PB-27015

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UNION PACIFIC RAILROAD

SYSTEM SPECIAL INSTRUCTIONS

Effective 0900 CDT Thursday, May 01, 2014

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This document supersedes:
Union Pacific Railroad
System Special Instructions
Effective July 02, 2013

Item 10-A General Code of Operating Rules, Chapters 1 to 19

Item 10-A Instructions

Instructions modify rules or clarify the application of rules. In those cases where instructions add, change or delete a rule, the words "Add," "Change rule to read" or “Delete” preface the specific wording. All portions of the rule that are not referenced in this manner remain unchanged. When intended to clarify the application of or give additional instructions for a rule the word “Application” is used.

1.2.5 Reporting
Change rule to read:

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

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

All cases of occupational illnesses must be immediately reported to the proper manager and the prescribed written form completed.

Because railroads are required by federal regulations to report injuries and occupational illnesses that meet certain medical treatment criteria, employees must report to their manager any medical treatment they receive that was directly related to their injury or illness, including any follow-up visits. Below are examples of the types of medical treatments and instructions that employees must report to their manager if they were given in relation to an injury or occupational illness:

- Medical treatments provided or recommended.
- Physical therapy or chiropractic treatments.
- Prescriptions and other medications issued or recommended, including dosages.
- Lost time instructions.
- Work restriction instructions.

1.3.1 Rules, Regulations and Instructions
Application:

Examinations are required to be passed biennially or more often when necessary to ensure employees are familiar with all rules, regulations and instructions.

Issued, Canceled, or Modified

When there is a conflict, subdivision special instructions take precedence over system special instructions.

1.3.2 General Orders
Add a sentence to last paragraph:

Employees must each have a current copy of system general orders and subdivision general orders they can refer to while on duty.

1.5 Drugs and Alcohol
Application:

Also refer to the UPRR Drug and Alcohol Policy which governs all employees. Access the policy by using the link:
http://home.www.uprr.com/emp/operating/op_prac/dap/index.shtml

1.6.1 Motor Vehicle Driving Records
Change rule to read:

A certified conductor, engineer, employee seeking initial certification or employees qualified to drive commercial motor vehicles must report any arrest, citation or conviction to an employee assistance representative within 48 hours for:

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

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

1.6.3 Notification of Deteriorating Vision or Hearing
Change rule to read:

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

Note: A certified conductor, engineer or employee seeking initial certification who has knowledge that a restriction listed on their FRA Certificate has been corrected or improved to meet the minimum acceptable requirement as outlined in federal regulations must report that fact immediately to the proper authority or the medical department (402-544-5234).

1.10 Games, Reading, or other Media
Change rule title and entire rule to read:

Employees on duty must not:

- Play games.
  or
- Read magazines, newspapers, or other literature not related to their duties when:
  - On a train or engine,
  - Performing safety related activities, or
  - It would delay or interfere with required duties.

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

1.12 Weapons
Application:

Also refer to UPRR Policy to Address Violence & Abusive Behavior in the Work Place. Access the policy by using the link:
http://home.www.uprr.com/emp/ec/policy/violence.shtml

1.23.1 Locomotive-Mounted Safety Devices
Add new rule:

A. Tampering with or Disabling

Employees are prohibited from:

- Tampering with or disabling any locomotive-mounted safety device.
- Knowingly operating a train when the controlling locomotive of that train is equipped with a disabled safety device, except as provided in part C of this rule.

Safety devices include crew alertness devices, automatic cab signal devices, automatic train control/train stop devices, and audio, video and other recording devices concerning operations.

B. Inspection of Locomotive-Mounted Safety Devices

The engineer must make a visual inspection of accessible safety devices in the controlling locomotive cab, nose or vestibule, or in the cab control car when taking charge of a locomotive or train to ensure that:

- Nothing interferes with their intended function.
- Switches and breakers controlling the devices are in proper position.
- Seals, as appropriate, are properly applied.
- There is no apparent damage to the device.

If any exceptions are detected, immediately report them to the train dispatcher.

C. Operation of Trains with Defective or Disabled Locomotive-Mounted Safety Devices

Locomotives or cab control cars with defective or disabled safety devices must not be operated as the controlling unit unless:

- Provided for in the operating rules.
  or
- Authorized by the train dispatcher.

1.27 Divulging Information
Add new last sentence reading:

Employees are responsible for all activity with their assigned User ID's and are responsible for protecting the confidentiality of information accessed. Sharing passwords is prohibited. Unauthorized use of another person's User ID and password is prohibited.

1.33 Inspection of Freight Cars
Application:

1. When a defect is discovered, note the type of defect on proper tag and attach a tag on each side of the car.
2. Open top rail equipment loaded with wood chips or bark must be covered with approved netting.
3. When applicable, inspections required by Hazardous Materials Instructions must be completed.

1.37 Open Top Loads
Change (combine) third and fourth bullets as shown:

- Occupied control cab of an engine or occupied caboose.

1.47 Duties of Crew Members
Change rule to read:

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, and instruct them, when necessary, on how to perform their work properly and safely. If any conditions are not covered by the rules, they must take precautions to provide protection.

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

A. Conductor Responsibilities
1. Supervises the Operation

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. Restrictions on Equipment

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

3. Calling Attention to Restrictions

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

- Limits of authority
- Track warrant
- Radio speed restriction

  or

- Track bulletin.

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

4. Freight Conductors

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 terminal. Freight conductors must maintain any required records.

5. Conductor Report Form

UPRR crews operating on a foreign railroad are required to properly complete a UPRR form or a foreign railroad form as required by UPRR rules. Foreign railroad crews operating on the UPRR are governed by that railroad's rule concerning awareness forms.

"Conductor Report Form" (FORM 20849) must be maintained as follows **(also see Item 10-K)**:

a. Road freight conductors including locals and switchers, but not including yard or passenger conductors, are required to complete the Conductor Report Form. However, yard conductors performing road service on the main track (transfer, relief service, etc.) will be required to complete the Conductor Report Form.

   Remote control operators are not required to maintain a Conductor Report Form except when required by Item 10-K.

The report will include:

- The name of other than Clear signals, speed of the train as head end passes location and, as appropriate, a "Z" or "X". However, after passing an Approach or Diverging Approach signal, the next signal must be entered regardless of signal indication including the speed of the train (even if the signal is Clear).
- Train defect detector results from all detectors (except "%" detectors) and mile post. "X" will identify in-cab communication of results.
- Approaching temporary speed restrictions.
- Approaching the end of authority unless additional authority has been granted to continue on the main track. If the additional authority contains a Box 2 (after arrival) it must be included on the form.
- Train delays.
- Restricted Speed documentation. Every 2 miles that the train is operating at Restricted Speed, enter mile post location, time, train speed, a "Z" to indicate that the information was communicated between crew members and amount of air brake application if any, (None, Minimum, 10#, etc.).
- On the main track in non-signaled territory, the time, train's milepost location, and speed every 5 miles and record an "X" to indicate that the information was communicated between crew members. (Comply with bullet 6 if operating at Restricted Speed).

Entries will be made when head end of train is at or about the milepost location of required entry. Entries will be sequential and legible.

Examples

Location	Signal Name or TDD Announcement	Time	Comments & Other Delays
87.3	AA	0535	X - 52 MPH
89.1	A	0543	Z - 33 MPH
Y091	S	0558	X - Stop – 8" delay
92.5	RP	0617	Z - 12 MPH
94.5	RS	0625	Z – 8 MPH - None
101.3	TSR	0643	Z - 30 MPH
103.3	ND	0657	X
115.0	XH	0715	Z – 15 MPH
130.0		0740	PU 8 cars 30"
135.0	EA	0840	Z

Note:

1. Abbreviations may be used. e.g. (Advance Approach = AA; Diverging Clear = DC; Diverging Approach = DA; Approach = A; Approach Diverging = AD; Restricting = R; Restricted Proceed = RP; Stop = S; Speed Restriction (temporary) = TSR; End of Authority = EA; Crossing Restrictions (received enroute) = XG, XH, XS; Cab Red Zone = Z; In Cab Communication = X; No Defects = ND, Restricted Speed = RS.
2. Enter MP location where Cab Red Zone begins and/or in-cab communication takes place, when other entries are required. However, entry may be made with a signal entry when passing signal.
3. Enter delays.

b. The conductor's report must be completed (and signed to signify report is complete and accurate) on each trip or tour of duty. If the form is not available, record the information as required. Reports of the last 5 round trips (minimum of 5 days) must be kept in your possession while on duty, and presented to a manager upon request.

c. Do not erase information entered on the form. If an error is made, cross out the entry and write the correct entry.

d. When conductors with a valid Class 1 "Certificate to Operate Locomotives" are allowed to operate the engine, the time and location (beginning and ending) will be noted on the conductor's report form.

Entries on the form will not be required during this time period except entries required by Item 10-K.

B. Engineer Responsibilities

1. Operating the Engine

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 only under the direct and immediate supervision of the engineer. The engineer must closely monitor the employee's performance. The engineer must be in a position to take immediate action as necessary. Employees that operate an engine must have a current certificate in their possession.

2. Special Handling

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. Crew Members in Control Compartment

Crew members in the control compartment must communicate to each other any restrictions or other known conditions and required actions 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.

Crew members in the control compartment must be alert for signals. Crew members must:

- Communicate clearly to each other the name of signals affecting their train as soon as signals become visible or audible.
- Continue to observe signals and announce any change of aspect until the train passes the signal.
- Communicate clearly to each other the speed of the train as it passes a signal with an indication other than Clear.
- Immediately remind the engineer of the rule requirement if the signal is not complied with.

2. Radio Transmission

Except when switching, a crew member must transmit the engine number, direction, location and signal name (include track number in multiple main track CTC territory) when the head end of the train:

A. Passes a signal that requires:

- Being prepared to stop at the next signal.
- Being prepared to pass next signal at restricted speed.
  or
- Restricted speed.

or

B. Stops for a signal that requires stopping.

However, instructions may be issued to identify locations where this radio transmission is not required.

3. Proper Action

If 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.

4. Performing Work

Before work is performed at a location, the crew must discuss how the work will be performed, which switches/derails will be used, what method will be used to pass signals, close clearances, and any other safety related concerns. When work is completed, the crew will confirm that work was completed as planned, switches and derails are in proper position and any unforeseen safety concerns are properly reported.

1.47.1 Cab Red Zone
Add new rule:

During a Cab Red Zone (CRZ), an environment must be created in the locomotive control compartment that focuses exclusively on controlling the train, verbally communicating restrictions, and proper application of the rules. The conductor must be in the control compartment unless required to perform other duties (i.e. to operate switches, be at a road crossing, passenger train duties, etc.).

A Cab Red Zone exists during critical times such as:

- Operating at Restricted Speed. (Does not apply when switching.)
- Operating on a signal that requires the train to:
  - Be prepared to Stop at the next signal.
    or
  - Pass the next signal at Restricted Speed
- Copying mandatory directives.
- Approaching a Form B restriction.
- Approaching a temporary speed restriction.
- Approaching the end of the train's authority.

The following restrictions or conditions are required during a Cab Red Zone:

- Cab communication is restricted to immediate responsibilities for safe train operation.
- Radio communication with the dispatcher or other employees must be limited to the train's immediate movement or conditions that affect the safety of trains.
- A crew member other than the employee operating the controls will be required to handle radio communications when that crew member is in the control compartment.
  Exception: Rule 33.6.1 (Operating Responsibilities with Manned Helper.)
- If proper action is not being taken, crew members must remind each other of the Cab Red Zone and/or take appropriate action to stop the train.

Application: As contained within this rule, approaching is defined as two miles from the restriction or end of the train's authority.

1.47.2 Training and Familiarization
Add new rule:

Employees assigned to a position for the purpose of training or familiarization must be under the direct and immediate supervision of a qualified employee at all times. The qualified employee must closely monitor the employee's performance and must be in a position to take immediate action as necessary. Any employee requiring certification must have a current certificate in their possession.

2.0 Railroad Radio Rules
Change Chapter 2.0 title to read:
Railroad Radio and Communication Rules

2.1 Transmitting
Application:
Normal Dispatcher Call-in Procedure

To contact the train dispatcher from the field:

1. Ensure that you are on the correct dispatcher radio channel for the area you are in. The radio channel is identified in timetable subdivision instructions under Radio Display (SI-RD).
2. On the radio key pad, dial "*" plus the 2-digit code for the dispatcher you wish to call. (For example, "*20").

Note: After dialing the "*XX" digits, you should receive an acknowledgment tone on your radio indicating the call-in has been detected and processed. If you do not hear the acknowledgment tone you will need to re-dial the code.

2.2 Short Identification
Application:

During switching operations, short identification must be unique enough to ensure no misunderstanding as to whom the communication is intended for or could be misinterpreted. Job numbers alone could be misinterpreted as car counts, track number, other equipment, etc. "10 back up 5" must not be used. Instead use "Job 10 back up 5 cars”; “Yard Job 10 back up 5 cars" or "DY10 back up 5 cars".

