



NATIONAL TRANSPORTATION SAFETY BOARD - **Public Hearing**

Conrail Derailment in Paulsboro, NJ with Vinyl Chloride Release

GROUP	5
EXHIBIT	
W	

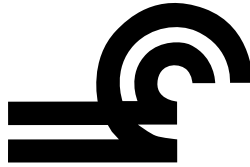
Agency / Organization

CONRAIL

Title

Conrail Timetable P^v { à^!Á

CONRAIL®



DEDICATED TO SAFETY

Timetable Number

9

**CONTAINING STATION PAGES AND
SPECIAL INSTRUCTIONS FOR ALL CONRAIL OPERATIONS
EFFECTIVE 6:01 P.M., EASTERN STANDARD TIME
JUNE 20, 2011**

R. L. BATORY
President & Chief Operating Officer

T. C. TIERNEY
Vice President / Chief Engineer

J. F. SCULLIN
Superintendent
Service Delivery
Support

T. A. GARDNER
Director
Operations
Support Center

J. J. GAROFALO
Superintendent
Operations East

SWITCHING OPERATIONS FATALITY ANALYSIS

What are the five
Lifesaving
recommendations?

JOB BRIEFING GUIDELINES

Safety, Quality and Productivity are the result of well-planned and conducted job briefings.

STEP I. Plan the Job Briefing.

A. *Develop your own work plan by:*

1. Reviewing work or task to be accomplished.
2. Checking the job location and work area.
3. Breaking the work or task down into step-by-step procedures.
4. Determining tool, equipment, and material requirements.
5. Determining what safety rules or procedures are applicable.

B. *Consider existing and potential hazards that might be involved as a result of:*

1. Job and weather conditions.
2. The nature of the work to be done.
3. The job location.
4. The tools, equipment and materials used.
5. Equipment to be worked on.
6. Traffic conditions and visibility.
7. Time of day.
8. Safety or personal protective equipment required.

C. *Consider how work assignments will be made.*

1. Group assignments.
2. The nature of the work to be done.
3. Abilities and experience of individuals.

STEP II. Conduct the Job Briefing.

A. *Explain work or task to employees.*

1. What is to be done.
2. Why it is to be done.
3. When it is to be done.
4. Where it is to be done.
5. How it is to be done.
6. Who is to do it.
7. What safety precautions are necessary.

B. *Discuss existing or potential hazards and ways to eliminate or protect against them.*

C. *Make definite work assignments.*

1. Make sure employees understand assignments.
2. Ask questions of the "how" and "why" type.

D. *If special tools, materials, equipment, or methods are to be used, make sure employees know how to proceed safely.*

E. *Issue all instructions clearly and concisely; check to see that they are understood.*

STEP III. Job Briefing for Special Conditions.

A. *Complex jobs.*

1. Brief only a portion of the job.
2. Give additional briefing as the job progresses.

B. *Change in job conditions — when it becomes necessary to change plans and procedures as the job progresses, brief employees on these changes. (As an example: the weather condition changes.)*

STEP IV. Follow-up by Supervisor.

It is important that frequent checks be made as the job progresses to be sure that:

A. *Your plans are being followed and correct work methods used.*

B. *Each person is carrying out the assigned responsibilities.*

C. *Any hidden hazards have been identified and action initiated to eliminate or what precautions are required.*

STEP V. Individual Responsibility.

All employees are responsible to see that the work plan is carried out according to the Job Briefing or modified when conditions change.

CRITICAL SAFETY RULES

- Never cross over between moving equipment. Cross over between standing equipment after receiving protection as instructed in Safety Rule 9.4 only on equipment with a crossover platform and continuous handrail. If equipment does not have the necessary safety appliances to cross over, separate the equipment at least 50 feet or walk around the end of the equipment.

- Always request "3-Step" Protection.
 1. Apply the train brakes.
 2. Place the reverser lever in neutral position.
 3. Open the generator field switch.

The Engineer must maintain this protection until notified by the employee who requested it that the protection is no longer required.

