

# GCOR

## General Code of Operating Rules

Seventh Edition

Effective April 1, 2015

These rules herein govern the operations of the railroads listed and must be complied with by all employees regardless of gender whose duties are in any way affected thereby. They supersede all previous rules and instructions inconsistent therewith.

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### BNSF Updated Edition

This version contains BNSF amendments as provided by BNSF System Special Instructions. BNSF supplemental instructions and information are identified by italicized text.

This version is updated to include BNSF's amendments through December 1, 2015. The following pages are updated or added:

**September 1, 2015:** 5-7.

**October 1, 2015:** 6-11, 14-3.

**December 1, 2015:** 5-2, 8-3.

**June 1, 2016:** Title page, 6-17, 9-2.

## 1.0 General Responsibilities

### 1.1 Safety

Safety is the most important element in performing duties. Obeying the rules is essential to job safety and continued employment.

#### 1.1.1 Maintaining a Safe Course

In case of doubt or uncertainty, take the safe course.

#### 1.1.2 Alert and Attentive

Employees must be careful to prevent injuring themselves or others. They must be alert and attentive when performing their duties and plan their work to avoid injury.

#### 1.1.3 Accidents, Injuries, and Defects

Report by the first means of communication any accidents; personal injuries; defects in tracks, bridges, or signals; or any unusual condition that may affect the safe and efficient operation of the railroad. Where required, furnish a written report promptly after reporting the incident.

#### 1.1.4 Condition of Equipment and Tools

Employees must check the condition of equipment and tools they use to perform their duties. Employees must not use defective equipment or tools until they are safe to use. Employees must report any defects to the proper authority.

### 1.2 Personal Injuries and Accidents

#### 1.2.1 Care for Injured

When passengers or employees are injured, do everything reasonable to care for them.

#### 1.2.2 Witnesses

If equipment is involved in personal injury, loss of life, or damage to property, the employee in charge must immediately secure the names, addresses, and occupations of all persons involved, including all persons at the scene when the accident occurred and those that arrived soon after. The employee in charge must secure the names regardless of whether these persons admit knowing anything about the accident.

The employee in charge must also obtain the license numbers of nearby automobiles. When necessary, other employees can assist in obtaining this information, which must be included in reports covering the incident.

Where signaling devices are provided or a flagman is on duty, the employee in charge and assisting employees must try to determine who, among the witnesses, can testify whether the signaling devices were functioning properly or if the flagman was performing his duties properly.

When possible, obtain the names of witnesses who can testify about the bell and whistle signals.

#### 1.2.3 Equipment Inspection

If an accident results in personal injury or death, all tools, machinery, and other equipment involved, including the accident site, must be inspected promptly by the foreman, another person in charge of the work, or other competent inspectors. The inspector must promptly forward to his manager a report of the inspection. The report must include the condition of the equipment and the names of those making the inspection.

The equipment inspected must be marked for identification and placed in custody of the responsible manager or employee until the claims department is contacted and determines disposition.

### 1.2.4 Mechanical Inspection

When engines, cars, or other equipment are involved in an accident that results in personal injury or death, the equipment must be inspected before it leaves the accident site.

A mechanical department employee must further inspect the equipment at the first terminal. This employee must promptly report inspection results to the proper manager.

### 1.2.5 Reporting

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

If an employee receives a medical diagnosis of occupational illness, the employee must report it immediately to the proper manager.

### 1.2.6 Statements

Except when authorized by the proper manager:

- Information concerning accidents or personal injuries that occur to persons other than employees may be given only to an authorized representative of the railroad or an officer of the law.
- Information about the facts concerning the injury or death of an employee may be given only to a person in interest such as the injured employee, an immediate relative of the injured or deceased employee, an authorized representative of the railroad, or an officer of the law.
- Information in the files or in other privileged or confidential reports of the railroad concerning accidents or personal injuries may be given only to an authorized representative of the railroad.

### 1.2.7 Furnishing Information

Employees must not withhold information, or fail to give all the facts to those authorized to receive information regarding unusual events, accidents, personal injuries, or rule violations.

## 1.3 Rules

### 1.3.1 Rules, Regulations, and Instructions

**Safety Rules.** Employees must have a copy of, be familiar with, and comply with all safety rules issued in a separate book or in another form.

**General Code of Operating Rules.** Employees governed by these rules must have a current copy they can refer to while on duty.

**Hazardous Materials.** Employees who in any way handle hazardous materials must have a copy of the instructions or regulations for handling these materials. Employees must be familiar with and comply with these instructions or regulations.

**Air Brakes.** Employees whose duties are affected by air brake operation must have a copy of the rules and instructions for operating air brakes and train handling. Employees must know and obey these rules and instructions.

**Timetable and Special Instructions.** Employees whose duties are affected by the timetable and special instructions must have a current copy they can refer to while on duty.