2.3 Repetition
Add as last paragraph:

When a mandatory directive or instruction concerning train movement has been repeated correctly, the repeat must be acknowledged as correct.

2.10 Emergency Calls
Application:
Emergency Call-in Procedure

The Emergency call-in code is "911" throughout the entire UPRR system. To contact the train dispatcher in case of an emergency:

1. Ensure that you are on the dispatcher's radio channel for the area you are in. The radio channel is identified in timetable subdivision instructions under Radio Display (SI-RD).
2. Dial DTMF digits "911" on the radio key pad.

Note: After dialing the "911" digits, you should receive an acknowledgment tone on your radio indicating the emergency call-in has been detected and processed. If you do not hear the acknowledgment tone you will need to resend the "911" code.

2.14 Transmission of Mandatory Directive
Add a bullet reading:

- When transmitting a track restriction directly to a train, the restriction will be issued using the following format: (Train ID) do not exceed (speed) between (location) and (location) (add track when necessary). If no flags are displayed, the words "No flags are displayed" will be added to the format.

2.14.1 Verbally Transmitting and Repeating Mandatory Directives
Change rule to read:

When transmitting and repeating mandatory directives, numbers must be spoken by digit (zero, one, two, three, etc.). However, exact multiples of hundreds and thousands may be stated as such (600 = six hundred). A decimal point must be spoken as "point", "dot", or "decimal".

2.21 Electronic Devices
Add new rule:

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

Electronic Device - means an electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; look at pictures; read a book or other written material; play a game; navigate the Internet; navigate the physical world; play, view, or listen to a video; play, view or listen to a television broadcast; play or listen to music; execute a computational function; or, perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee or another employee from a safety related task.

Railroad operating employee - means an individual who is:
- Engaged in or connected with the movement of a train including a hostler,
- A train employee providing commuter or intercity rail passenger transportation, or
- Subject to hours of service governing train service employees.

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

A. Personal or Railroad Supplied Electronic Devices

Personal or railroad supplied electronic devices may be used as necessary:
- To respond to an emergency situation involving the operation of the railroad,
- To respond to an emergency encountered while on-duty,
- As a communication device in the event of radio malfunction.

B. Personal Electronic Devices

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

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

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

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

CELL PHONE MUST BE TURNED OFF WHEN CALL HAS BEEN COMPLETED.

Railroad operating employees may use a digital storage and display function of an electronic device to refer to a railroad rule, special instruction, timetable, or other directive provided it does not interfere with any employee's performance of safety related duties and all other crew members have been briefed on its limited use. When not in use it must be turned off and stowed.

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

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

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

C. Railroad Supplied Electronic Devices

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

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

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

- Operating the controls of a moving locomotive.
- On the ground within 4 feet of any track.
- On the ground and engaged in an active switching operation.
- Riding rolling equipment during a switching operation.
- At the controls of the locomotive and any other employee is assisting in the preparation of the train, engine(s), or on-track equipment, including testing of railroad equipment or brakes.
- Inside the controlling cab of a locomotive, train or on-track equipment, unless there has been a safety briefing and all crew members agree that it is safe to do so.
- Verbally obtaining or releasing mandatory directives when railroad radio communication is available.

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

5.2.1 Looking for Signals
Application:

Engineering department employees performing lookout duties (wearing a yellow/green vest with orange reflectorized striping, with "Lookout" printed on the vest) may be communicating with their work group with a white flag. This white flag is not a signal to the train, rather a signal to the work group that an approaching train has been spotted.

5.3.7 Radio Response
Delete entire rule.

5.4.4 Authorized Protection by Yellow or Yellow-Red Flag
Change rule as follows:

Delete all references to yellow-red flags. Rule only applies to use of yellow flags.

5.4.8 Flag Location
Application:

In three or more main track territory, flags will be displayed to the right of center tracks (inside tracks) where clearance allows.

5.5 Permanent Speed Signs
Application:

The location of permanent speed signs are:

- 2500 feet ahead of the restriction (Arrow-shaped signs).
- 2 miles ahead of the restriction (Square or rectangular signs).

5.8.1 Ringing Engine Bell
Add bullet:

- When moving on the main track or siding, ring bell continuously while passing standing equipment on an adjacent track.

5.8.2 Whistle Signal
Add second sentence to first paragraph. First paragraph now reads:

The whistle may be used at anytime as a warning regardless of any whistle prohibitions. When approaching areas where it is known employees are working or seen on a track adjacent to a main track or siding, sound warning.

5.8.2 Whistle Signal
Change (1) and add to (7) to read:

Sound	Indication
(1) Sound whistle to attract attention to the train.	Use when persons or livestock are on the track at other than road crossings at grade. Use when within quiet zones when engineer believes such action is appropriate. When unable to determine an employee's work group, sound signal 5.8.2 (8).
(7) – – o –	Addition: At locations where crossing signs are displayed, sound whistle signal regardless of the type of crossing train is approaching. In the states of California and Montana sound whistle signal at all crossings, public and private.

5.9.5 Displaying Ditch Lights
Change first sentence to read:

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

Application:

The term "ditch lights" includes oscillating white headlights or strobe lights located on the front of the locomotive. Ditch lights on some foreign locomotives are configured to operate only when the horn is activated. Ditch lights which operate in this manner will be considered as meeting the requirements of this rule. When a remote control locomotive is being controlled with a remote control transmitter the ditch lights need not be displayed if speed does not exceed 20 MPH. Ditch lights are not required on steam locomotives. Failure of two ditch lights includes employee failure to turn on the ditch lights.

5.10 Markers
Application:

Before departing the initial terminal, the conductor must know the initials and number of the car that has the marker applied or unit number, when the engine at rear of the train is used as the marker. This can be done verbally by the employee making the initial terminal air brake test, or included on the written notification of the test. If the rear car changes, an employee must report to the conductor the initials and number of the car having the marker applied before the train departs.

When a train is set out clear of the main track at other than a crew change location, a crew member must remove the end of train telemetry device, if so equipped. Transport the device on the engine to the destination where the crew is relieved.

If the engine remains with the train, a crew member must deliver the end of train telemetry device to the proper authority at the tie-up point. However, proper authority may advise the crew to leave the device with the train. Always notify the train dispatcher of the location of the telemetry device.

5.11 Engine Identifying Number
Change rule to read:

Trains will be identified by initials and engine number, adding the direction when required. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. The identifying number will be the number of the lead unit unless changing direction during a trip or tour of duty when that unit is no longer the lead unit.

Exceptions:

- On track bulletins that advise about excessive dimension equipment, trains may be identified by train symbol.
- On track bulletins and on track warrants that do not convey movement authority, passenger trains may be identified by schedule number.

Note: Engines with the following initials stenciled on the side of the locomotive will be identified as NS engines: SOU, NW, PRR, CG, INT, GSF, AGS, CRCX and CR (ConRail).

5.13 Blue Signal Protection Of Workmen
Part C. 2.
Add second sentence to read:

A blue tag must be placed on the switch governing remote/manual operation.

Part C. 3.
Add note after diagram reading:

Note:
Remote control locomotives may be in remote mode while under blue signal protection to service remote control locomotive equipment/functions when the following requirements are met:

1. The employee placing the locomotive in remote mode has been trained to repair and operate remote control equipment.
2. All employees involved on the unit and/or tracks are job briefed and warned against possible inadvertent movement of the locomotive.

Add last paragraph to Part C. to read:

When a blue signal is attached to an engine, unless directed by the craft who placed the blue signal, changing any controls, brake settings (including hand brakes), switches (except overhead cab lights), circuit breakers, etc. or starting or shutting down the engine is prohibited.

6.2.1 Train Location
Change rule to read:

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

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

6.3 Main Track Authorization
Add a new bullet reading:

- Rule 9.14.2 Controlled Block System (CBS).

Add the following paragraph under Joint Authority

When a train receives joint authority, movements must be made at restricted speed.

6.4.1 Permission for Reverse Movements
Application:

In ATC territory "within same signaled block" only applies where continuous block signal territory is designated.

6.4.2 Movements Within Control Points Or Interlockings
Change Part A (Control Point or Manual Interlockings) to read:

Control Points Outside Manual Interlockings.

Except within track and time limits, if movement stops while the trailing end is between the outer opposing absolute signals of a control point, the movement must not change direction without permission from the control operator. However, after a job briefing has been conducted and the control operator has a clear understanding of all movements to be made and tracks to be used, the control operator may grant permission for all movements.

Manual Interlockings

If movement stops while the trailing end is between the outer opposing absolute signals of a manual interlocking, the movement must not change direction without permission from the control operator.

6.5 Shoving Movements
Change entire rule 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.

When taking a position ahead of the movement, employee must continuously observe the movement until the movement is stopped. Employee protecting the shove must not turn their back on the movement or walk backwards ahead of the 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.

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:

- Superintendent Bulletin specifies tracks that will be protected with shove lights, monitored cameras, or relief from visual protection.
- Picking up a crew member in accordance with Rule 6.6 (Back Up Movements).

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.

Application:
Job briefing must include the following:

- Who will protect the shove.
- Which track is being shoved.
- How the shove will be protected.

Examples:
  - Riding the point of the equipment.
  - In a position where they can observe the movement to the point where it will stop.
  - Distance to be shoved.
  - Position of switches and derails.

Examples:
  - Switches and derails are lined for the movement.
  - Be prepared to stop short of a switch or derail improperly lined.

6.5.1 Remote Control Movements
Change entire rule to read:

Remote control movements are considered shoving movements, except when the remote control operator controlling the movement is riding the leading locomotive 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.

When approaching within 200 feet of a fouling point, switch or derail, employee controlling movement must be on the point of the movement outside the cab when riding locomotive. However, movement may be controlled from inside the cab of the lead locomotive when:

- Operating in severe weather conditions.
  or
- It is necessary to sound the whistle.

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.
   and
3. Track(s) within the zone are known to be clear of other trains, engines, railroad cars, and men or equipment fouling track.

When Remote Control Zone is equipped with pull back / stop protection (PSP), the operator must verify that PSP is operational. Pull back and stop protection must again be verified if PSP is overridden or disabled.
Note: These steps must be repeated each time the remote control zone is activated.

When operating in pitch and catch mode and making a shoving movement, the primary operator must be in position to protect point of movement.

The primary operator at the coupling may stretch the slack to ensure couplings are made or separate equipment to make coupler adjustments after conducting a job briefing with the employee who will be protecting the point.

When requesting pin slack, the employee uncoupling the equipment is not required to be the primary operator.

6.5.2 Movement of Light Remote Control Locomotive
Add new rule:

Unless relieved of providing protection, the primary operator must take a position on the leading end of a light remote control locomotive consist or be positioned on the ground clear of the movement and able to observe the entire movement before initiating the movement.

6.6 Back Up Movements
Change rule title and entire rule to read:

After obtaining permission from the train dispatcher, a train may back up on any main track or on any track where CTC is in effect under the following conditions:

1. The train dispatcher grants permission to make the movement after verifying the following within the same or overlapping limits:
   a) Another authority is not in effect unless conflicting movements are protected.
   b) A track bulletin Form B is not in effect.
   c) A main track is not removed from service by a track bulletin.
   d) Track Breach Protection is not in effect.
   e) Permission to leave a switch in the reverse position has not been granted.
2. The crew ensures movement will not:
   a) Exceed the limit of the train's authority.
   b) Exceed the train's length.
   c) Enter or foul a private or public crossing except as provided by Rule 6.32.1 (Providing Warning Over Road Crossings).
   d) Be made into or within yard limits, restricted limits, interlocking limits, drawbridges, railroad crossings at grade, or track bulletin Form B limits.

When movement is made under these conditions, restricted speed does not apply. Trains backing up under the provisions of this rule may pass signals indicating Stop and Proceed, without stopping.

Before a crew requests and makes a move under this rule, a job safety briefing between crew members must be conducted that includes:

- Confirmation of authority limits.
- Location of nearest affected road crossings in direction of movement.
- Distance to be shoved.
- Confirmation that train is intact, verified either visually or by determining that brake pipe continuity exists using EOT device or distributed power telemetry.

6.7 Remote Control Zone
Application of part A. Entering Remote Control Zone:

Timetable special instructions will designate limits of remote control zones. Signs will be posted at access locations to remote control zones. Remote control zone limits do not include tracks within CTC or interlocking limits (CTC or interlocking rules apply). Only the remote control operator may activate a zone. However, timetable special instructions may designate the hours a zone is active. Proper records must be maintained concerning activation, deactivation and transfer of the zones at locations where a designated supervisor may be contacted to determine if a zone is active. Record must include:

- Job designation.
- Zone number.
- Date and time zone activated.
- If applicable, time zone transferred and job designation of other remote control job. Transfers from one job to another do not need to be recorded unless the transfer involves a job that is going off duty or will not again control the active zone. All active zones must be transferred to a new zone log.
- Date and time zone deactivated.

Remote control operator may allow only one other train or engine movement to occupy the limits of their active zone at one time. When that train or engine is clear of the zone with switches properly lined, it must report directly to the remote control operator. If it is necessary for other train or engine movements to enter the limits of the active zone during that time, the zone must be deactivated.