Make sure that equipment is separated by at least 50 feet before making any adjustments.

Know that the equipment will not move.

- Expect equipment to move at any time.

- Never cross tracks closer than 25 feet from standing equipment.

- Never ride on the end of moving equipment except for the purpose of riding the brake platform and using the brake to stop the equipment.

- When backing or pushing a train, the distance of the movement must be specified, and the movement must stop in one-half the specified distance unless additional instructions are received.

- Never get off or on moving equipment except in an emergency.

- Unauthorized use of electronic devices.

- When the Engineer operates a train from other than the leading end of the movement, a crew member or other qualified employee must provide point protection to ensure the movement is made safely.

- When operating in "pitch and catch" mode and not in a RCO Zone, the RCO best positioned to observe the leading end of the movement must be in control.

EMPLOYEE QUALIFICATIONS

Name _____

Occupation _____

Employee No. _____

Birth Date _____

Radio Serial No. _____

Switch Key No. 101 _____ / No. 102 _____

No. 104 _____ / No. 109 _____

ANNUAL BOOK OF RULES TEST

DATE	INITIALS
CERTIFICATE NUMBER _____	
PROMOTION DATE _____	
Month	Day Year

PHYSICAL

Type — (R) Regular - (S) Special - (H) Hearing - (E) Eye

Date	Type	Doctor (Name)	Location (Doctor)	Restrictions (If none, indicate None)

EMPLOYEE QUALIFICATIONS

Name _____

Employee No. _____

Occupation _____

Qualified for Service on:

OPERATIONS WEST — DETROIT DISTRICT

ROUTE	DATE QUALIFIED	NAME OF EXAMINER
(DT01) TERM WEST — NORTH YARD TO END		
(DT02) TERM EAST — NORTH YARD TO MACK		
(DT03) TERM EAST — BELT EXTENSION		
(DT04) LINS — ECORSE TO ASH		
(DT05) STES — NORTH YARD TO STERLING		
(DT06) UTICA IND — STERLING TO UTICA		
(DT07) DETL — MP 20 TO CP-WEST DETROIT		
(DT08) JUNCTION YARD RT — CP-YD TO CP-TOWNLINE		
(DT09) MICL — W. DETROIT TO TOWNLINE		
(DT10) CP-YD to LIVERNOIS		
(DT11) MARSH INDUSTRIAL TRACK		
(DT12) BASF INDUSTRY		
(DT13) GREAT LAKES STEEL		
(DT14) RCO QUALIFICATION		
(DT15) CP-LOU — TERM WEST TO END		
(DT16) CP-WEST DETROIT TO NORTH YARD		

EMPLOYEE QUALIFICATIONS

Name _____

Employee No. _____

Occupation _____

Qualified for Service on:

OPERATIONS EAST — NORTH JERSEY DISTRICT

ROUTE	DATE QUALIFIED	NAME OF EXAMINER
(NJ01) GATX — KINDER MORGAN CARTERET		
(NJ02) NEC — HUNTER TO UNION		
(NJ03) NEC — UNION TO MIDWAY		
(NJ04) NJT — ESSAY TO WOOD		
(NJ05) NJT — ESSAY TO BANK		
(NJ06) AMBS — ESSAY TO MIDWAY		
(NJ07) FRES — JAMESBURG TO END OF TRACK		
(NJ08) HIGHTSTOWN INDUSTRIAL		
(NJ09) SAYREVILLE RUNNING TRACK		
(NJ10) LEHL — CP-PT RDG JCT TO CP-PIKE		
(NJ11) COAS — CP-PN TO CP-PORT		
(NJ12) COAS — CP-PORT TO CP-WOOD		
(NJ13) NATB — CP-GREEN TO CP-CROXTON		
(NJ14) MANS — CP-PD TO CP-PT RDG JCT		
(NJ15) NRTB — CP-HACK TO CP-CROXTON		
(NJ16) P&HL — WA-5 TO CP-KARNY		
(NJ17) P&HL — CP-KARNY TO MP 0.0		
(NJ19) SOUS — BANK TO LAKEHURST		
(NJ20) NJT — NJCL UNION TO CP-WOOD		
(NJ21) NJT — BOUND BROOK TO ALDENE		
(NJ22) LEHL — CP-PIKE TO ALDENE		
(NJ23) LEHL — ALDENE TO CP-PT RDG JCT		
(NJ30) LANE TO EAST END OF THE GARDEN YD VIA ISLAND RUNNING TRACK		
(NJ31) STOLT TERMINAL TO KINDER MORGAN PERTH AMBOY		
(NJ32) NOSL — STATEN ISLAND RAILROAD		
(NJ33) CSXT BERGEN SUB RIDGEFIELD		
(NJ34) AMTRAK AMT-2		
(NJ35) RCO QUALIFICATION		
(NJ36) CENTER STREET BRANCH		
OTHER		
OTHER		