**Train Dispatchers and Control Operators.** The train dispatchers and control operators must have a copy of the rules and instructions for train dispatchers and control operators. They must be familiar with and obey those rules and instructions.

**Classes.** Employees must be familiar with and obey all rules, regulations, and instructions and must attend required classes. They must pass the required examinations.

**Explanation.** Employees must ask their supervisor for an explanation of any rule, regulation, or instruction they are unsure of.

**Issued, Canceled, or Modified.** Rules may be issued, canceled, or modified by track bulletin, general order, or special instructions.

### 1.3.2 General Orders

General orders:

- Are numbered consecutively.
- Are issued and canceled by the designated manager.
- Contain only information and instructions related to rules or operating practices.
- Replace any rule, special instruction, or regulation that conflicts with the general order.

Before beginning each day's work or trip, crew members and any others whose duties require, must review general orders that apply to the territory they will work on.

### 1.3.3 Circulars, Instructions, and Notices

Circulars, instructions, notices, and other information are issued and canceled by the designated manager. Before beginning each day's work or trip, crew members and any others whose duties require, must review those that apply to the territory they will work on.

## 1.4 Carrying Out Rules and Reporting Violations

Employees must cooperate and assist in carrying out the rules and instructions. They must promptly report any violations to the proper supervisor. They must also report any condition or practice that may threaten the safety of trains, passengers, or employees, and any misconduct or negligence that may affect the interest of the railroad.

### 1.4.1 Good Faith Challenge

#### A. Right to Challenge

Federal Regulations have provisions that allow an employee the right to challenge a directive which, based upon the employee's good faith determination, would violate a railroad operating rule relating to:

- Shoving movements.
  - Leaving equipment foul of an adjacent track.
- or
- Handling of hand-operated switches or fixed derails.

#### B. Good Faith Challenge Procedure

1. An employee may inform a supervisor issuing a directive that a good faith determination has been made that the directive would violate a railroad operating rule relating to:
  - Shoving movements.
  - Leaving equipment foul of an adjacent track.

or

  - Handling of hand-operated switches or fixed derails.

## 1.46 Duties of Yardmasters

The yardmaster is responsible for and shall directly supervise yard crews, clerks, and all other employees working in the yard. The yardmaster must see that they work in a safe, efficient, and economical manner, according to the rules, regulations, and instructions of the railroad. Yardmasters must ensure the prompt and regular movement of cars, especially the proper make-up of trains and their movement into and out of the yard.

At locations where yardmasters are on duty, employees in train, engine, and yard service must comply with the yardmaster's instructions. At locations where no yardmaster is on duty, these employees will work according to the instructions of designated employees.

At the end of each shift, the yardmaster must make a transfer, filling in all the required information, including:

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

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

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

## 1.47 Duties of Crew Members

The conductor and the engineer are responsible for the safety and protection of their train and observance of the rules. They must ensure that their subordinates are familiar with their duties, determine the extent of their experience and knowledge of the rules. They must instruct them, when necessary, how to perform their work properly and safely. If any conditions are not covered by the rules, they must take precautions to provide protection.

### A. Conductor Responsibilities

1. The conductor supervises the operation and administration of the train (if trains are combined with more than one conductor on board, the conductor with the most seniority takes charge). All persons employed on the train must obey the conductor's instructions, unless the instructions endanger the train's safety or violate the rules. If any doubts arise concerning the authority for proceeding or safety, the conductor must consult with the engineer who will be equally responsible for the safety and proper handling of the train. Certified conductors must have a current certificate in their possession while on duty.
2. The conductor must advise the engineer and train dispatcher of any restriction placed on equipment being handled.
3. The conductor must remind the engineer that the train is approaching an area restricted by:
  - Limits of authority.
  - Track warrant.
  - Track bulletin.or
  - Radio speed restriction.

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

4. When the conductor is not present, other crew members must obey the instructions of the engineer concerning rules, safety, and protection of the train.
5. Freight conductors are responsible for the freight carried by their train. They are also responsible for ensuring that the freight is delivered with any accompanying documents to its destination or terminals. Freight conductors must maintain any required records.

#### **B. Engineer Responsibilities**

1. The engineer is responsible for safely and efficiently operating the engine. Crew members must obey the engineer's instructions that concern operating the engine. A student engineer or other qualified employee may operate the engine under close supervision of the engineer. Any employee that operates an engine must have a current certificate in their possession.
2. The engineer must check with the conductor to determine if any cars or units in the train require special handling.