Engineering or mechanical department employees, with equipment, must not enter or foul the track within an active zone. If necessary to enter the zone limits, the zone must be deactivated.

6.19 Flag Protection
Application:

Flagging distance is 2 miles.

6.20 B. Other Equipment Left on Main Track
Application:

A train must not be left on the main track in non-signaled territory unless protected by one of the following:

1. Yard Limits
2. Track Warrants
   - The train dispatcher may request the release of the crew's track warrant and inform crew that protection has been provided.
   - After being informed that protection has been provided, the following procedure must be followed.
     - Crew member will state: "(Train ID) is stopped between MP___ and MP___ on main track (Subdivision). Protection has been provided."
     - Dispatcher will state: "(Train ID) that is correct."

A crew member will then release their track warrant.

6.21 Precautions Against Unusual Conditions
Add the following application to rule:

Verbally Notified	Track Bulletin or Track Warrant	Procedure to follow
"FF" in effect between _____ and _____, or at location _____.	Flash Flood warning in effect between _____ and _____. Within these limits or specified location be governed by Rule 6.21 and Rule 6.21.2.	Be governed by Rule 6.21 and Rule 6.21.2.

6.21.3 Stop Within Range of Vision
Add new rule:

When a train is instructed by the Train Dispatcher in the words, "BETWEEN (location) AND (location) BE GOVERNED BY RULE 6.21.3", within specified limits, train must proceed at a speed which will permit stopping short of slide, rock, washout or debris on track.

6.23 Emergency Stop or Severe Slack Action

Obstruction of a Main Track or Controlled Siding - Application:

To notify the train dispatcher or control operator, use the emergency call-in feature if available.

Inspection of Cars and Units:

Inspect the train on each side of all cars, units, equipment, and track to ensure they are in a safe condition. Make sure the marker is attached to the designated rear car. Before proceeding, check the proper positioning of all wheels on the rail. If physical characteristics prevent a complete visual 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, and must be stopped immediately if excessive power is required to start or keep the train moving. When an inspection is required, the entire train must be inspected.

When any of the following conditions are met, crews are relieved of visual inspection required by an emergency application when device located at rear of train immediately indicates that brake pipe pressure is being restored.

- Solid loaded bulk commodity trains.
- Train is made up entirely of well cars and/or five-platform articulated single-level spine cars.
- Train speed is above 20 MPH.

or

- Train is 5000 tons or less.

An inspection on any train must be made if:

- Train is a key train.
- Severe slack action was experienced.

Train must be stopped immediately and inspected, if excessive power is required to start or keep the train moving.

6.26 Use of Multiple Main Tracks
Application:

Multiple main tracks are numbered as follows:

- On east - west subdivisions, track numbers increase from north to south, and the northern most track is No. 1.
- On north - south subdivisions, track numbers increase from west to east, and the western most track is No. 1.

6.27 Movement at Restricted Speed
Application:

Movement must stop short of designated obstructions listed when required.

6.28 Movement on Other than Main Track
Application:

Movement must stop short of designated obstructions listed when required.

6.29.1 Inspecting Passing Trains
Change Ground Inspections 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 will be made from the ground if there is a safe location. When stopped, the crew member must detrain, on the field side, the side away from the adjacent main track.

Inspection will be made from the cab of the locomotive:

- During snow and ice conditions that may cause slippery conditions underfoot when getting on or off.
  or
- When stopped at a location where it is unsafe to detrain or there is an adjacent main track on each side of the train (i.e. on track 2 in 3 main track territory).

Application:
When a trackside warning detector indicates a train defect, stop train according to instructions contained in Item 13.

6.31 Maximum Authorized Speed
Change rule to read:

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

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

6.32.1 Cars Shoved, Kicked, or Dropped
Change rule to read:

When cars are shoved or kicked over road crossings at grade (except those used exclusively by railroad employees), a crew member must be on the ground at the crossing to warn traffic until the crossing is occupied. Make any movement over the crossing as directed from that crew member. Such warning is not required when gates are known to be in the fully lowered position.

6.32.2 Automatic Warning Devices and Crossings That Require Additional Precautions
Change rule title and rule to read:

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

- Train, engine, and other such movements consisting of 12 physical axles or less. However, Self Propelled Engineering Department Track Geometry cars will be governed by Engineering Department instructions.
- Movement has stopped within 3,000 feet of the crossing.
- Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
- Movement is closely following another movement.
- Movement is on other than the main track or siding.
  or
- Movement enters a main track or siding within 3,000 feet of the crossing.

Employees must observe all automatic warning devices and report any that are malfunctioning by the first available means of communication to the:

- **Train dispatcher**
  or
- **Grade Crossing Safety Hot Line (800-848-8715).**

Notify all affected trains as soon as possible.
If equipped, when the white power-on light on the exterior of the signal house is not lit or when a strobe light on the exterior of the signal house is flashing, immediately notify the train dispatcher or Grade Crossing Safety Hot Line.

A. Automatic Warning Devices Malfunctioning
Use the following procedures to properly complete movement over the crossing:

Procedure 1:
Unless otherwise instructed by signal employee in charge, train must stop before occupying the crossing. A crew member must be on the ground at the crossing to warn highway traffic. The train may proceed over the crossing as directed by that crew member. When leading end of movement completely occupies the crossing, proceed at maximum authorized speed.

Procedure 2:
Unless otherwise instructed by signal employee in charge, train must approach crossing prepared to stop before entering crossing. If automatic warning devices are not working comply with Procedure 1. If devices are seen to be working, or when advised by the train dispatcher, track bulletin or track warrant, train may proceed through the crossing not exceeding 15 miles per hour. When leading end of movement completely occupies the crossing, proceed at maximum authorized speed.

Note: Crossing with broken gate(s) is considered as having working devices when the balance of the automatic warning devices are seen to be working.

Movement when notified of warning devices that are malfunctioning or crossings that require additional precautions:

When notified verbally, by track bulletin or track warrant to comply with Procedure:	Required Action:
XG or XS	Procedure 1
XH	Procedure 2
XC or XI	The train may proceed over the crossing not exceeding 15 mph. When leading end of movement completely occupies the crossing, proceed at maximum authorized speed.

When advised by the train dispatcher or proper authority that the warning devices have been repaired, these restrictions no longer apply.
Note: When a crew is notified (e.g. from another train crew) that a crossing has an activation failure or a malfunction, the appropriate procedure must be followed.

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

Application:
Crossing Warning Device Malfunction Sign
Where a Crossing Warning Device Malfunction sign (System Special Instructions Item 22) is located next to a road crossing, movement must stop at the sign and **Procedure 1** applies.

"STOP" Sign
Where a STOP sign is located next to a road crossing, movement must stop at the STOP sign. Movement may proceed only after automatic crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped, are fully lowered. If automatic crossing warning devices fail to operate, comply with Procedure 1.

XG – Automatic Crossing Device has an activation failure.
XH – Automatic Crossing not working properly.
XS – Automatic Crossing device has been disabled.
XC – Cars have been left closer than the required distance from the crossing.
XI – Due to broken crossbuck, stop sign, etc.

6.32.4 Clear of Crossings and Signal Circuits
Add as last paragraph:

When cars, engines, or equipment are left on a siding or a main track closer than the required distance, the train dispatcher must be notified.

Application:

Referring to 250 feet:

- In Illinois the distance is 500 feet.
- In Wisconsin the distance is 330 feet.
- In Arkansas and Louisiana the distance is 300 feet.

6.32.7 Road Crossings within Intermodal and Automotive Facilities
Add new rule:

Movements over crossings within intermodal and vehicle loading/unloading facilities will be made as follows:

- Shoving movements and locomotive consist movements, when not controlled from the cab nearest the direction of travel, must be protected by an employee in position at the crossing to warn traffic until the crossing is occupied. Make movement over the crossing only after warning has been provided.
- Movements with the engine in the lead, when controlled from the cab nearest the direction of travel, must ring the engine bell when approaching crossing. In addition, sound whistle as a warning when vehicles are stopped, closely approaching or crossing view is obstructed.

7.4 Precautions for Coupling or Moving Cars or Engines
Change rule to read:
Before coupling to or moving cars or engines, verify that the cars or engines are properly secured and can be coupled and moved safely.

Make couplings at a speed of not more than 4 MPH. After coupling, engine direction must be changed to stretch slack to ensure that coupling(s) have been made. Before beginning shoving movement, ensure that all couplings have been stretched.

7.4.1 Remote Control Couplings
Add new rule:

When using a remote control locomotive in "pitch and catch" operations to make a coupling, the RCO located at the coupling must be the primary operator. This does not prevent a utility employee not equipped as a RCO from making the coupling.

Make couplings at a speed of not more than 2 MPH. Remote Control Operator must use speed selection of not greater than "Couple". Do not use "Coast" and independent brake override to make car couplings.

Note: When spotting cars at an industry that requires precision spotting of the cars, the independent brake override may be used.

7.5 Testing Hand Brakes
Add sentence:

If hand brake is not operational, attach a bad order tag to hand brake wheel or lever.

7.7 Kicking or Dropping Cars
Change rule to read:

Kicking or allowing cars to roll under their own momentum is only permitted at authorized locations and when it will not endanger employees, equipment, or contents of cars. This does not apply to crews actively humping cars.

When kicking cars, crew member must ensure that cars kicked are clear of and will remain clear of next track to be entered before track is fouled.

Dropping cars is prohibited.

7.7.1 Gravity Switch
Add:
A gravity switch may only be made where authorized by "Superintendent Bulletin" and manned hand brake must be located on the trailing end of the trailing car in the direction of movement.

7.8 Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded
Change 4th bullet under, "In addition:" part to read:

- Do not pull empty cars from an unloading facility until cables, straps, and other devices used to secure lading are secured and any major accumulation of debris is removed by the customer.

7.12 Movement Into Spur Tracks
Add a bullet as follows:

- Stop movement short of end of track, bumper, chock, etc., unless it is necessary to shove cars to the end of the track to properly spot cars for the industry. When necessary, use extreme caution to avoid damage to equipment, track or structures.

7.13 Protection of Employees in Bowl Tracks
Change rule to read:

During humping operations, before a train or yard crew member performs any work activities between bowl tracks, protection must be provided against cars released from the hump into the bowl tracks that may be fouled as follows:

- The employee requesting protection must notify the employee controlling the switches that provide access from the hump to the bowl track(s) where work will occur.
- After being notified, the switch controller must line any remote control switch against movement to the affected bowl tracks and locking or blocking device must be applied to the switch control.
- The switch controller must then notify the employee that protection is provided. Protection will be maintained until the switch controller is advised that work is complete and employee is clear of the bowl tracks and protection is no longer required.

8.2 Position of Switches
Change Rule To Read:

The employee operating the switch or derail is responsible for the position of the switch or derail in use. Movement must not foul an adjacent track until the hand-operated switch is properly lined.

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

Employees operating switches and derails must make sure:

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

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

8.19.1 Radio Controlled Switches
Change Rule To Read:

The location of Radio Controlled Switches (RCS) and operating instructions will be designated in timetable special instructions. When movement authority requires a train to stop at a RCS location, stop must be made before any part of a train passes the signal governing movement over the RCS.

At locations where radio controlled switches are installed, the following instructions apply.

RCS locations are equipped with:

- Dual control switch machines.
- Bi-directional switch point indicators per Rule 8.10.
- Occupancy (OS) circuits with limits marked by signs reading "Begin OS" and "End OS".

Signs reading "Switch Control" are located approximately 2 miles in advance of RCS locations.

Operating Instructions:

1. Upon passing a “Switch Control” sign use the radio keypad to transmit the proper sequence (designated in the timetable) to request the desired switch position and receive radio transmitted verbal confirmation of switch alignment at that location.
2. Once radio confirmation of proper switch alignment has been received, movement through the RCS location must be made within 10 minutes of confirmation or the movement must approach the RCS location prepared to stop.

3. If radio confirmation of proper switch alignment is not received, movement must approach the RCS location prepared to stop until the switch point indicator can be clearly seen to indicate proper switch alignment. Notify the train dispatcher that radio confirmation was not received.

Stop and Inspect Switch

If the radio message received is "Switch Not Lined" or no radio message is received and the switch point indicator continues to display an indication to stop and inspect switch:

1. Movement must stop before entering the OS circuit limits.
2. After stopping, the RCS may be operated by unlocking the box on the side of the signal bungalow and using the push-button.
3. After push-button operation is attempted, if the switch point indicator continues to display an indication to stop and inspect switch, employee must operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control Switches).

Note: If the switch point indicator can be clearly seen to indicate proper switch alignment, the movement may proceed without stopping. Notify the train dispatcher of malfunction.

Movement Completely Through a Radio Controlled Switch Location

After movement has been made through a RCS location, the switch point indicator will display an indication to stop and inspect switch and the switch will remain in the normal position. If switch was reversed, it will return to the normal position.

Route Change

If necessary to change the route that was originally requested, movement must stop outside the OS circuit limits and:

- Wait 15 minutes and then enter the proper sequence to line the switch for the desired route.
- Wait 15 minutes and then operate the push-button on the signal bungalow to line the switch for the desired route.
  or
- Operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control Switches) to line the switch for the desired route.