EMPLOYEE QUALIFICATIONS

Name _____

Employee No. _____

Occupation _____

Qualified for Service on:

OPERATIONS EAST — SOUTH JERSEY DISTRICT

ROUTE	DATE QUALIFIED	NAME OF EXAMINER
(SJ01) NEC — MILHAM TO CROYDON		
(SJ02) SNJLR — LIGHT TO CP-HATCH		
(SJ03) ROBBINSVILLE INDUSTRIAL		
(SJ04) MORL — CP-MA TO MORRIS		
(SJ05) SUN CHEMICAL		
(SJ06) GENERAL CHEMICAL		
(SJ07) SEPTA — CHESTNUT HILL WEST		
(SJ08) VACANT		
(SJ09) SUNOCO (ALLIED CHEMICAL)		
(SJ10) AMTRAK NEC — SHORE TO HOLMES		
(SJ11) NJT — AC LINE MP 1.3 TO MP 2.1 PEMBERTON INDUSTRIAL TRACK		
(SJ12) PENS — CP-WOODBURY TO DEEP		
(SJ13) BEES — CP-BROWN TO PAL		
(SJ14) VINS — CP-MILL TO LAND		
(SJ15) SALEM RUNNING TRACK		
(SJ16) DELB — CP-PARK TO CP-HATCH		
(SJ17) CP-PARK TO SOUTH PHILA VIA THE HBG LINE		
(SJ18) CP-PARK TO CP-ROCK VIA THE HBG LINE		
(SJ19) CSXT — RG TO CP-ROCK		
(SJ20) VACANT		
(SJ21) VACANT		
(SJ22) CAR RETARDER OPERATOR		
(SJ23) AMTRAK NEC — HOLMES TO GRUNDY		
(SJ24) SEPTA — WEST CHESTER LINE		
(SJ25) RCO QUALIFICATION		
(SJ26) AMTRAK NEC — PHIL TO ARSENAL		
(SJ27) CSXT — CP-FIELD TO CP-GRAY		

EXAMINATION RECORD OF EMPLOYEE TIMETABLE AND OTHER INSTRUCTIONS

Name _____ Occupation _____

Date				
Time				
Train or Engine No.				
TC or M/W Gang				
Timetable	Yes			
OK	No			
Rule Book	Yes			
OK	No			
S-54/RWP	Yes			
OK	No			
Safety Book S-7	Yes			
OK	No			
NS-1	Yes			
OK	No			
HM-1	Yes			
OK	No			
E.R.G. Book	Yes			
OK	No			
Form D	Yes			
OK	No			
Bulletin Orders	Yes			
OK	No			
RE-1	Yes			
OK	No			
Remote Control	Yes			
Rules — OK	No			
Signature and Title of Supervisor				