#### **C. All Crew Members' Responsibilities**

1. To ensure the train is operated safely and rules are observed, all crew members must act responsibly to prevent accidents or rule violations. Crew members in the engine control compartment must communicate to each other any restrictions or other known conditions that affect the safe operation of their train sufficiently in advance of such condition to allow the engineer to take proper action. If proper action is not being taken, crew members must remind engineer of such condition and required action.
2. Crew members in the engine control compartment must be alert for signals. As soon as signals become visible or audible, crew members must communicate clearly to each other the name of signals affecting their train. They must continue to observe signals and announce any change of aspect until the train passes the signal. If the signal is not complied with promptly, crew members must remind the engineer and/or conductor of the rule requirement. If crew members do not agree on the signal indication, regard the signal as the most restrictive indication observed.  
  
Crew members must not use binoculars or similar devices to determine the position, aspect, or indication displayed by a fixed signal.
3. When the engineer and/or conductor fail to comply with a signal indication or take proper action to comply with a restriction or rule, crew members must immediately take action to ensure safety, using the emergency brake valve to stop the train, if necessary.

## **1.48 Time**

While on duty, crew members must have a watch. Other employees must have access to a watch or clock.

The watch or clock must:

- Be in good working condition and reliable.
- Display hours, minutes, and seconds.
- Not vary from the correct time by more than 30 seconds.
- Be compared with the time source designated in special instructions.

#### **Supplemental Information**

*Dial 8-998-8463, 8-WWV-TIME, or 8-435-6000 to obtain coordinated universal time signal.*

## 4.0 Timetables

### 4.1 New Timetable

The moment a new timetable goes into effect, it will replace the previous one.

#### 4.1.1 Notice of New Timetable

At least 24 hours before a new timetable goes into effect, notification will be made by general order. A track bulletin will also be issued at least 24 hours before the new timetable goes into effect and continue for 6 days after the effective date.

### 4.2 Special Instructions

Special instructions will replace any rule or regulation with which they conflict.

### 4.3 Timetable Characters

Timetable characters are letters and symbols located in the timetable station column. These letters and symbols indicate the special conditions at specific locations (such as yard limits and manual interlockings). A timetable station column may also include information on the method of operation (such as TWC, ABS, CTC, or DTC). Explanation of characters will be shown in the timetable or special instructions.

#### **Supplemental Instruction**

*A.....Automatic Interlocking*

*B.....General orders, notices, and circulars*

*C.....Radio communication*

*g.....Gate, normal position against conflicting route*

*G.....Gate, normal position against this subdivision*

*J.....Junction*

*M.....Manual interlocking*

*P.....Telephone*

*R.....Restricted Limits*

*S.....Railroad crossing protected by permanent stop sign*

*T.....Turning facility*

*U.....Railroad crossing not protected by signals or gates*

*X.....Crossover*

*X(2).....Multiple crossovers*

*Y.....Yard Limits*

## 6.0 Movement of Trains and Engines

### 6.1 Repeat Instructions

An employee who verbally receives instructions or information about train or engine movements must repeat them.

### 6.2 Initiating Movement

Before initiating movement on a main track or controlled siding, a crew member must:

- Receive track bulletins affecting their movement.
- or
- Determine from the train dispatcher or yardmaster if any track bulletins are needed.

#### 6.2.1 Train Location

Trains or maintenance of way employees 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:

- Visual identification of the train.
- 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

Do not occupy main tracks unless authorized by one of the following:

- Rule 6.13 (Yard Limits).
- Rule 6.14 (Restricted Limits).
- Rule 6.15 (Block Register Territory).
- Rule 9.14 (Movement with the Current of Traffic).
- Rule 9.15 (Track Permits).
- Rule 10.1 (Authority to Enter CTC Limits).
- Rule 14.1 (Authority to Enter TWC Limits).
- Rule 14.6 (Movement Against the Current of Traffic).
- Rule 15.3 (Authorizing Movement Against the Current of Traffic).
- Rule 15.4 (Protection When Tracks Removed from Service).
- Rule 16.1 (Authority to Enter DTC Limits).
- At manual interlockings, verbal authority from the control operator or a controlled signal that indicates proceed.
- Special instructions or general order.

When unable to obtain authority and it is necessary to foul or occupy a main track in ABS, protection must be provided in both directions as outlined under Rule 9.17.1 (Signal Protection in ABS by Lining Switch).

Written authorities that are no longer in effect must be retained until the end of tour of duty, unless otherwise instructed by the train dispatcher.

#### Overlapping Limits

When a train receives track and time, track warrant or track permit authority joint with an employee the train must not occupy the overlapping limits until permission is received to enter the overlapping limits from the employees listed on the authority.



## 6.22 Maintaining Control of Train or Engine

Crew members must consider train or engine speed, grade conditions, and air gauge indications to determine that the train or engine is being handled safely and is under control. If necessary, take immediate action to bring the train or engine under control.

