, crew members may remain in the locomotive cab when inspecting passing trains.

Trackside Warning Detectors and Inspections

Crew members must be aware of trackside warning detectors and signals from persons inspecting their train. Stop the train immediately for an inspection when any of the following conditions exist:

- A crew member receives a stop signal.
- A trackside warning detector indicates a train defect.

  or

- A crew member is notified of a dangerous condition.

Movement must not proceed until it is safe.

6.29.2 Train Inspections by Crew Members

When a walking inspection of the train is required, and physical characteristics prevent a complete train inspection, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection.

While their train is moving, crew members must inspect it frequently and look for indications of defects in the train, especially when rounding curves.

When inspecting their train, crew members must observe the train closely for any of the following:

- Overheated journals.
- Sticking brakes.
- Sliding wheels.
- Wheels not properly positioned on the rail.
- Dragging equipment.
- Insecure contents.
- Signs of smoke or fire.
- Any other dangerous condition.

Crew members who discover defects while the train is moving must stop the train promptly and correct any defects, if possible. If the defective car must be set out, they must not attempt to move the car to the setout point unless it is safe to do so.

When a car is set out because of an overheated journal, any fire must be completely extinguished and precautions taken to prevent further ignition.

6.30 Receiving or Discharging Passengers

A. Passenger Crew Responsibilities

When approaching a station to receive or discharge passengers, determine if the train is routed on the track nearest the station platform. If other trains could pass on a main track or controlled siding between the passenger train and the station platform:

- Communicate with the train dispatcher to determine whether any trains are approaching between the train and the station platform.
- Do not make the station stop until assured that trains will not pass between the train and the station platform.

If unable to communicate with the train dispatcher, the station stop may be made after the crew determines that no trains are approaching on the track between the train and the station platform. Before making the station stop, the conductor must assign crew member responsibilities to ensure passenger safety. If during the station stop a train is seen or heard approaching, crew members must take immediate action to keep passengers from fouling the affected track.

9.0 Block System Rules

9.1 Signal Aspects and Indications

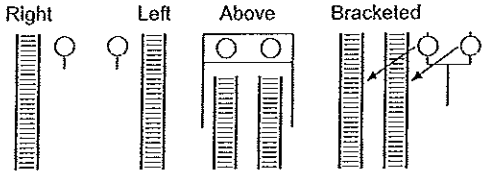
Distant, block, and interlocking signal aspects and indications are shown in the special instructions.

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.

9.2 Location of Signals

When viewed from the train, block and interlocking signals are generally to the right of the track. However, they may be located to the left or above the track. To display indications for two tracks, two bracketed signals may be located on a supporting mast. The signal to the right governs the track to the right, and the signal to the left governs the track to the left.

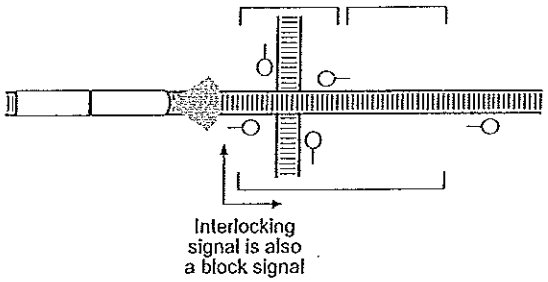


[Diagram A.]

9.3 What Signals Govern

Block signals, cab signals, or both govern the use of blocks.

Interlocking signals govern the use of interlocking routes. Where a track is signaled beyond the interlocking limits in the direction of movement, the interlocking signal is also a block signal.



[Diagram A.]

All other rules, where required, remain in effect when complying with the indication of block and interlocking signals.

9.4 Improperly Displayed Signals or Absent Lights

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

A train must proceed prepared to stop at the interlocking signal when:

- Moving below 25 MPH and passing a signal that governs the approach to an automatic interlocking.

  or

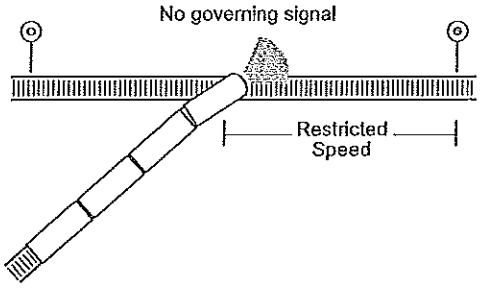
- Speed is reduced below 25 MPH after passing a signal that governs the approach to an automatic interlocking.

The train must continue to move prepared to stop at the interlocking signal until the train reaches a point approximately 1,000 feet from that signal. If the interlocking signal then indicates proceed, the train may resume speed.

9.10 Initiating Movement Between Signals

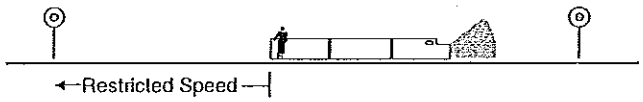
When one of the following occurs, move at restricted speed until the leading wheels have passed the next governing signal or the end of the block system:

- The train enters a block with no governing signal.



[Diagram A.]

- The previous signal indication is unknown.
- Movements in the opposite direction from which the block was entered.



[Diagram B.]

