

9.23.1: Guidelines While Block System Is Suspended

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 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 flagman at that location authorizes 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.

Rule Updated Date

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Category: Coaching