## 6.23 Emergency Stop or Severe Slack Action

When a train or engine is stopped by an emergency application of the brakes or severe slack action occurs while stopping, take the following actions:

### Obstruction of Main Track or Controlled Siding

If an adjacent main track or controlled siding may be obstructed, immediately:

- Warn other trains by radio, stating the exact location and status of the train and repeat as necessary.
- Place lighted fuses on adjacent tracks.
- Notify the train dispatcher or control operator and, when possible, foreign line railroads if necessary.

Warning to other movements is no longer necessary when:

- It is known adjacent tracks are not obstructed.  
or
- The train dispatcher or control operator advises the crew that protection is provided on adjacent tracks.

### Inspection of Cars and Units

Visual inspection must ensure no derailment or damage has occurred to cars, units, equipment or track to the end of the train. If physical characteristics such as a bridge with no walkway prevent complete inspection, the train may be moved the distance necessary not exceeding 5 MPH to complete the inspection. Stop movement immediately if excessive power is required to start or keep the train moving and discontinue further inspection until a safe alternative to complete inspection is identified by either a job safety briefing or coordination through the train dispatcher.

Exception - The following trains (excluding key trains) are relieved of visual inspection required by emergency brake application if no severe slack action occurred while stopping and brake pipe pressure is restored as indicated by the caboos gauge, end-of train telemetry device (ETD) or distributed power telemetry:

- Solid loaded bulk commodity train,
- Train consisting entirely of doublestack and/or articulated spine car equipment,
- Any train where emergency application occurs above 20 MPH, or
- Any train that is 5000 tons or less.

Train types in the exception are relieved of further visual inspection after a defect is corrected, such as recoupling an air hose, and brake pipe pressure is restored as indicated by the caboos gauge, end-of-train telemetry device (ETD) or distributed power telemetry.

### Train on Adjacent Track

A train on an adjacent track that receives radio notification must pass the location specified at restricted speed and stop short of any portion of the stopped train fouling their track. When advised that the track is clear and it is safe to proceed, this restriction no longer applies.

## 6.24 Movement on Double Track

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

## 6.25 Movement Against the Current of Traffic

Movements against the current of traffic must be authorized by track bulletin or track warrant, except as provided by:

- Rule 6.13 (Yard Limits).
  - Rule 6.14 (Restricted Limits).
  - Rule 9.15 (Track Permits).
  - Rule 9.17.1 (Signal Protection in ABS by Lining Switch).
- or
- Rule 16.1 (Authority to Enter DTC Limits).

Movements must approach block and interlocking signals prepared to stop unless signals indicate proceed.

When a facing point movement will be made over a spring switch, comply with Rule 8.9.1 (Testing Spring Switch).

## 6.26 Use of Multiple Main Tracks

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

### ***Supplemental Instruction***

*Unless otherwise indicated in the individual subdivision special instructions, when using main tracks in westward or southward timetable direction, they will be numbered consecutively from right to left beginning from Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.*

## 6.27 Movement at Restricted Speed

When required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of:

- Train.
- Engine.
- Railroad car.
- Men or equipment fouling the track.
- Stop signal.

or

- Derail or switch lined improperly.

When a train or engine is required to move at restricted speed, the crew must keep a lookout for broken rail and not exceed 20 MPH.

Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required.

## 9.0 Block System Rules

### 9.1 Signal Aspects and Indications

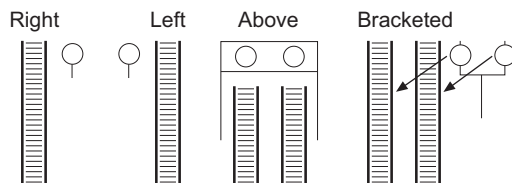
Distant, block, and interlocking signal aspects and indications are shown in the special instructions.

Signal aspects are identified by the position of semaphore arms, color of lights, flashing of lights, position of lights, or any combination. Aspects may be qualified by marker plate, number plate, letter plate, or marker light.

Signals may display color light aspects or semaphore arms and color lights.

### 9.2 Location of Signals

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

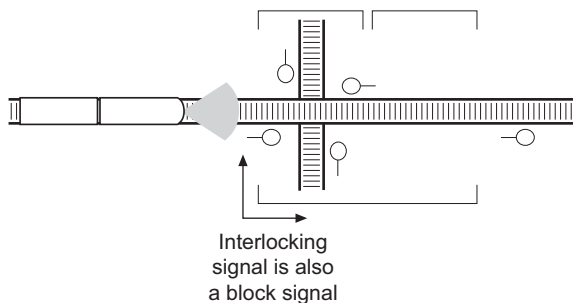


[Diagram A.]

### 9.3 What Signals Govern

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

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



[Diagram A.]