Exception

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

9.11 Movement from Signal Requiring Restricted Speed

~~When a train passes a signal requiring movement at restricted speed, the train must move at restricted speed until its leading wheels have passed the next governing signal or the end of the block system.~~

BNSF Amendment—Entire rule is changed to read:

When a train passes a signal requiring movement at restricted speed, the train must move at restricted speed until its leading wheels have passed the next governing signal. When leaving block system limits, trains operating on the main track must move at restricted speed for two miles or until leading wheels pass the opposing distant signal.

Abbreviations

Use only the following abbreviations:

BNSF amended or added abbreviations are enclosed in a box.

ABS ..... Automatic Block Signal System
ACS ..... Automatic Cab Signal System
AMTK..... Amtrak

AS..... Absolute Signal

ATC..... Automatic Train Control
ATS..... Automatic Train Stop
AUTH..... Authority
BO ..... Bad Order
BRN..... Branch
BRT ..... Block Register Territory
C ..... Center
C & E ..... Conductor and Engineer

CNT ..... Connection

COFC ..... Container on Flat Car
CONDR ..... Conductor
CP..... Control Point
CTC ..... Centralized Traffic Control
DCS..... Dual Control Switch
DISPR..... Dispatcher
DIST ..... District
DIV..... Division
DT..... Double Track
DTC ..... Direct Traffic Control
E ..... East

EBCS..... Eastbound Controlled Signal
EE..... East End

ENG..... Engine
ENGR ..... Engineer
ESS ..... East Siding Switch
EWD ..... Eastward

EXO..... East Crossover

FRT..... Freight
HER..... Head End Restriction
IM..... Intermodal
JCT..... Junction
MAX..... Maximum
MMT ..... Multiple Main Track
MP ..... Mile Post
MPH..... Miles Per Hour
MT ..... Main Track
MW..... Maintenance of Way
N..... North

NA..... Not Applicable
NBCS..... Northbound Controlled Signal
NE..... North End

NO ..... Number
NSS ..... North Siding Switch
NWD..... Northward

NXO..... North Crossover

OK ..... Correct
OOS..... Out of Service
OPR..... Operator
ORIG ..... Originating
PSGR ..... Passenger
RC ..... Radio Channel
RCO..... Remote Control Operator
RCZ ..... Remote Control Zone
RE..... Region
RECD ..... Received

RESTRN.... Restriction
RL..... Restricted Limits
RP..... Release Point

S ..... South

SBCS..... Southbound Controlled Signal

SDG..... Siding

SE..... South End
SS..... Station Sign

SSS ..... South Siding Switch
SUB ..... Subdivision
SUBDIV ..... Subdivision
SUPT ..... Superintendent
SW..... Switch
SWD ..... Southward

SW-N ..... Switch No
SW-Y ..... Switch Yes
SXO..... South Crossover
TFND..... Track Flags Not Displayed

TOFC..... Trailer on Flat Car
TRK ..... Track
TRN..... Train
TWC ..... Track Warrant Control
W..... West

WBCS..... Westbound Controlled Signal
WE..... West End

WSS ..... West Siding Switch
WWD ..... Westward

WXO..... West Crossover

XO ..... Crossover
YD..... Yard
YL ..... Yard Limits
YM..... Yardmaster

Use the normal abbreviations for names of months.

Glossary

ABS
See Automatic Block Signal System.

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.

ACS
See Automatic Cab Signal System.

Articulated
Permanently connected multiple unit cars that share a common truck.

ATC Actuator
An ATC brake applying apparatus.

ATS
See Automatic Train Stop System.

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.

BRT
See Block Register Territory.

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.

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.

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 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.

CTC
See Centralized Traffic Control.

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

Direct Traffic Control (DTC)
A DTC block or a series of DTC blocks where the train dispatcher authorizes track occupancy.

Distant Signal
A fixed signal outside a block system that governs the approach to a block signal, interlocking signal, or switch point indicator. A distant signal does not indicate conditions that affect track use between the distant signal and block or interlocking signals or between the distant signal and switch point indicator. A distant signal is identified by a D.

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.

DTC
See Direct Traffic Control.

DTC Block
A length of main track specified by name. DTC block name and limits are identified by wayside signs reading, Begin (name) Block and End (name) Block and by mile post location in the timetable.

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.

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.

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.

BNSF Amendment—Glossary term added:

General Track Bulletin
A notice containing track bulletin restrictions and other conditions affecting train movement.

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.

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.

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

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.

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-signaled territory by direct communication with a preceding train.

RCO
See Remote Control Operator

RCZ
See Remote Control Zone

Remote Control Operator (RCO)
An employee who may operate an engine with or without cars by means of a remote control transmitter.

Remote Control Transmitter
A device that gives the remote control operator control of a remote control engine.

Remote Control Zone (RCZ)
A portion of track(s) within definite limits designated in the timetable special instructions.

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.

Trackside Warning Detector
A device that indicates conditions such as overheated journals, dragging equipment, excess dimensions, shifted loads, high water, or slides.

Track Warrant Control (TWC)
A method to authorize train movements or protect men or machines on a main track within specified limits in a territory designated by the timetable.

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.

TWC
See Track Warrant Control.

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.

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

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.

Yard Limits
A portion of main track designated by yard limit signs and timetable special instructions or a track bulletin.