Remarks _____

CT-1515 R7 01-01 **RECORD OF EXAMINATION**

Name (Last name first)	Employee No.	Date of Hire	Date of Birth
Occupation	The above employee has passed the examinations checked (✓) below		
Location of Examination	<input type="checkbox"/> Operating Rules	<input type="checkbox"/> Return to Duty	
Phone	<input type="checkbox"/> Timetable Publications	<input type="checkbox"/> Promotion to	
Address	<input type="checkbox"/> Physical Characteristics	<input type="checkbox"/> Restricted Equipment	
City	<input type="checkbox"/> Safety Rules	<input type="checkbox"/> Other	
State	<input type="checkbox"/> On-Track Protection (RWP)	Time of Examination	
Territory or subject examined on:	<input type="checkbox"/> Zip	Began	M / Ended
	<input type="checkbox"/> Air Brake/Train Handling		
<input type="checkbox"/> Hazardous Materials		Signature and title of examiner	
Date	Signature of employee		
CONFAIL			

HAND-HELD AIR GAUGE ACCURACY VERIFICATION RECORD

Name _____ Emp. # _____

Gauge Number _____

TEST DATE/VARIATION	TEST DATE/VARIATION	TEST DATE/VARIATION	TEST DATE/VARIATION
±	±	±	±
±	±	±	±
±	±	±	±
±	±	±	±
±	±	±	±
±	±	±	±
±	±	±	±
±	±	±	±

TEST DATE/VARIATION ISSUED

THE ACCURACY OF HAND-HELD AIR GAUGES MUST BE VERIFIED AT LEAST ONE TIME EVERY 90 DAYS FROM DATE OF ISSUE. EMPLOYEES WILL RECORD THE DATE AND THE ACCURACY OF THE GAUGE USING THE LOCOMOTIVE AS OUTLINED IN NS-1, A-35. ANY HAND-HELD GAUGE THAT VARIES FROM THE LOCOMOTIVE BRAKE PIPE GAUGE READING BY PLUS OR MINUS 3 PSI MUST BE EXCHANGED FOR AN OPERATIVE GAUGE WITHIN THE TOLERANCE. DAMAGED OR DEFECTIVE GAUGES ARE TO BE REMOVED FROM SERVICE AND REPLACED.

Form A-35 — NEW 01-03

TIMETABLE LEGEND

The Conrail Timetable contains the following:

JOB BRIEFING GUIDELINES
CRITICAL SAFETY RULES
QUALIFICATION PAGES
TELEPHONE NUMBERS
TRAIN DISPATCHER TERRITORY
STATION PAGES
SPECIAL INSTRUCTIONS

GENERAL:

Unless otherwise noted on the Station Pages, the Train Dispatcher is in charge of all main tracks and controls all CP's, and Yard Limits. On the Station Pages the direction of the line from the point first named is indicated as (N) north, (S) south, (E) east, and (W) west.

The length of sidings is listed in feet and a Controlled Siding is indicated CS. A siding of assigned direction is preceded by a letter indicating that direction.

LEGEND:

(N) — north, (S) south, (E) east, (W) west — direction
 Ⓜ — Manned Interlocking
 Ⓐ — Automatic Interlocking
 Ⓧ — DCS Station
 ⊗ — Interlocking
 CS — Controlled Siding
 I.T. — Industrial Track
AAR 64 — Radio Channel
 S — Single Track
 S.T. — Secondary Track
 R — Remotely Controlled by other than Train Dispatcher
 R.T. — Running Track
 DS — Train Dispatcher

TRAIN INSPECTION DETECTORS:

DED — Dragging Equipment Detector
 HBD — Hot Box Detector
 HCD — High Car Detector
 WID — Wheel Impact Detector

All train inspection detectors are listed on the Station Pages according to milepost location and unless otherwise indicated are Radio Alarm and operate in both directions on single or multiple track.

A radio symbol preceding a train inspection detector location indicates Channel Operation other than DS channel.

Detectors on Single Track — Track will not be shown.

Detectors both directions — Direction will not be shown.

TIMETABLE LEGEND (CONT.)

RULES IN EFFECT:

CSS — Cab Signal System Except Rules 562 and 563.

DCS — Form D Control System.

Rules 251 and 261 — include Automatic Block Signal System Rules 500 to 509 inclusive, and when Rule 251 is in effect the current of traffic is listed.