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

### 9.4 Improperly Displayed Signals or Absent Lights

Except as shown in block, cab, and interlocking signal aspects in the special instructions, if a light is absent, a white light is displayed where a colored or lunar light should be, or additional colored or lunar lights are displayed, regard a block or interlocking signal as displaying the most restrictive indication it can give. However, when the semaphore arm position is plainly seen, that aspect will govern.

## 9.5 Where Stop Must Be Made

When movement is being made beyond a block signal requiring a train to be prepared to stop at the next signal, the stop must be made before any part of a train passes the block signal requiring the train to stop.

If a train overruns any block signal that requires it to stop, the crew must:

- Warn other trains at once by radio.
- Stop the train immediately.
- Report it to the train dispatcher.

### 9.5.1 Changing Established Route

Except to avoid an accident, after a controlled signal has been cleared for a closely approaching train, the control operator must not change the signal to a Stop indication before the approaching train's engineer has confirmed that a Stop indication can be complied with at that location. Do not establish or authorize a conflicting route until communicating with the approaching train's crew and ensuring that the train has stopped clear of the conflicting route.

The control operator must not establish a conflicting route into an occupied block or interlocking limits, or authorize a conflicting movement, unless it is safe to do so.

The control operator must avoid operating the device controlling a switch, derail, movable point frog, or lock when any portion of a train is on or closely approaching the equipment.

### 9.5.2 Protection if Signal Appliance or Track is Damaged

If a signal or signal appliance functions improperly or the track is damaged, signals that govern movements on affected routes must display a Stop indication. No movements on such routes may be permitted until track and signal appliances are examined and movement can occur safely.

### 9.5.3 Protection During Repairs

Within CTC limits or within manual interlocking limits (unless track bulletin Form B is in effect), when a switch, movable point frog, derail, or signal is under repair or is disconnected, or when the track is obstructed or removed from service, display Stop indications for all affected routes. In addition, block or mark any controls to prevent their operation.

Maintenance forces must contact the control operator before beginning repairs, disconnecting equipment, obstructing the track, or removing the track from service. Switches, movable point frogs, and derails must be spiked or secured in the required position if any movement over them occurs before repairs are complete.

### 9.5.4 Authority to Proceed

Except when a signal is used to provide protection within CTC limits or at manual interlockings, control operators must not give hand signals or verbally authorize movement beyond a Stop indication when a proceed indication can be displayed for the movement.

At manual interlockings, control operators must give hand signals so that crew members can understand the signals and know which train they are intended for.

### 9.5.5 Reporting Delays

When a controlled signal displays a proceed indication, notify the control operator immediately if movement cannot occur promptly.

### 9.5.6 Track Occupancy Indicator

Where track occupancy indicators are located, employees must observe the indication before fouling a circuit or changing the derail or a main track switch.

When an occupied indication is displayed, trains or equipment must not foul the main track unless movement is properly protected.

Track occupancy indications do not authorize movement or relieve employees from protecting movements as required by the rules.

## 9.6 Change of Signal Indication

If a signal displaying a proceed indication changes to an indication requiring a train to stop, the train must stop at once. Report such a signal change to the train dispatcher.

## 9.7 Failure to Display Most Restrictive Indication

When a block is occupied, or when a switch protected by a signal is changed from its normal position and that signal fails to display its most restrictive indication, regard the signal as displaying Stop. The train must stop immediately, and employees must warn others by radio of the exact location and status of the train. Contact the train dispatcher or control operator and do not move the train without permission.

## 9.8 Next Governing Signal

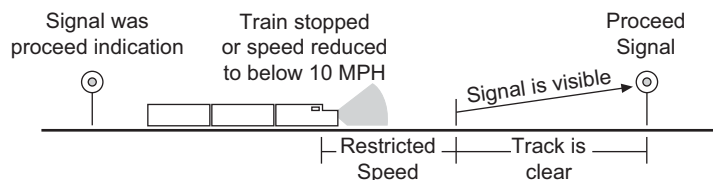
A train may comply with the next signal's indication when its aspect can be clearly seen and the signal governs the track where movement is occurring or will be made. This does not apply when a rule or previous signal indication requires movement at restricted speed.

## 9.9 Train Delayed Within a Block

If a train has entered a block on a proceed indication that does not require restricted speed, and the train stops or its speed is reduced below 10 MPH, the train must:

### A. ABS

Proceed at restricted speed. The train must maintain this speed until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.



[Diagram A.]

### B. CTC or Manual Interlocking Limits

Proceed prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

### C. ACS

Operate according to cab signal indication.

## 9.12 Stop Indications

### 9.12.1 CTC Territory

At a signal displaying a Stop indication, if no conflicting movement is evident, the train will be governed as follows:

- A crew member must immediately contact the control operator, unless the train is:
  - Within track and time limits
  - or
  - Entering track and time limits from any point other than either end of track and time limits.
- Before authorizing the train to proceed, the control operator must know that the route is properly lined and no conflicting movement is occupying or authorized to enter the track between that signal and the next absolute signal governing movement or the end of CTC where applicable.
- When the train receives these instructions, “After stopping, (train) at (location) has authority to pass signal displaying Stop indication,” specifying the route where applicable. The train must move at restricted speed.
- If the signal governs movement over a drawbridge, a crew member must verify that the bridge is in the proper position for the train to pass.