Additional Instructions

The RCS will not operate if the OS circuit at the RCS location is occupied. A proper sequence or push-button request must be made and confirmation of proper switch alignment must be received before movement enters the OS circuit limits at the RCS location.

8.20 Derail Location and Position
Change last paragraph to read:

Derails that are used in conjunction with worker protection must be in the derailing position with proper flag displayed only when their use is required for such protection. When their use is not required for protection:

- Remove portable derails, then remove flag.

  or

- Lock fixed derails in non-derailing position with an effective locking device, then remove (take down) flag.

9.9 Train Delayed Within A Block
Add to Part B:

Passenger trains operating in push/pull service must not exceed 40 MPH until the next signal is visible and that signal displays a proceed indication.

9.11 Movement from Signal Requiring Restricted Speed
Add exception to read:
Exception:

If a train is within ACS or ATC territory, with operative cab signals, the train may immediately comply with the cab signal indication.

9.12.4 ABS Territory
Add:
D. Control Point Locations

At control point locations, if no conflicting movement is evident, a crew member must immediately contact the control operator for authority to pass the Stop indication unless the control point is within the train's track permit limits.

Add:
Application:
Examples of joint authority beyond the signal in Part A 1: Work Between, Yard Limits, Restricted Limits.

9.13 When Instructed to Operate Dual Control Switches by Hand
Change rule to read:

If the control operator cannot line the dual control switch to the desired position or the control machine does not indicate that the switch is lined and locked, before authorizing movement, the control operator and crew must have a clear understanding specifying:

- The control point.
- Route.
- Switch(s) that must be operated by hand.

The control operator may then authorize movement past the Stop indication and instruct the employee to operate the switch(s) by hand.

Movement may then proceed as authorized only after a clear understanding is reached with all crew members specifying the control point, route and switch(s) that must be operated by hand.

Before passing over the switch, the train must stop and the employee must operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control Switches). After at least one unit or car has passed over the switch points, the employee must return the switch to power unless otherwise instructed by the control operator.

9.13.1 Hand Operation of Dual Control Switches
Change second paragraph to read:

When the selector lever is in the HAND position or the crank has been removed from the holder, signals governing movements over the switch will display Stop indication, and movements will be governed by the employee operating the switch. Notify the engineer, if possible, when the switch is in hand operation and when it has been restored to power operation.

9.13.2 Performing Switching
Add new rule:

When necessary to place a dual control switch in hand operation to perform switching the crew must:

- Complete a job briefing with the control operator on moves to be made.
- Receive authority to enter the control point.
- Receive permission to place the switch in hand operation.

Crew will then comply with Rule 9.13.1, except do not return switch to power until final movement has been made over the switch.

Notify the control operator when switch has been returned to power. Further movements must be made by signal indication or as authorized by the control operator.

9.14.2 Controlled Block System (CBS)
Add new rule:

On tracks designated in the timetable, movements will run in the direction specified by verbal authority from the train dispatcher or a controlled signal displaying a proceed indication. This authority will establish the current of traffic for the movement. Before granting authority, the train dispatcher must know that conflicting movements are protected.

A train must not enter or occupy any track in CBS limits unless:

- A controlled signal indicates proceed.

  or

- Verbal authority is granted.

A movement must proceed only in the direction authorized unless authority is granted by Rule 9.15 (Track Permit).

A movement authorized in one direction must report to the train dispatcher when it has cleared the main track within CBS limits. A movement that clears the main track within CBS limits must not reenter that track without new authority unless within Track Permit limits.

In CBS limits, Rule 9.15 (Track Permits) is in effect.

9.15.1 Issuing Track Permits
Change second paragraph under Track Permit Acknowledgment part to read:

The employee will repeat the preprinted information and information transmitted by the train dispatcher including what has been entered in the summary, "This authority has (total number) boxes marked: (individual box numbers)."

9.17 Entering Main Track at Hand-Operated or Spring Switch

Part A. When Hand Operation of a Spring Switch or 5 Minute Wait Is Not Required
Change condition (2) to read:

2. Track occupancy indicator indicates track is clear at locations specified in timetable special instructions.

9.23.1 Guidelines While Block System Is Suspended
Change rule to read:

When a block system or sections of it are suspended, the following guidelines govern.

A track bulletin will specify, when applicable:

- The affected tracks and milepost limits of the suspension.
- The location(s) of flagmen who may authorize trains to enter or to proceed at intermediate locations within the suspended limits, specifying track(s) when necessary.
- The position of dual control switches at the end of multiple main tracks.
- Dual control switches that have been locked in hand operation for main track movement.
- Actions to be taken where automatic crossing warning devices are affected.
- When track warrants may be used to authorize movement.

Crew members must:

- Follow rules that apply to non-signaled territory and not exceed 59 MPH for passenger trains or 49 MPH for other trains.
- Disregard extinguished or illuminated block and interlocking signals, unless specified by track bulletin, except when those signals:
  - Govern movements over railroad crossings at grade.
  - Are connected with trackside warning detectors.
- Approach the beginning and end of the suspended limits prepared to stop. When suspension ends at a block signal are identified as in-service, trains must approach that signal prepared to stop until its aspect can be clearly seen.
- If suspension begins at an in service control point, signal indication will only authorize movement through the control point, not beyond it.
- If suspension does not end at a signal identified as in-service, trains leaving the limits and moving into block system territory must move at restricted speed to the first signal in service beyond the limits.

Movements over Railroad Crossings at Grade and Drawbridges

- Signals that govern movement over railroad crossings at grade and drawbridges must be regarded as displaying a Stop indication regardless of the aspect displayed, unless the track bulletin specifies that the signals are in service or a flagman is at that location to authorize movement.
- Crew members must not rely on time release or key controller operation as adequate protection to move over the crossing, unless instructed that they are in service.

Dual Control Switches

Unless notification has been received from the train dispatcher that dual control switches are:

- Locked in hand operation and are lined for intended movement.
  or
- Attended by a flagman.

Trains must stop and crew member must:

- Hand operate and lock dual control switches for main track movement.
- Leave switches locked in hand operation.
- Notify the train dispatcher that switches have been locked in hand operation and lined for main track movement.

Remote control switches not equipped for hand operation will be spiked or clamped and all concerned notified.

Spring Switches

Spring switches removed from service must be spiked and those concerned notified. If spring switches are left in service, trains making facing point movements must be prepared to stop and test the switch, unless it is known that the switch is properly lined for the diverging route.

Block System Returned to Normal

Train Dispatcher must notify crew members within the affected territory before permitting other trains to enter the limits when the block signal system will be returned to normal operation.

10.1 Authority to Enter CTC Limits Under "Signal Governing Movement Over a Hand Operated Switch":

Change waiting time in last two paragraphs to read 10 minutes.

10.3 Track and Time
Application of the second paragraph:

When the track and time includes "Switch Yes," the limits include that switch and the track between the absolute signals governing movement over the switch.

Application of the boxed sentence:

Track and time limits are sometimes issued across an interlocking. Track and time provides authority to be on the main track in CTC on both sides of the interlocking; however, it does not provide authority to occupy the interlocking limits. Interlocking rules must be complied with.

10.3.4 Track and Time Acknowledgment
Change second paragraph to read:

The employee will repeat the preprinted information and information transmitted by the train dispatcher including what has been entered in the summary, "This authority has (total number) boxes marked: (individual box numbers)."

12.1 Required Equipment

Delete the word "passenger".

13.1.5 Departure Test
Add new rule:

A cab signal departure test must be made at the initial terminal of the locomotive. The certification of the departure test shall be recorded on the proper form and posted in the locomotive cab, with a copy left at the test location for filing in the office of the supervisor having jurisdiction. If it is impractical to leave a copy of the certification and test results at that location, then the results must be transmitted to either the train dispatcher or another designated individual before entering equipped territory. A written record of the test results and the name of the person performing the test shall be retained for 92 days at these locations.

The departure test must determine that:

1. The ACS device is operative and cut-out handle is sealed.
2. The cab signal apparatus reflects all aspects according to the code rates.
3. Acknowledgment of all more restrictive aspects will silence the audible indicator and forestall a penalty brake application.
4. Not acknowledging the restrictive indication will initiate a full service penalty brake application within eight (8) seconds.

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

Change form to read:

TRACK AUTHORITY FORM – TE&Y

(circle one)

Track Warrant **Track & Time** **Track Permit**

Number: _____ Date: _____

To:_____ At: _____

1. ☐ Track warrant _____ is void
2. ☐ Not in effect until after the arrival of _____, _____, _____ at _____
3. ☐ Proceed from _____ to _____ on _____ track _____ Subdivision
4. ☐ Hold Main Track at last named point
5. ☐ Clear Main Track at last named point
6. ☐ Do not foul limits ahead of _____, _____, _____
7. ☐ Work between _____ and _____ on _____ track _____ Subdivision
8. ☐ Authority granted between CP _____ on _____ (track) Switch Yes / No

   and CP _____ on _____ (track) Switch Yes / No

   Joint ___ Blocked until _____ Extended to _____
9. ☐ Limits jointly occupied between _____ and _____

   (NOTE: Trains must move at restricted speed within joint authority limits)
10. ☐ Joint with _____ between _____ and _____

    Joint with _____ between _____ and _____

    Joint with _____ between _____ and _____
11. ☐ Do not exceed _____ mph between _____ and _____

    No flags displayed ___ Flags displayed at MP _____ for _____ trains

    Do not exceed _____ mph between _____ and _____

    No flags displayed ___ Flags displayed at MP _____ for _____ trains

    Do not exceed _____ mph between _____ and _____

    No flags displayed ___ Flags displayed at MP _____ for _____ trains
12. ☐ Comply with Procedure _____ at/between MP _____ and MP _____

    Comply with Procedure _____ at/between MP _____ and MP _____

    The ___ switch at _____ is lined for siding

    The ___ switch at _____ is lined for siding

    Leave the ___ switch at _____ lined for siding

    Leave the ___ switch at _____ lined for siding

    _____

    _____

    _____

_____ Box(es) marked: _____, _____, _____, _____, _____, _____, _____, _____, _____, _____

OK at _____ Dispatcher _____ Relayed to _____ Copied by _____

Clear of _____ at _____ Disp _____ by _____

Clear of _____ at _____ Disp _____ by _____

Clear of _____ at _____ Disp _____ by _____

Limits reported clear at _____ by _____

_____

14.3 Operating with Track Warrants
Change diagram "A" as follows:
Change that part reading:
Authority Boxes 2 and 8
To read:
Authority Boxes 3 and 4

Change that part reading:
Authority Box 4 between Anna and West Switch Bess
To read:
Authority Box 7 between Anna and West Switch Bess

14.6 Movement Against the Current of Traffic
Application:

This rule does not apply on UPRR unless designated in the timetable.

14.7 Reporting Clear of Limits
Change entire rule to read:

Before reporting clear of the limits or reporting having passed a specific location, confirm with the dispatcher that the conductor and engineer have discussed their location and are in agreement with limits or warrant being released. Communication must include the track warrant number when releasing track warrants.

A train without a crew member on the rear and operating in non-signaled or double track territory may report clear of the limits, report having passed a specific location, or release the track between two specific locations only when it is known the train is complete. This must be determined by one of the following ways:

1. The rear of the train has a rear-end telemetry device, and air pressure on the head-end device indicates brake pipe continuity.
2. An employee verifies the marker is on the rear of the train.
3. A crew member can observe the rear car of the train on which the marker is placed.
4. The train is stopped, and an inspection verifies that the marker is on the rear car of the train.
5. 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 non-signaled territory comply with the requirements outlined in Rule 8.3 (Main Track Switches) and advise the train dispatcher:

- All main track switches operated have been restored and locked in normal position.
- The crew has completed the job briefing.
- The conductor report form is properly initialed.

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.

Application

Engineer and conductor are jointly responsible to ascertain and agree on the exact location their entire train has passed before reporting past a specific location or clearing their track warrant limits.

"Roll-up"

When the train dispatcher requests a crew to report a train's location to shorten up or "Roll-up" an active track warrant, the following communication will apply:

Train dispatcher: "I need to roll-up track warrant (number). What will protect the rear of your train, over?"

When reporting past a specific location:

- Engineer and conductor will job brief and agree on train's location and location entire train is past.
- When using a milepost location, communication with the train dispatcher will include a whole milepost number (not tenths) the entire train is past.
- When using railroad identifiable points that include a direction, such as a siding switch, state and spell direction i.e.
"North (N O R T H) siding switch at Dora".

Conductor: "Milepost (number) covers the rear of our train, dispatcher. Conductor (Name) ready to copy, over."

After initial communication the train dispatcher will initiate "Roll-up":

Sample radio transmissions:

Train Dispatcher: "Track Warrant #4655, UP 2467 is clear of MP 362, over."

Conductor: "Track Warrant #4655, UP 2467 is clear of MP 362, over."

Train Dispatcher: "That is correct at 0817, dispatcher BAF, copied by Smith, over."

