



NATIONAL TRANSPORTATION SAFETY BOARD - **Public Hearing**

Conrail Derailment in Paulsboro, NJ with Vinyl Chloride Release

GROUP	5
EXHIBIT	
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Agency / Organization

CONRAIL

Title

Conrail - NORAC Operating Rule 241

GENERAL SIGNAL RULES

240. Tracks Designated in Timetable

The following rules will be in effect on tracks designated in the Timetable: **Rule 251 and Rule 261; DCS Rules 400 through 406; ABS Rules 500 through 509; CSS Rules 550 through 563.**

241. Passing a Stop Signal

To pass a Stop Signal, a train must have verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher). Permission must not be given or accepted until the train has stopped at the signal. A member of the crew must contact the Dispatcher or Operator and follow his instructions.

a. Giving Permission to Pass

Before giving permission to pass the Stop Signal, the Dispatcher (or Operator) must determine that:

1. Affected appliances are properly positioned. If the position of a switch cannot be determined, the route must be inspected.
2. No opposing or conflicting movements have been authorized.
3. Blocking devices have been applied to protect against opposing movements whenever the Stop Signal involved governs entrance to a track where **Rule 261** is in effect.

The Dispatcher (or Operator) must give permission to pass a Stop Signal in the following manner:

"No. 5316 engine 4129 pass Stop Signal on No. 2 track at Rare and proceed east to No. 1 track."

The receiving employee must repeat this permission and the Dispatcher or Operator must then confirm it.

b. Movement After Permission Has Been Confirmed

After permission has been confirmed, the train must operate at Restricted Speed until the entire train has cleared all interlocking or spring switches and the leading wheels have:

1. Passed a more favorable fixed signal.
OR
2. Entered non-signaled DCS territory.
OR
3. Entered **Rule 562** territory with a Form D authorizing **Rule 563**.

(Rule 241 Continued)

In CSS territory, trains with operative cab signals must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.

c. Stopped at Automatic Interlocking Home Signal

When a train is stopped at a home signal at an automatic interlocking and no immediate conflicting movement is evident, the movement will be governed by:

1. Instructions posted at that location.
2. Instructions in the Timetable.

Track cars may proceed after first determining that there are no approaching or conflicting movements.

d. Stopped at a Signal Protecting Movable Bridge

Under the following conditions, a qualified employee must determine that the rails are properly lined and the bridge is safe for movement before verbal permission is given to pass the signal:

1. When the signal cannot be displayed for the first movement over a bridge after the bridge has been closed, regardless of bridge lock indication.

OR

2. At any time a bridge unlock indication is received.

e. Stop Signal Disregarded

If a Stop Signal is disregarded, the Dispatcher or Operator must immediately take two actions:

1. Attempt to stop that train and other trains involved.
2. Notify the next TBS or interlocking station.

242. Absent or Imperfectly Displayed Signals

If a fixed signal is absent from the place where it is usually shown, movement must be governed by the most restrictive indication that can be given by that signal. This absence must be reported to the Dispatcher immediately.

Imperfectly displayed signals must be reported to the Dispatcher or Operator as soon as practical, without delay to the train.