#### Exception

**Conflicting Movement.** When the control operator has stopped a conflicting movement, he may then authorize another train to proceed in the same limits, advising both crews of movement to be made. If the stopped movement is later permitted to proceed, that train must move at restricted speed until its leading wheels have passed the next governing signal or the end of the block system.

### 9.12.2 Manual Interlockings

At a signal displaying a Stop indication, if no conflicting movement is evident, the train will be governed as follows:

- A crew member must immediately contact the control operator.
- Before authorizing the train to proceed, the control operator must know that the route is properly lined and no conflicting movement is occupying or authorized to enter the track between that signal and the next absolute signal governing movement or the end of interlocking limits where applicable.
- The control operator may authorize the train to proceed using hand signals or the following instructions, “After stopping, (train) at (location) has authority to pass signal displaying Stop indication,” specifying the route where applicable. The train must move at restricted speed.
- If the signal governs movement over a drawbridge, a crew member must verify that the bridge is in the proper position for the train to pass.

Before proceeding into or continuing in CTC territory, the manual interlocking control operator must be sure that the CTC control operator has given authority to proceed.

#### Exception

**Conflicting Movement.** When the control operator has stopped a conflicting movement, he may then authorize another train to proceed, advising both crews of movements to be made. If the stopped movement is later permitted to proceed, that train must move at restricted speed until its leading wheels have passed the next governing signal or the end of the block system.

## 10.0 Rules Applicable Only in Centralized Traffic Control (CTC)

### 10.1 Authority to Enter CTC Limits

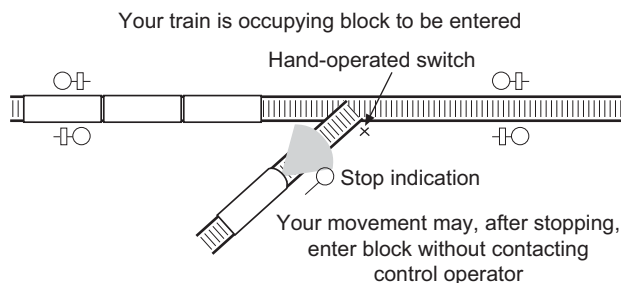
CTC limits are designated in the timetable. Sidings within CTC limits are controlled sidings and are governed by CTC rules. A train must not enter or occupy any track where CTC is in effect unless a controlled signal displays a proceed indication or the control operator authorizes:

- Movement past a Stop indication under Rule 9.12.1 (CTC Territory).
  - A train to enter track between block signals as follows: “(Train) at (location) has authority to enter (track) and proceed (direction).” After entering the track, the train is authorized to move only in the direction specified.
- or
- Track and Time under Rule 10.3 (Track and Time).

#### Signal Governing Movement Over a Hand-Operated Switch

If a signal governs movement over a hand-operated switch that is not electrically locked, the control operator must authorize the train to enter or occupy any track where CTC is in effect before the switch is opened. After the switch is opened, if the signal does not display a proceed indication, a crew member must wait 10 minutes at the switch. After the 10 minute wait if the signal does not display a proceed indication, move the train at restricted speed and notify the control operator.

However, if the block to be entered is occupied by its own standing train or when the hand-operated switch remains open, the movement may, after stopping, pass an absolute signal displaying a Stop indication without waiting 10 minutes and without contacting the control operator.



[Diagram A.]

#### 10.1.1 Leaving the Main Track

Unless authorized by track and time, a crew member must notify the control operator when the train clears the main track unless a crew member is in position to prevent a following movement from passing.

### 10.2 Clearing Through Hand-Operated Switches

Where CTC is in effect, a train must not clear in any track at a hand-operated switch not equipped with an electric switch lock, except under one of the following conditions:

## 15.1 Track Bulletins

Track bulletins must not be changed unless specified by Rules 15.1.1 (Changing Address of Track Warrants or Track Bulletins) or Rule 15.13 (Voiding Track Bulletins). The train dispatcher will issue track bulletins as required. Track bulletins will contain information on all conditions that affect safe train or engine movement. Forms other than track bulletin Forms A and B may be used when necessary.

### Receipt and Comparison of Track Bulletins

At their initial station, unless otherwise instructed by the train dispatcher, the conductor and engineer must receive track bulletins affecting their train's movement:

- By a track warrant, unless the track warrant shows "NONE" or "NO."
- or
- In a manner designated by special instructions. All rules that apply to track bulletins also apply.