Conductor: "Correct at 0817, dispatcher BAF, Smith, over."

Train Dispatcher: "That's correct, Dispatcher out."

14.9 Copying Track Warrants
Change Part A. to read:

A. Transmitting Track Warrants

1. The train dispatcher will transmit the track warrant. The train dispatcher will not transmit the summary.
2. An employee will enter all of the information transmitted by the train dispatcher. The employee will then check the information copied to ensure all items are correct and enter in the summary the total number of boxes marked and individual box numbers.
3. The employee will repeat the preprinted information and the information transmitted by the train dispatcher including what has been entered in the summary, "This track warrant has (total number) boxes marked: (individual box numbers)."
4. The train dispatcher will check the repeat and summary, and if all information including the summary is correct; will say "OK" and give the time and his/her initials.

The employee will enter the OK time and the train dispatcher's initials on the track warrant and repeat them to the train dispatcher.

14.11 Changing Track Warrants
Delete second sentence of second paragraph.

Add Note:

Note: This does not prohibit additions or changes authorized by the rules (e.g. Rule 14.7).

14.13 Mechanical Transmission of Track Warrants
Add the following paragraph:

The crew must verify the designated limits and any conditions of track warrants that convey authority with the train dispatcher before initiating movement on main track.

15.0 Track Bulletin Rules - Track Condition Summary

Form B's will have asterisks before and after the bulletin. When flags are displayed in less than the prescribed distance, the milepost and direction will be shown. If flags are not displayed "NOT" will be shown.

Example: Track Condition Summary

```
NO: (Track Warrant)     TO: (Train ID)

Subdivision (000)

42683(2) 42554(3)  42276(2)  42034
-------------------------------------------------------------------------------
LINE      LIMITS          TRACK(S)         FLAG    FOR        FROM       UNTIL
NO. FROM MP  TO MP  MPH  AFFECTED  FLAG  AT MP   DIR   DATE  TIME  DATE TIME
--- ------   ------ --- ---------- ---- -------  ---   ----  ----  ---- ----

    FORM A NO. 42683
1.    43.9    44     40   MT  2           43     WWD   04/07/14 1220
-------------------------------------------------------------------------------
2.    46.6    47.1   40   MT  2                        04/11/14 1318
-------------------------------------------------------------------------------
   FORM A NO.  42554
1.    51      51.2   40   MT  2                        04/10/14 1102
-------------------------------------------------------------------------------
2.    55.5    55.6   40   MT  2                        04/10/14 0100
-------------------------------------------------------------------------------
LINE      LIMITS        TIME     TRACK(S)   FLAG   FOR      GANG
 NO. FROM MP TO MP   FROM UNTIL  AFFECTED   AT MP  DIR    NO /FOREMAN
---- ------- ------- ---- ----- ---------- ------- ---   ---------------

    *****FORM B NO.  42276*****
ON 04/14/14 RULE 15.2 APPLIES WITHIN THE FOLLOWING LIMITS:
1.   113     118    0700 1900    MT 1        112   WWD   4763  GUTZ
-------------------------------------------------------------------------------
2.   113     118    0700 1900    MT 2        112   WWD   4763  GUTZ
-------------------------------------------------------------------------------
LINE      LIMITS          TRACK(S)         FLAG    FOR        FROM       UNTIL
NO. FROM MP  TO MP  MPH  AFFECTED  FLAG  AT MP   DIR   DATE  TIME  DATE TIME
--- ------   ------ --- ---------- ---- -------  ---   ----  ----  ---- ----

   FORM A NO.  42554
3.   114.4   116.3   60    MT 2                      04/10/14 1118

    FORM C NO. 42034                          Date  04/03/14
1. SIDING AT WILD OUT OF SERVICE SWITCHES ARE SPIKED AND TAGGED

                                  PAGE 1 OF 1
```

For Train Movements in the Opposite Direction

Example: Track Condition Summary

```
NO: (Track Warrant)     TO: (Train ID)

Subdivision (000)
42276(2)  42554(3)  42683(2)  42034
-------------------------------------------------------------------------------
LINE      LIMITS        TIME     TRACK(S)   FLAG   FOR       GANG
 NO. FROM MP TO MP   FROM UNTIL  AFFECTED   AT MP  DIR     NO /FOREMAN
---- ------- ------- ---- ----- ---------- ------- ---    ---------------

     *****FORM B NO.  42276*****
ON 04/14/14 RULE 15.2 APPLIES WITHIN THE FOLLOWING LIMITS:
1.   118     113    0700 1900    MT 1        112    WWD   4763  GUTZ
-------------------------------------------------------------------------
2.   118     113    0700 1900    MT 2        112    WWD    4763  GUTZ
-------------------------------------------------------------------------
LINE      LIMITS          TRACK(S)        FLAG    FOR       FROM       UNTIL
NO. FROM MP  TO MP  MPH  AFFECTED  FLAG  AT MP   DIR   DATE  TIME  DATE TIME
--- ------   ------ --- ---------- ---- -------  ---   ----  ----  ---- ----
    FORM A NO.  42554
3.   116.3   114.4    60    MT  2                      04/10/14 1118
-------------------------------------------------------------------------
2.    55.6    55.5    40    MT  2                      04/10/14 0100
-------------------------------------------------------------------------
1.    51.2    51      40    MT  2                      04/10/14 1102
-------------------------------------------------------------------------
    FORM A NO. 42683
2.    47.1   46.6     40     MT 2                      04/11/14 1318
-------------------------------------------------------------------------
1.    44     43.9     40     MT 2          43    WWD   04/07/14 1220
-------------------------------------------------------------------------

   FORM C NO. 42034                                  DATE 04/03/14
1. SIDING AT WILD OUT OF SERVICE SWITCHES ARE SPIKED AND TAGGED

                                PAGE 1 OF 1
```

Below the last line of data there will be a blank line then the page number. Nothing should be printed below the page number.

OK times and Train Dispatchers initials are not shown.

Form A and Form B Track Bulletins

On the subdivision summary page, the track bulletin number for Form A and Form B bulletins will have, in parenthesis, the number of line items for that track bulletin. Because of the sorting by milepost, any particular Form A or Form B bulletin may be split by another Form A or Form B in the body of the Track Condition Summary.

Form C Track Bulletins

Form C track bulletins for a particular subdivision will be listed after the Form A and Form B bulletins for that subdivision with two exceptions:

- Listed first on the Track Condition Summary will be Form C bulletins that apply to the entire system. The subdivision heading will be "System Bulletin All Subdivisions".
- Form C bulletins issued on multiple subdivisions will be listed next. These will only be listed once; the subdivision heading will show all the subdivisions that the bulletin has been issued on.

15.1 Track Bulletins

Example Track Warrant for Bulletins

NO: **(Track Warrant)** FROM: **(Location)** TO: **(Location)** DATE: 4/25/2014

TO: **(Train ID)** **(Train Symbol)** AT: **(Location)**

ON: **Subdivision (000)**
16.(X) 4 TRACK BULLETINS IN EFFECT: 42034 42683 42554 42276
17.(X) OTHER SPECIFIC INSTRUCTIONS:
THIS WARRANT IS USED TO DELIVER TRACK BULLETINS ONLY AND DOES NOT CONVEY AUTHORITY TO OCCUPY THE MAIN TRACK.

OK **(time)** DISPATCHER **ABC** RELAYED TO: COPIED BY:

15.1 Track Bulletins
Change first sentence to read:

Track bulletins or track warrants must not be changed unless authorized by the rules.

Change fifth paragraph; add note as follows:

At locations where track warrants listing track bulletins are received by printer or fax, crew members must verify that route description, if printed, covers the intended route of their train and that the track warrant includes the correct train ID and train symbol of their train. If it does not, contact the train dispatcher and determine if the track warrant is valid. Also, crew members must check the date and "OK" time on the track warrant and if the track warrant is over 4 hours old, contact the train dispatcher and determine if additional track bulletins are needed.

Note: After receiving track warrant, if a crew is assigned to operate a train with a train symbol different than the one listed on their track warrant, the above applies.

Application:

Having a copy of the "**Track Condition Summary"** meets the requirement of having a copy of the bulletins listed.

15.1.1 Changing Address of Track Warrants or Track Bulletins
Add second sentence to rule reading:

However, crews performing yard or hostling service, using the main track at a yard or terminal, may change the engine number or train symbol on track warrants or track bulletins received from the train dispatcher without communicating with the train dispatcher.

15.2 Protection by Track Bulletin Form B
Change third paragraph to read:

A crew member must attempt to contact the employee in charge of a track bulletin Form B sufficiently in advance to avoid delay, giving the train's location and track being used. The crew member must inform the employee in charge if there are any excessive dimension loads in the train. 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).

Application:

When two Form B track bulletins meet at adjoining subdivisions resulting in a continuous Form B restriction with the same employee in charge and the same time limits, the employee in charge may grant permission and give instructions to the train concerning both Form B's at the same time. The communication will begin using the following format:

Foreman (name) using 2 track bulletins. Track Bulletin No.____ Line No. _____ Subdivision _____ and Track Bulletin No. ___ Line No. ____ Subdivision _____ between MP _____ and MP _____ (outer mileposts).

15.2.2 Protection for Non-Railroad Contractors
Add new rule:

When authorized non-railroad employees or non-railroad contractors are working near a main track or controlled siding, protection will be provided as outlined below.

- When working within 10 feet of the track, protection will be provided by use of a track bulletin, track and time, track permit, track warrant, or other means of protection. Except in California or when work will be foul of the track, the following Form C track bulletin may be used:

  "EFFECTIVE ON (DATE) FROM (TIME) UNTIL (TIME) BETWEEN MP___ AND MP___ PROCEED PREPARED TO STOP SHORT OF MEN AND EQUIPMENT NOT TO EXCEED 20 MPH UNLESS INSTRUCTED OTHERWISE BY FOREMAN (NAME)."

  Train receiving track bulletin must proceed within the limits prepared to stop short of men and equipment and not exceed 20 MPH until leading wheels have cleared the limits unless instructed otherwise by the employee in charge. Whistle signal 5.8.2(8) will be sounded.

- When working between 10 and 25 feet of the track, trains will be notified of their presence by issuance of a Form C track bulletin that reads:

  "CONTRACTORS ARE WORKING AT LEAST 10 FEET FROM THE TRACK AT THE FOLLOWING LOCATION(S): (IDENTIFIED AT MP___ OR BETWEEN MP___ AND MP___)."

  A watchman must ensure workers and equipment remain at least 10 feet from the track.

  Railroad employees who observe work being performed within the boundaries of railroad right-of-way, without notification as outlined above, should report this information to the train dispatcher for further action.

15.4 Protection When Tracks Removed from Service

Change rule to read:

Before a track is removed from service it must be protected.

A track bulletin may protect tracks removed from service by designating the track and naming the points at each end of the track. Trains must not use this track unless the track bulletin states the name or title of an employee who may authorize use. This person will direct all movements. Movements must be made at restricted speed unless instructed otherwise by the employee in charge. Movements may then proceed as instructed and in accordance with signal indications.

The control operator must grant authority to pass an absolute signal displaying a Stop indication at control points at either end of the out of service track. Except at interlockings, after stopping, movements may pass Stop indications within the out of service track. When required, the train dispatcher must advise crews of alternate routes and switch positions.

15.12 Relief of Engineer or Conductor During Trip

Change rule to read:

When being relieved before a trip is finished, contact the train dispatcher and comply with instructions concerning the handling of 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.
- Their track warrant for bulletins number with the train dispatcher. The train dispatcher will verify that the warrant includes all required track bulletins and will provide any additional restrictions required for the route.

15.12.1 Relief of Engineer or Conductor at Crew Change

Add new rule:

When making a crew change, relieving crew members must determine from the inbound crew if there are any unforeseen restrictions issued that have not been fulfilled/traversed or tasks in progress (e.g. air test). When not relieved by another crew, the inbound crew must leave this information in writing for the relieving crew and notify the dispatcher of tasks not completed. In addition, at locations where a yardmaster is on duty, the yardmaster must also be notified.

15.13.1 Verbally Raising a Speed Restriction
Add new rule:

The train dispatcher may verbally raise the speed on an existing speed restriction, Rule 2.14 (Mandatory Directive) applies. The train dispatcher must identify the existing speed restriction; e.g., Form A 1234, line 2. After a crew member informs the train dispatcher they have located the speed restriction and are ready to copy, the train dispatcher will use the following format:

(Train ID) Track Bulletin ___, Line No___, MP ___ to MP ___ , ___MPH (adding track if necessary), speed is increased to___MPH.

The employee will draw a line through the existing speed on the track condition summary form, write the new speed adjacent to the old speed, and then repeat the information to the train dispatcher. If the information is correct, the train dispatcher will state "OK", with the time and the train dispatcher's initials, which must be repeated by the employee.

The new speed must not be acted upon until the train dispatcher states “OK”, and gives the time and the train dispatcher's initials.

