

1101 - Blue Signal Protection General Rules

1101.1 When using the following terms in reference to blue signal protection, the associated definitions below apply:

- a. **Blue Signal:** A clearly distinguishable blue flag or blue light by day and blue light at night. When attached to the operating controls of a locomotive, it need not be lighted if the inside of the locomotive cab area is sufficiently lighted so as to make the blue signal clearly distinguishable.
- b. **Car Shop Repair Track Area:** One or more tracks within an area in which the testing, servicing, repair, inspection, or rebuilding of railroad rolling equipment is under the exclusive control of mechanical department personnel.
- c. **Effective Locking Device:** When used in relation to a manually operated switch or a derail, means one that is vandal resistant, tamper resistant, and capable of being locked and unlocked only by the class, craft, or group of employees for whom the protection is being provided. When used in relation to a remotely controlled switch, means a blocking device that effectively prevents the lever or button controlling the switch from being operated.
- d. **Group of Workmen:** Two or more workmen of the same or different crafts assigned to work together as a unit under a common authority and who are in communication with each other while the work is being done.
- e. **Locomotive:** A self-propelled unit of equipment designed for moving other equipment in revenue service, including a self-propelled unit designed to carry freight or passenger traffic or both, and may consist of one or more units operated from a single control.
- f. **Locomotive Servicing Track Area:** One or more tracks within an area in which the testing, servicing, repair, inspection, or rebuilding of locomotives is under the exclusive control of mechanical department personnel.
- g. **Rolling Equipment:** Locomotives, railroad cars, and one or more locomotives coupled to one or more cars.
- h. **Switch Providing Access:** A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.
- i. **Workmen:** Railroad employees assigned to inspect, test, repair, or service railroad rolling equipment or their components, including brake systems. Train and yard crews are excluded except when assigned to do such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

Note: Testing does not include visual observations made by an employee positioned inside or alongside a locomotive or passenger car, or marker inspection when the rear of the train is on a main track and the employee making the inspection has personally contacted the employee at the controls of the locomotive to verify that the train is and will remain secure against movement until the inspection has been completed.

Note: Servicing does not include supplying locomotives or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

1101.2 Establish blue signal protection before workmen go on, under, or between rolling equipment except in the case of train and yard crews assigned to the equipment.

1101.3 Blue signals indicate that workmen are on, under, or between rolling equipment. When blue signals are displayed:

1. They may only be removed by an employee of the same craft or group that displayed them,
2. Equipment must not pass a blue signal,
3. Do not couple to or move equipment protected by blue signals, except as provided for in the rules that govern designated locomotive servicing track areas and car shop repair track areas, and
4. Do not place other rolling equipment on the same track if doing so reduces or blocks the visibility of blue signals, except as provided for in the rules that govern designated locomotive servicing track areas and car shop repair track areas.