The conductor and engineer must have copies of all track bulletins and other instructions required. Each crew member must read and understand them.

All crew members are responsible for complying with the requirements of track bulletins and reminding each other of those requirements.

At the initial station, when outbound crew members receive track warrants and track bulletins from inbound crew members, the conductor and engineer must compare the track warrants and track bulletins with each other and with the train dispatcher before proceeding.

At locations where track bulletins are delivered electronically crew members must verify that route description, if provided, covers the intended route of their train. If it does not, contact the train dispatcher and determine if the track bulletins are valid. Crew members must check the date and "OK" or issue time and if over 4 hours old when received, contact the train dispatcher and determine if additional track bulletins are needed.

Any rule referencing track warrants is also applicable to DTC authority.

### Supplemental Instruction

*BNSF Railway may use a general track bulletin instead of a track warrant to deliver track bulletin restrictions. All rules that apply to track bulletins apply to general track bulletins. Additionally, conductor and engineer may receive a general track bulletin instead of a track warrant listing all restrictions affecting their train movement.*

### 15.1.1 Changing Address of Track Warrants or Track Bulletins

If the address must be changed on a track warrant used to deliver track bulletins only or a track bulletin that does not grant authority according to Rule 15.3 (Authorizing Movement Against the Current of Traffic), the train dispatcher may verbally change the train symbol, engine identification, direction, or date.

## 15.2 Protection by Track Bulletin Form B

Display track flags as specified in Rule 5.4.3 (Display of Yellow-Red Flag) and Rule 5.4.7 (Display of Red Flag).

A train must not enter the limits unless instructed by the employee in charge. A train within the limits at the time the track bulletin Form B takes effect must not make further movement until instructed by the employee in charge.

A crew member must attempt to contact the employee in charge to avoid delay, giving the train's location and track being used. The employee in charge will use the following format to establish communication with the train:

Employee in charge of Track Bulletin No. \_\_\_\_ (specifying line number when necessary) between MP \_\_\_\_ and MP \_\_\_\_ (specifying subdivision when necessary).

Trains within the limits, unless otherwise restricted, must move at the speed(s) specified by the employee in charge as stated in Item A (Instructions).



# Glossary

## **ABS**

See Automatic Block Signal System.

## **Absolute Block**

A length of track that no train is permitted to enter while the track is occupied by another train.

## **Absolute Signal**

A block or interlocking signal without a number plate, or designated by an A marker.

## **ACS**

See Automatic Cab Signal System.

## **Articulated**

Permanently connected multiple unit cars that share a common truck.

## **ATC Actuator**

An ATC brake applying apparatus.

## **ATS**

See Automatic Train Stop System.

## **Automatic Block Signal System (ABS)**

A series of consecutive blocks governed by block signals, cab signals, or both. The signals are activated by a train or by certain conditions that affect the block use.

## **Automatic Cab Signal System (ACS)**

A system that allows cab signals and the cab warning whistle to operate automatically.

## **Automatic Train Control (ATC)**

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

## **Automatic Train Stop System (ATS)**

A system activated by wayside inductors positioned to apply the brakes automatically until the train stops.

## **Block**

A length of track:

- between consecutive block signals.
- between a block signal and the end of block system limits.  
or
- in ATC limits the use of which is governed by cab signals and/or block signals.

## **Block Register Territory (BRT)**

A method of operation in non-signaled territory where trains, men, and equipment are authorized to occupy the main track in limits designated by the timetable.

## **Block Signal**

A fixed signal at the entrance of a block that governs trains entering and using that block.

## **Block System**

A block or series of consecutive blocks within ABS, ACS, CTC, or interlocking limits.

## **BRT**

See Block Register Territory.

## **Cab Signal**

A signal in the engineer's compartment or cab that indicates a condition affecting train movement. Cab signals are used with interlocking or block signals or without block signals.

## **Cars**

Railroad cars.

## **Centralized Traffic Control (CTC)**

A block system that uses block signal indications to authorize train movements.

## **Clearance Point**

The location closest to a switch where it is safe for equipment, and a person riding the side of equipment unless prohibited, to pass equipment on an adjacent track.

## **Conductor**

Crew member in charge of train or yard crew.

## **Control Operator**

Employee assigned to operate a CTC or interlocking control machine or authorized to grant track permits.

## **Control Point**

The location of absolute signals controlled by a control operator.

## **Controlled Siding**

A siding within CTC or interlocking limits where a signal indication authorizes the siding's use.

## **Controlled Signal**

An absolute signal controlled by a control operator.

## **Crew Member**

Conductors, assistant conductors, brakemen, engineers, remote control operators, yard engine foremen, switchmen, and yard helpers.

## **Crossings at Grade**

Crossings that intersect at the same level.