17.4 Departure Test Requirements

Application:

Procedures for Locomotives with Automatic Testing Equipment

A. Locomotives with solid-state Union Switch & Signal ATC/CCS System:

1. With the locomotive standing on dead track, fully apply the independent brake and release the automatic brake and:
   a. Place the generator field switch in the ON position.
   b. Turn on the signal circuit breaker.
   c. Place the reverser in Forward.
2. Place CNW Cut-out switch in cut-in position.
3. Place CNW Cut-out cock in cut-in position and seal.
4. After opening the departure test box, put the test switch in the ON position. As the ATC system begins internal testing, Clear and Restricting cab signals are turned off and the motion light flashes.
5. After the internal test is complete (approximately 10 seconds), a Clear cab signal is illuminated and the acknowledge alarm is activated. Press and release the acknowledge button.
   a. The Clear is then turned off.
   b. A Restricting cab signal is illuminated and acknowledge alarm is activated. Press and release the acknowledge button.
   c. The Restricting is then turned off.
6. The system then drives the speedometer to:
   a. Locate the Union Pacific overspeed setting and repeats this process four times.
   b. Test the CNW Restricted overspeed setting of 23 MPH.
   c. A Restricting is illuminated and acknowledge alarm is activated. Press and release the acknowledge button. The system then drives the speedometer to the CNW high speed setting.
   d. A Clear is illuminated and acknowledge alarm is activated. Press and release acknowledge button.
   e. The Clear is turned off and speedometer is returned to 0 MPH.
7. Fully release independent brake.
   a. The acknowledge alarm is activated (do not acknowledge).
   b. A penalty brake application should occur within 8 seconds.
   c. Recover the air.
8. The successful completion of the departure test will result in:
   a. The overspeed alarm beeping continuously.
   b. All signal lights flashing.
9. Place the Departure Test Switch to OFF position.
10. If the locomotive is to be operated in non-ATC territory prior to entering ATC territory, push the Arm button after completing the departure test (see Item 8).
11. If departure test is unsuccessful, repeat the test. If the test is again unsuccessful,

perform an ATC departure test as prescribed by Rule 17.4.

B. Locomotives with MICROCAB System:

1. Turn on the DEPT TEST SWITCH and:
   a. The MOTION indicator is illuminated throughout Departure Test. The overspeed alarm activates intermittently for 1 second, then goes silent to indicate the start of the test.
   b. The system waits for 6 seconds before proceeding to the next step.
   c. The overspeed alarm activates intermittently for 1 second, then is silent to indicate the end of the delay.
   d. Within 5 seconds the Clear cab signal is illuminated.
2. When the acknowledge alarm is activated, the acknowledge switch must be pressed and released within 6 seconds to avoid a penalty brake application.
   a. Within 5 seconds the Clear is extinguished and the Restricting cab signal illuminated. When the acknowledge alarm is activated press and release the acknowledge switch.
   b. The Restricting cab signal is then extinguished. Failure to respond within 6 seconds results in a penalty brake application.
   c. The overspeed alarm is activated intermittently for 1 second, then is silent to indicate the completion of carrier tests.
3. The system then drives the speedometer to the high speed setting and:
   a. Visually confirm that the expected speed (within 3 MPH) is displayed by the speedometer.
   b. The acknowledge alarm is activated continuously. Press and release the acknowledge switch.
4. The system then drives the speedometer to the restricted overspeed of 23 MPH. Visually confirm that the speedometer displays the expected speed (within 1 MPH).
   a. The acknowledge alarm sounds continuously. Press and release the acknowledge switch.
   b. The system stops driving the speedometer and it returns to 0 MPH.
   c. The overspeed alarm sounds for approximately 1 second.
   d. When the alarm is silent, the test is confirmed.
5. The system waits indefinitely for the operator to press and release the acknowledge switch.
   a. Upon releasing the switch the overspeed alarm is activated intermittently for 1 second, then silenced to indicate the start of a penalty delay.
   b. In about 6 seconds, the system initiates a penalty brake application. The acknowledge alarm sounds continuously.
   c. Recover the air.
6. The intermittent sound of the overspeed alarm prior to the DEPT TEST SWITCH being turned off indicates that the Departure Test has been successfully made.
   a. Turn off the DEPT TEST SWITCH. A Restricting cab signal is illuminated.
   b. The acknowledge and over speed alarms are silent.

   If the locomotive is to be operated in non-ATC territory prior to entering ATC territory, push the Arm button after completing the departure test.

17.4.2 ATC Automatic Cut-in Circuit:
Add new rule:

A departure test entering ATC territory is not required for engines equipped with the automatic ATC cut-in circuit when the following conditions are met:

- The ATC actuator is cut in and sealed.
- The motion light is illuminated enroute to ATC territory at speeds of 6 MPH or more.

At ATC Automatic Cut-in Test Locations:

- The cab signal will display a Clear when passing a "B" sign (Beginning ATC test section). The speed whistle will sound for 3 or 4 seconds.
- The cab signal will change to Restricting when the "E" (End ATC test section) is passed.

- When train speed exceeds 40 MPH the high speed whistle will sound until a Clear is displayed.
- When train speed is below 40 MPH the horn will sound and must be acknowledged.

17.7 ATC Failure/Cut-out Enroute:
Add note:

Note: Continuous block signal territory is designated on the subdivision page where ATC is in effect.

17.8 Improper Display
Add note:

Note: The cab signal indication may change within 300 feet of a hand operated switch (before or after). The cab signal may change from Restricting to Clear before (within 300 feet of) an opened hand operated switch. This is normal due to track circuitry and would not be considered an improper display of the cab signal.

Glossary

Abbreviations
Add:

SI …. Special Instructions
SSI …. System Special Instructions

Add:

Adjacent Track
Parallel tracks that are not separated by a single lane roadway or similar distance are considered adjacent tracks.
Note: This definition only applies when determining if Track Breach Protection is required.

Automatic Train Control (ATC)
Change to read:

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

Add:

Breach
To enter an area between two adjacent tracks.

Add:

Cab Red Zone
A "Cab Red Zone" (CRZ) exists during critical times or when multiple tasks are occurring. During a Cab Red Zone, an environment must be created in the locomotive control compartment that focuses exclusively on controlling the train, verbally communicating restrictions, and proper application of the rules.

Crossover
Change to read:

A combination of two switches that connect two adjacent tracks, normally used for crossover movements.

Add:

Gravity Switch
A switching process using gravity to reposition cars on the opposite end of a locomotive, without using locomotive to start movement of cars. See Rule 7.7.1.

Add:

Humping Cars
Allowing cars to roll under their own momentum during cresting operations at a hump yard.

Add:

Jump Frog
A main track frog designed for use with low traffic turnouts. The main track side is made up of an unbroken rail and the turnout side carries the wheel over the main track rail by supporting the flange of the wheel.

Add:

Kicking Cars
To shove a car a short distance and uncouple it in motion.

Add:

Radio Speed Restriction
A speed restriction received from the train dispatcher while enroute.

Add:

Spur Track
A track connected to another track at only one end, also referred to as a stub track.

Add:

Stowed
When required by Rule 2.21, electronic devices including cell phones, laptops, cameras, DVD's, etc., must be turned off and placed out of sight in the employee's grip, luggage, back pack, etc. Electronic devices placed in pockets or device holsters are not considered as being stowed.

Add:

Switch Providing Direct Access
A switch that if used by rolling equipment could permit the rolling equipment to enter the track and couple to other equipment.

Add:

Train Dispatcher
Employee assigned to operate a CTC or interlocking machine, transmit or deliver orders affecting train movements, and supervise train movements and any employees connected with that movement, including control operators.

Add:

Train ID
Trains will be identified by initials and engine number, adding the direction when required. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. The identifying number will be the number of the lead unit, unless changing direction during a trip or tour of duty when that unit is no longer the lead unit.

Add:

Yard Access Crossing
A grade crossing that is located within the physical confines of a railroad yard and is either:

- Open to unrestricted public access;

  or

- Open to persons other than railroad employees going about their normal duties, e.g., business guests or family members.

Item 14 Operating With Foreign Railroads

Item 14-A UPRR Crews Operating Over Foreign Railroads

Unless otherwise specified, operation over foreign railroads will be governed by the following:

- Operating Rules of the foreign railroad. However, UPRR crews operating on a foreign railroad are required to properly complete a UPRR Conductors Report Form or a similar foreign railroad form as required by UPRR rules.
- Timetable and special instructions of the foreign railroad.
- UPRR Air Brake and Train Handling Rules.
- UPRR Safety Rules.
- UPRR Instructions For Handling Hazardous Materials (Form 8620).
- Respect all restrictions listed in UPRR System Special Instructions Item 2-A (Parts 1, 2 and 9 through 12), Item 2-B, Item 2-C and Item 14 unless foreign railroad's requirements are more restrictive.

When operating on foreign railroads that have more restrictive speed restrictions for empty cars, consider any car as empty when the explanation in the Commodity column of the TCS consist shows NONREV or the car as a revenue empty (REVMTY or MTYTTX). This is true despite the entry in the Car Kind column.

Item 14-B Foreign Railroads Operating on UPRR Tracks

A. Train Make-up Requirements.

Foreign railroads operating on the UPRR are governed by that railroad's train make-up requirements.

B. Track Stability

When track work has affected track stability, the train dispatcher may advise all affected trains that Air Brake Rule 34.2.13 applies on a track restriction using either of the following methods:

1. Issue a Form C track bulletin, using the words "Air Brake Rule 34.2.13 applies to Track Bulletin No.___"
   or
2. Issue a Form A track bulletin, including in the TRACK(S) column the identification of the tracks affected, followed by "34.2.13".

When using this method, the following train handling instructions apply only to the limits identified on that line of the track bulletin.

When Level 1 or Level 2 heat restrictions are in effect, Rule 34.2.13 applies to the extent practicable.

The conductor must remind the engineer sufficiently in advance of any restriction or known conditions to allow the engineer to use train handling techniques that will minimize in-train forces.

When going through the limits of the track bulletin or radio speed restriction and to minimize in-train forces, the engineer must use the following train handling techniques when possible:

- Use throttle modulation or low dynamic brake amperage.
- Avoid making slack adjustments.
- Avoid applying or releasing automatic brakes.
- Make power and brake adjustments before or after the restriction.
- If operating with distributed power at the rear of the train on:
  - Level or ascending grades, operate in synchronous mode with low throttle settings or operate in independent mode with distributed power 1-3 throttle positions below the lead consist.
  - Descending grades, operate in synchronous mode with low dynamic brake settings or operate in independent mode with distributed power 1-3 dynamic brake positions above the lead consist.

C. Conductor Awareness Forms.

Foreign railroad crews operating on the UPRR are governed by that railroad's rule concerning awareness forms.

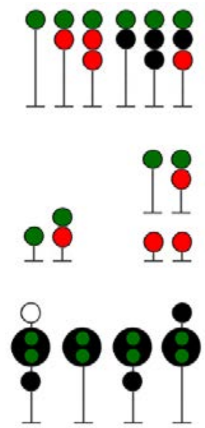
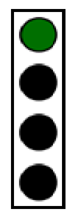
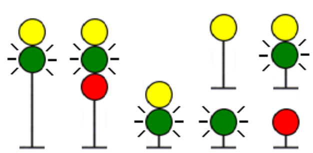
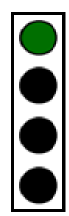
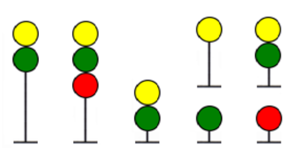
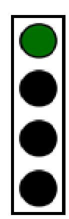
Item 19 Block and Interlocking Signals

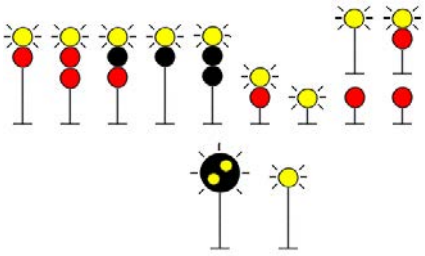
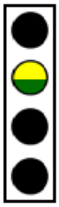
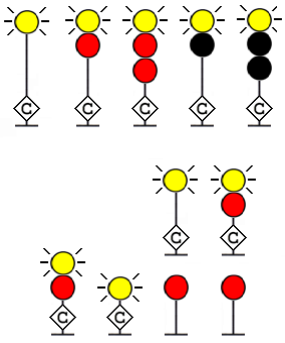
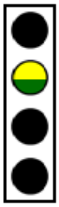
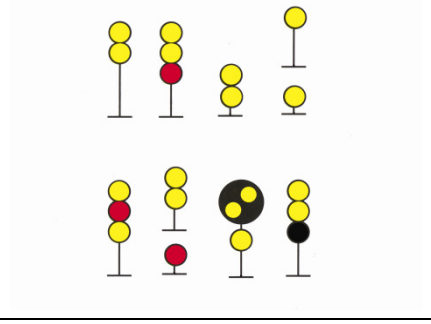
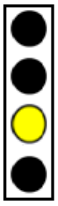
Explanation of symbols: White light Dark Flashing color

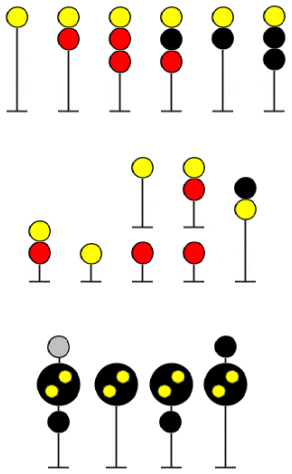
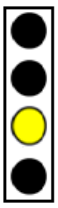
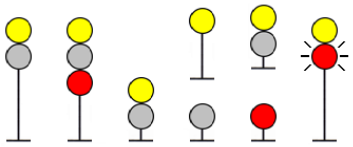
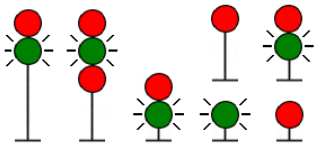
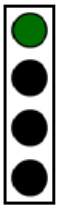
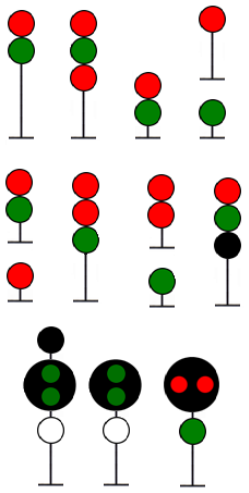
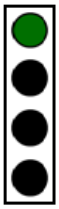
"G" plate Lunar light Number plate "C" plate

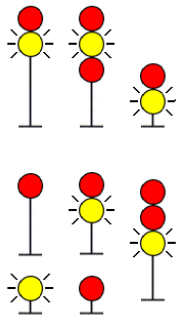
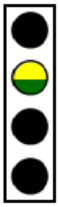
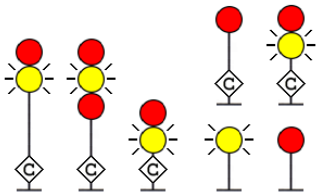
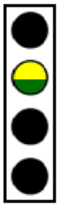
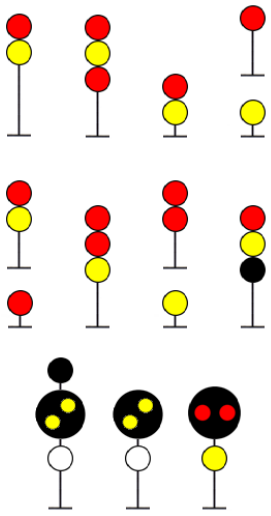
Color position signal head - When one color only is displayed in a color position signal head, it is to be considered the same as two lights.

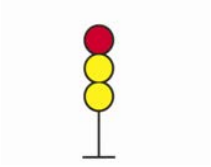
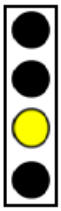
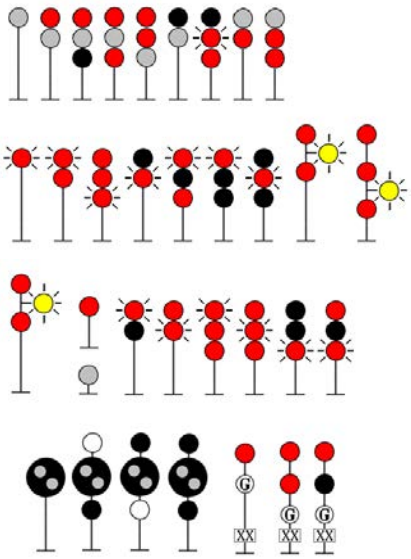
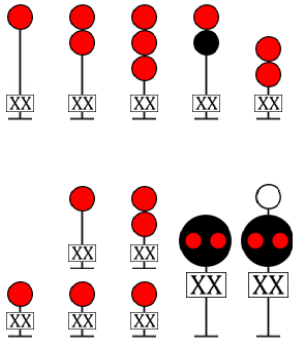
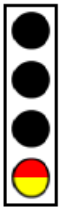
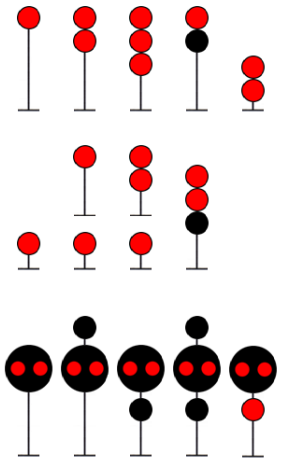
Unless otherwise specified, or signal mast is shown with a number plate, signal aspects shown apply to signals with or without number plates.

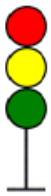
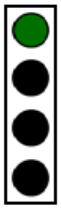
RULE	NAME	ASPECT	ACS	INDICATION
9.2.1	Clear			Proceed.
9.2.2	Approach Clear Sixty			Proceed. Freight trains exceeding 60 MPH must immediately reduce to 60 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 60 MPH. When signal governs the approach to a control point with a 60 MPH turnout speed be prepared to advance on diverging route.
9.2.3	Approach Clear Fifty			Proceed. Freight trains exceeding 50 MPH must immediately reduce to 50 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 50 MPH. When signal governs the approach to a control point with a 50 MPH turnout speed be prepared to advance on diverging route.

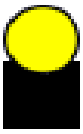
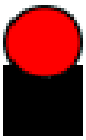
RULE	NAME	ASPECT	ACS	INDICATION
9.2.4	Advance Approach			Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 40 MPH. When signal governs the approach to a control point with a 40 MPH turnout speed be prepared to advance on normal or diverging route.
9.2.4P	Advance Approach Passenger	 With diamond shaped "C" plate and with or without number plate		Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 60 MPH.
9.2.5	Approach Diverging			Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.

RULE	NAME	ASPECT	ACS	INDICATION
9.2.6	Approach			Proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must immediately reduce to 40 MPH.
9.2.7	Approach Restricting			Proceed prepared to pass next signal at restricted speed, but not exceeding 15 MPH.
9.2.8	Diverging Clear Limited	 Without number plate		Proceed on diverging route. Speed through turnout must not exceed 40 MPH.
9.2.9	Diverging Clear	 Without number plate		Proceed on diverging route not exceeding prescribed speed through turnout.

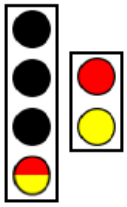
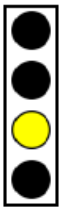
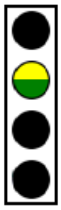
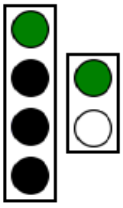
RULE	NAME	ASPECT	ACS	INDICATION
9.2.10	Diverging Advance Approach	 Without number plate		Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 40 MPH. When signal governs the approach to a control point with a 40 MPH turnout speed, be prepared to advance on normal or diverging route.
9.2.10P	Diverging Advance Approach Passenger	 With diamond-shaped "C" plate and without number plate		Proceed on diverging route at prescribed speed through turnout prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains exceeding 60 MPH must immediately reduce to 60 MPH.
9.2.11	Diverging Approach	 Without number plates		Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must immediately reduce to 40 MPH.

RULE	NAME	ASPECT	ACS	INDICATION
9.2.12	Diverging Approach Diverging	 Without number plates		Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.
9.2.13	Restricting			Proceed at restricted speed, not exceeding prescribed speed through turnout when applicable.
9.2.14	Restricted Proceed			Proceed at restricted speed.
9.2.15	Stop	 Without number plates		Stop before any part of train or engine passes the signal.

9.2.16	Diverging Approach Clear Fifty	 Without number plate		Proceed on diverging route at prescribed speed through turnout. Freight trains exceeding 50 MPH must immediately reduce to 50 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 50 MPH. When signal governs the approach to a control point with a 50 MPH turnout speed, be prepared to advance on diverging route.

RULE	NAME	ASPECT	ACS	INDICATION
9.2.17	Clear Restricting	Lake St. Interlocking 		Proceed at restricted speed, not exceeding 10 MPH.
9.2.18	Approach Restricting	Lake St. Interlocking 		Proceed at restricted speed, prepared to stop.
9.2.19	Stop	Lake St. Interlocking 		Stop before any part of train or engine passes the signal.

Item 20 Automatic Cab Signals

RULE	NAME	ASPECT	INDICATIONS
9.3.1	Restricting		Proceed at restricted speed.
9.3.2	Approach		Proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must immediately reduce to 40 MPH.
9.3.3	Advance Approach		Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 40 MPH.
9.3.4	Clear		Proceed.

Item 21 Slide Warning Indicator

RULE	NAME	ASPECT	INDICATION
9.4.1	Slide Warning	SLIDE WARNING INDICATOR (To apply to trains governed by fixed signal with which connected).  (Illuminated)	When signal requires movement at restricted speed to next signal, keep close lookout for rocks or other obstructions and broken, bent or damaged rail.

Item 22 Roadway Signs

FOR CROSSINGS* | FOR TUNNELS, ETC.

At locations where crossing signs are displayed, sound whistle as required by Rule 5.8.2 (7) regardless of the type of crossing train is approaching.

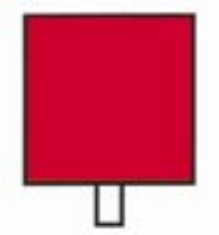
* If a number sign is attached to the crossing sign, it shows the number of crossings for which the whistle signal is required.

Crossings where quiet zones are in effect.
If a number sign is attached to this crossing sign, it shows the number of successive crossings for which the sign applies.

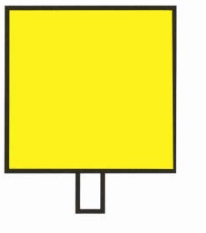
DERAIL SIGN

CROSSING WARNING DEVICE MALFUNCTION
Stop at the sign. Rule 6.32.2 A - Procedure 1 applies at the crossing.

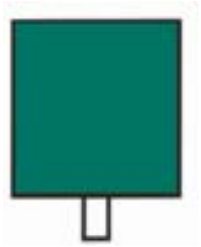
YELLOW-RED FLAG PROTECTING MEN OR EQUIPMENT



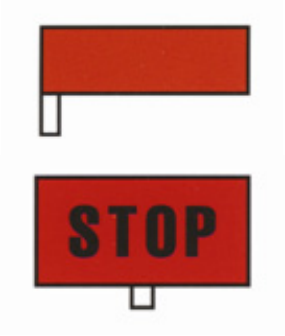
RED FLAG



YELLOW FLAG



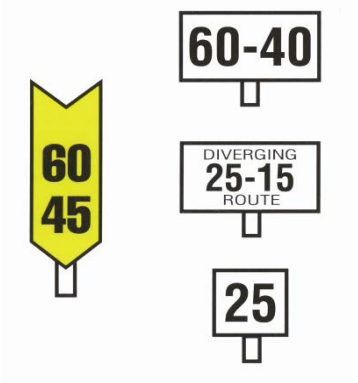
GREEN FLAG



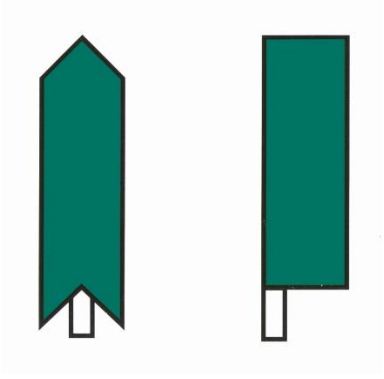
STOP SIGNS

YARD LIMIT SIGN

RESTRICTED LIMIT SIGNS



PERMANENT SPEED RESTRICTION SIGN



PERMANENT RESUME SPEED SIGN

Item 23 Security Alert Instructions

To protect our employees, the general public and our railroad from terrorist acts, Security Alert Levels 1 - 4 have been established. As the Alert Level increases, the actions to be taken by our crew members also increase. The actions required by crew members include all actions for the current level, as well as those for the lower Alert Levels. For example, if Alert Level 3 is in effect, actions required in Alert Levels 1, 2, and 3 are required.

Definitions

Alert Train
Any train that is handling one or more hazardous materials in class 1.1, 1.2, 2.1, 2.3, anhydrous ammonia, any hazardous material shipment that requires the phrase "Poison or Toxic Inhalation Hazard" on the shipping paper, or otherwise identified. These shipments are identified on the train consist as "ALERT SHIPMENT" or “RSSM SHIPMENT”.

Alert Level
The level of threat to security of rail operations.

Unusual Item
An attachment to railroad rolling stock that is not a part of the normal rail equipment, or a suspicious package or container located on or near railroad property.

Unusual Stops
As used in Level 3, examples of this include:

- Any radio transmission from an unknown person requesting the train to stop.
- Any unknown person attempting to stop the train by hand signals.
- A dark signal or signals that are improperly displayed.
- Stop signals at other than meeting points.
- Unattended fusee.
- Detectors that are out of service without a track bulletin.
- Emergency vehicles fouling the track without prior notification from the dispatcher.

The following are the minimum requirements for train and engine crews, based on the various Alert Levels. Each level has additional requirements.