## **Crossover**

A track connection between two adjacent tracks, consisting of two switches, which is intended to be used primarily for the purpose of crossing over from one track to the other.

## **CTC**

See Centralized Traffic Control.

## **Current of Traffic**

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

**Direct Traffic Control (DTC)**

A DTC block or a series of DTC blocks where the train dispatcher authorizes track occupancy.

**Distant Signal**

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

**Double Track**

Two main tracks where the current of traffic on one track is in a specified direction and in the opposite direction on the other.

**DTC**

See Direct Traffic Control.

**DTC Block**

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

**Dual Control Switch**

A power-operated switch, moveable point frog, or derail that can also be operated by hand.

**Electric Switch Lock**

An electrically controlled lock that restricts the use of a hand-operated switch or derail.

**Engine**

A unit propelled by any form of energy or more than one of these units operated from a single control. Engines are used in train or yard service. Rules that apply to engines also apply to cab control cars.

**Engineer**

Also includes student engineers, firemen, hostlers, and remote control operators.

**Equipment**

Railroad equipment.

**Equipment Fouling a Track**

The end of rolling equipment or on-track maintenance of way equipment left between the clearance point and the switch points leading to the track on which the equipment is standing.

**Fixed Signal**

A signal that is fixed to a location permanently and that indicates a condition affecting train movement.

**Flagman**

Any employee providing flag protection as outlined in Rule 6.19 (Flag Protection) and for other purposes as outlined in the rules.

**Foreman**

Employee in charge of work.

**General Track Bulletin**

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

**Interlocking**

Signal appliances that are interconnected so that each of their movements follows the other in a proper sequence. Interlockings may be operated manually or automatically.

**Interlocking Limits**

The tracks between outer opposing absolute signals of an interlocking.

**Interlocking Signals**

The fixed signals of an interlocking that govern trains using interlocking limits.

**Main Track**

A track extending through yards and between stations that must not be occupied without authority or protection.

**Men or Equipment**

A term referring to Engineering Department employees and their related equipment.

**Multiple Main Tracks**

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

**Pilot**

An employee assigned to a train to assist an engineer or conductor who is unfamiliar with the rules or the portion of railroad the train will operate on.

**Proceed Indication**

Any block signal indication that allows a train to proceed without stopping.

**Radio**

As used in these rules it also applies to wireless communication devices when used in railroad operation.

**Radio Blocking**

A method to establish an absolute block for a following train in non-signal territory by direct communication with a preceding train.

**RCO**

See Remote Control Operator

**RCZ**

See Remote Control Zone

**Remote Control Operator (RCO)**

An employee who may operate an engine with or without cars by means of a remote control transmitter.

**Remote Control Transmitter**

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

**Remote Control Zone (RCZ)**

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

**Restricted Limits**

A portion of main track designated by restricted limits signs and timetable special instructions or a track bulletin.

**Reverse Movement**

A movement opposite the authorized direction.

**Siding**

A track connected to the main track and used for meeting or passing trains. Location of sidings are shown in the timetable.

**Signal Aspect**

The appearance of a fixed or cab signal.

**Signal Indication**

The action required by the signal aspect.

**Single Track**

A main track where trains are operated in both directions.

**Special Instructions**

Instructions contained in the timetable or other publication.

**Spring Switch**

A switch with a spring mechanism that returns the switch points to the original position after they are trailed through.

**Station**

A place designated by name in the timetable station column.

**Switch Point Indicator**

A light type indicator used during movement over certain switches to show that switch points fit properly.

**Timetable**

A publication with instructions on train, engine, or equipment movement. It also contains other essential information.

**Track Bulletin**

A notice of conditions affecting train movement. It may also authorize movement against the current of traffic where Rule 9.14 (Movement with the Current of Traffic) is in effect.

**Track Occupancy Indicator**

An indicator that tells whether a length of track is occupied or not.

**Trackside Warning Detector**

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

**Track Warrant Control (TWC)**

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

**Train**

One or more engines coupled, with or without cars, displaying a marker, and authorized to operate on a main track. A term that when used in connection with speed restrictions, flag protection, and the observance of all signals and signal rules also applies to engines.

**Train Coordination**

Working limits established by a roadway worker through the use of a train's authority on a main track or other track where specific authority is required from a control operator or train dispatcher.

**TWC**

See Track Warrant Control.

**Variable Switch**

A switch identified by a V or a bowl painted yellow. When trailed through, the switch points remain lined in the position they were forced.

**Whistle Quiet Zone**

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

**Working Limits**

A segment of track within definite boundaries on which movements may be made only as permitted by the employee in charge. Boundaries may be established using mile posts, station signs, timetable locations, or clearly identifiable points.

**Yard**

A system of tracks, other than main tracks and sidings, used for making up trains, storing cars, and other purposes.

**Yard Limits**

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