Alert Level 1

The normal day to day operations:

- Remain vigilant for suspicious activities, trespassers, or vehicles (abandoned or occupied) on or near railroad property. Report suspicious activities to the train dispatcher, or to RMCC (1-888-UPRR-COP / 1-888-877-7267).
- Keep required employee identification immediately available at all times.

Alert Level 2

Heightened security awareness:

- When inspecting trains, increase vigilance and scrutiny of railcars, looking for unusual items.

Alert Level 3

A credible threat of attack on the U.S. or railroad industry:

- Train dispatcher will communicate with crews on Alert Trains at least once every 60 minutes to determine location and status in areas where train tracking through the train dispatch system is not available, such as in TWC or Rule 9.14 territory.
- Immediately notify the train dispatcher of any unusual stops.

Alert Level 4

A confirmed threat of attack against the U.S. railroad industry or actual attack in the U.S.:

- Crew members must identify themselves by employee identification badge when picking up outbound locomotives at service facilities.
- Meeting points with passenger trains will be established and communicated to crews by the train dispatcher.
- Train inspections from the ground may be eliminated on instruction of the train dispatcher.
- Do not leave unattended and unsecured locomotives on line without the authority of the train dispatcher.
- Alert trains will not be allowed to operate in a tunnel at the same time with a passenger train.

When Security Alert level is above Level 1 and crews have completed switching operations at all plants and facilities equipped with gates, the gates must be immediately shut and locked to maintain security for those facilities. Local railroad instructions may provide relief for facilities not requiring that degree of security.

When Security Alert levels are above Level 2, crews must not provide any shipping information. Instruct customers to contact the NCSC for inquiries.

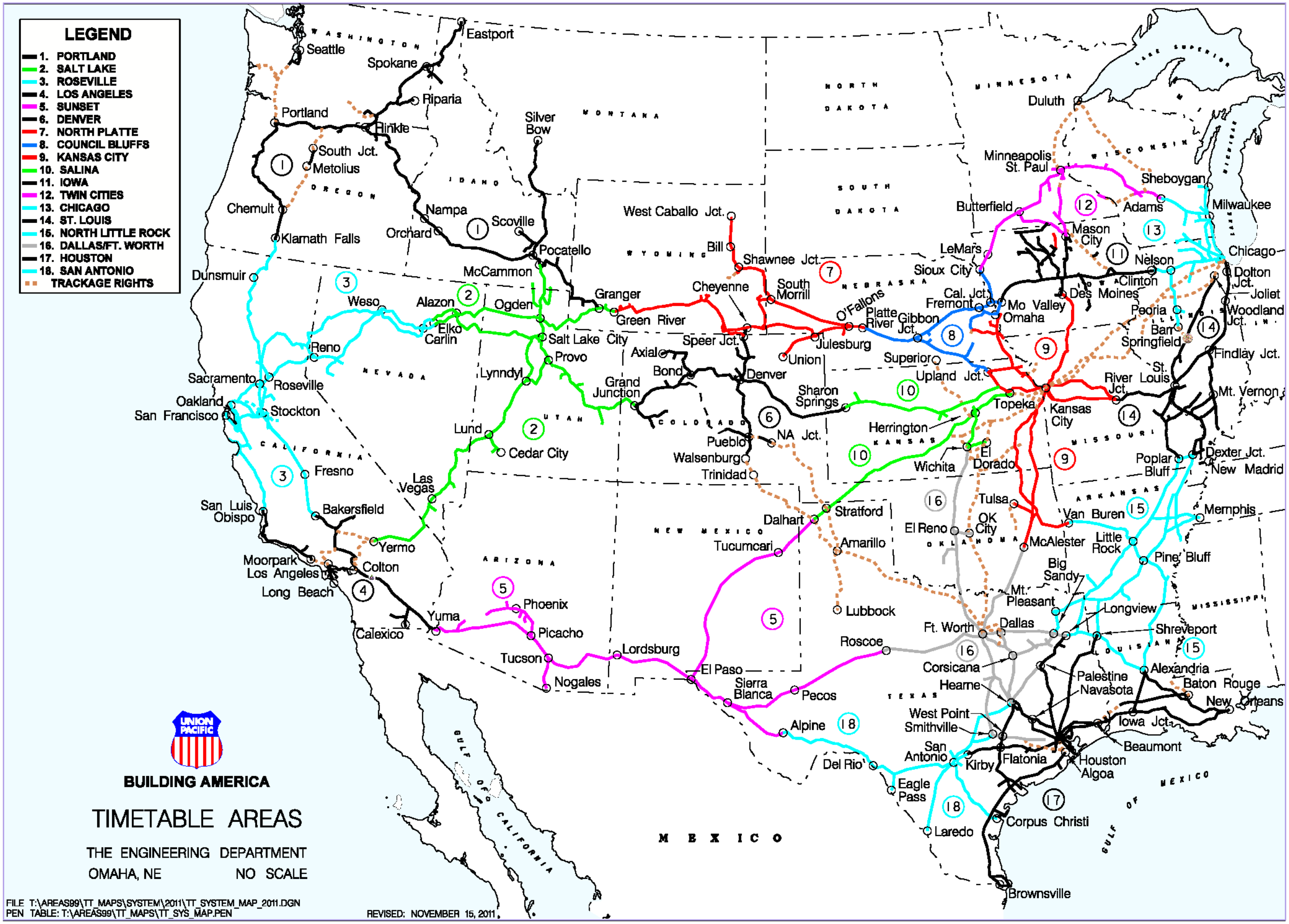
Other requirements may be imposed by local management or the train dispatcher, as necessary.

Item 24 California Proposition 65 Warning

Locomotives, diesel equipment, and work areas in the State of California contain chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

California Proposition 65 requires that companies warn employees of exposures to chemicals which are "known to the State of California" to cause cancer, birth defects, or other reproductive harm. Over 500 chemicals are included in California's list, including alcoholic beverages, aspirin, caffeic acid (contained in coffee), diesel engine exhaust, gasoline engine exhaust, lead, oral contraceptives, silica (sand), tobacco smoke, and unleaded gasoline (wholly vaporized).

Any questions about Proposition 65 may be addressed to the Union Pacific Values Line at 1-800-998-2000.


LEGEND
1. PORTLAND
2. SALT LAKE
3. ROSEVILLE
4. LOS ANGELES
5. SUNSET
6. DENVER
7. NORTH PLATTE
8. COUNCIL BLUFFS
9. KANSAS CITY
10. SALINA
11. IOWA
12. TWIN CITIES
13. CHICAGO
14. ST. LOUIS
15. NORTH LITTLE ROCK
16. DALLAS/FT. WORTH
17. HOUSTON
18. SAN ANTONIO
TRACKAGE RIGHTS
WASHINGTON
OREGON
IDAHO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
WYOMING
NEBRASKA
NEVADA
UTAH
COLORADO
KANSAS
MISSOURI
CALIFORNIA
ARIZONA
NEW MEXICO
OKLAHOMA
ARKANSAS
TEXAS
LOUISIANA
MISSISSIPPI
ILLINOIS
LAKE SUPERIOR
MICHIGAN
LAKE MICHIGAN
GULF OF CALIFORNIA
GULF OF MEXICO
MEXICO
Seattle
Eastport
Spokane
Riparia
Portland
Hinkle
South Jct.
Metolius
Chemult
Klamath Falls
Dunsmuir
Nampa
Orchard
Silver Bow
Scoville
Pocatello
McCammon
Weso
Alazon
Elko
Carlin
Ogden
Granger
Green River
Salt Lake City
Provo
Lynndyl
Reno
Sacramento
Roseville
Oakland
San Francisco
Stockton
Fresno
San Luis Obispo
Bakersfield
Lund
Cedar City
Las Vegas
Yermo
Colton
Moorpark
Los Angeles
Long Beach
Calexico
Yuma
Phoenix
Picacho
Tucson
Nogales
Lordsburg
El Paso
Sierra Blanca
Pecos
Alpine
Del Rio
Eagle Pass
Laredo
West Caballo Jct.
Bill
Shawnee Jct.
Cheyenne
South Morrill
Speer Jct.
Axial
Bond
Grand Junction
Denver
Pueblo
NA Jct.
Walsenburg
Trinidad
Julesburg
Union
O'Fallons
Platte River
Gibbon Jct.
Superior
Upland Jct.
Sharon Springs
Herrington
Wichita
El Dorado
Topeka
Kansas City
Dalhart
Stratford
Tucumcari
Amarillo
Lubbock
Roscoe
El Reno
OK City
Tulsa
McAlester
Van Buren
Little Rock
Pine Bluff
Big Sandy
Mt. Pleasant
Ft. Worth
Dallas
Longview
Shreveport
Corsicana
Hearne
Palestine
Navasota
West Point
Smithville
San Antonio
Kirby
Flatonia
Houston
Algoa
Beaumont
Iowa Jct.
Alexandria
Baton Rouge
New Orleans
Corpus Christi
Brownsville
Duluth
Minneapolis
St. Paul
Butterfield
LeMars
Sioux City
Cal. Jct.
Fremont
Mo Valley
Omaha
Mason City
Des Moines
Clinton
Nelson
Adams
Sheboygan
Milwaukee
Chicago
Dolton Jct.
Joliet
Woodland Jct.
Peoria
Barr
Springfield
Findlay Jct.
St. Louis
River Jct.
Mt. Vernon
Poplar Bluff
Dexter Jct.
New Madrid
Memphis
BUILDING AMERICA
TIMETABLE AREAS
THE ENGINEERING DEPARTMENT
OMAHA, NE
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REVISED: NOVEMBER 15, 2011

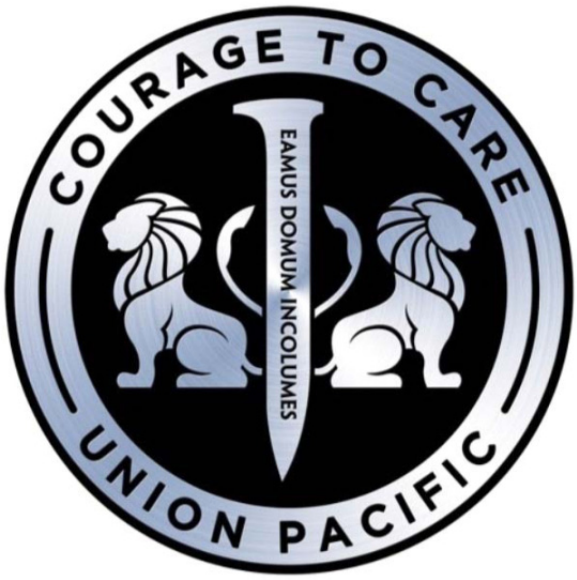
EXPLANATION OF CHARACTERS

Symbol Represents:	
ABS	AUTOMATIC BLOCK SIGNAL
ACS	AUTOMATED CAB SIGNAL
ATC	AUTOMATIC TRAIN CONTROL
ATS	AUTOMATIC TRAIN STOP
CTC	CENTRALIZED TRAFFIC CONTOL
RL	RESTRICTED LIMITS
TWC	TRACK WARRANT CONTROL
DT	DOUBLE TRACK
#MT	MULTIPLE MAIN TRACK - # (number MT's)
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR
(A)	AUTOMATIC INTERLOCKING
B	BASE RADIO STATION
D	DRAW BRIDGE
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION
(M)	MANUAL INTERLOCKING
(S)	STOP SIGN
T	TURNING FACILITY
(X)	RAILROAD CROSSING AT GRADE
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES
Y	YARD LIMITS
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
(11-2)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES
(11-3)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES
N	NORTHWARD
S	SOUTHWARD
E	EASTWARD
W	WESTWARD
C	CENTER
+	HEAD - END RESTRICTION ONLY

Symbol Represents:	
(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
(@)	WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRAMSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY
(*)	WHEEL DOWN INDICATOR - TALK ON DEFECT ONLY

OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Order #	Area #	Area Name	Order #	Area #	Area Name	Order #
1	Portland	PB-27020	9	Kansas City	PB-27028	17	Houston	PB-27036
2	Salt Lake City	PB-27021	10	Salina	PB-27029	18	San Antonio	PB-27037
3	Roseville	PB-27022	11	Iowa	PB-27030	0	All Area 3 Hole Singles	PB-27038
4	Los Angeles	PB-27023	12	Twin Cities	PB-27031	0	3" Binder	PB-27019
5	Sunset	PB-27024	13	Chicago	PB-27032	0	Area Tabs (19 Each)	PB-27018
6	Denver	PB-27025	14	St. Louis	PB-27033	0	System Special Instructions	PB-27015
7	North Platte	PB-27026	15	North Little Rock	PB-27034	99	UPRR TRAINING TT	PB-27099
8	Council Bluffs	PB-27027	16	Dallas / Ft. Worth	PB-27035			



I have the courage to care. Worn with a lion's pride, it means those I work with will have my back, and I will have theirs. I pledge to shield myself and my team from harm. I will take action to keep them safe, by fixing an unsafe situation, addressing an unsafe behavior or stopping the line. In turn, I will have the courage to accept the same actions from my coworkers, who care enough to correct my path. We wear this badge out of respect for each other and those who have gone before us. On my watch, we will all go home safe to our families every day.