PAGE REFERENCES:

All instructions have reference to a NORAC Operating Rule and are numbered or lettered as follows:

C-1 — Refers to General Rule C.

97-1 — Refers to Rule 97 Running Tracks.

550-1 — Refers to Rule 550 Cab Signals.

940-1 — Refers to Rule 940 concerning Train Service Employees.

950-1 — Refers to Rule 950 concerning Engine Service Employees.

MAXIMUM WEIGHT OF CARS AND LADING:

Unless otherwise noted on the Station Pages, the following will apply to Maximum Weight of Cars and Lading:

263,000 lbs. for general freight

270,000 lbs. for coal, ore, and grain

Cars having a combined weight car and lading in excess of 270,000 lbs. for coal, ore, and grain and 263,000 lbs. for all other freight must not be handled unless authorized by the Timetable, the Overload Policy for Open-Top Hoppers and GT-Type Gondolas dated July 11, 1997, or when authorized by the Superintendent.

Exception: Cars that are loaded with nonhazardous material less than 5,000 lbs. In excess of the 263,000 lbs., stenciled load limit may operate to final destination.

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CONRAIL®



SEVEN POINT SAFETY MESSAGE

1. Safety is the first priority.
2. Do not perform work that cannot be safely accomplished.
3. Make a safe move:
 - Not a fast move.
4. Do not take shortcuts.
5. Work safest way possible:
 - Use the safest methods.
6. Wear your protective equipment.
It only can save you pain and misery.
7. Hazards — Three ways to handle:
 - Avoid
 - Compensate
 - Eliminate

TRANSPORTATION TELEPHONE NUMBERS

MT. LAUREL, N.J.	SMART	BELL
Director, Operations Support Center	8-320-2363	(856) 231-2363
Manager, Train Operations	8-320-2393	(856) 231-2393
Chief Risk Officer	8-320-2007	(856) 231-2007
Hazardous Materials Manager	8-320-2261	(856) 231-2261
MANPOWER CONTROL		
Detroit Crew Dispatcher	8-320-2143	(800) 528-5229
N. Jersey Crew Dispatcher	8-320-2146	(800) 528-5226
S. Jersey Crew Dispatcher	8-320-2143	(800) 528-5229
OPERATIONS WEST — DETROIT DISTRICT		
Area Superintendent	8-528-5541	(313) 297-5541
Manager, Field Operations	8-528-5543	(313) 297-5543
Manager, Operations Support	8-528-5567	(313) 297-5567
Trainmaster (N. Yard)	8-528-5300	(313) 297-5300
Trainmaster (River Rouge)	8-528-5416	(313) 297-5416
Trainmaster (Sterling)	8-529-4002	(586) 983-4002
Road Foreman	8-528-5543	(313) 297-5543
OPERATIONS EAST — NORTH JERSEY DISTRICT		
Superintendent	8-320-2013	(856) 231-2013
Assistant Superintendent	8-222-2000	(973) 690-2000
Area Superintendent	8-222-2000	(973) 690-2000
Manager, Field Operations	8-222-2701	(973) 690-2701
Manager, Operations Support	8-222-2814	(973) 690-2814
Road Foreman — System	8-320-2011	(856) 231-2011
Trainmasters (Oak Island)	8-222-2052	(973) 690-2052
	8-222-2084	(973) 690-2084
Trainmaster (Port Newark)	8-222-2450	(973) 690-2450
Trainmaster (Chemical Coast)	8-222-2154	(973) 690-2154
Trainmaster (Metuchen)	8-252-5717	(908) 820-5717
Trainmaster (Browns Yard)	8-222-6951	(973) 690-6951
Road Foreman (Oak Island)	8-222-2313/14	(908) 820-2313/14
OPERATIONS EAST — SOUTH JERSEY DISTRICT		
Area Superintendent	8-320-7080	(856) 231-7080
Manager, Field Operations	8-320-7022	(856) 231-7022
Manager, Operations Support	8-320-7015	(856) 231-7015
Trainmaster (Pavonia)	8-320-7055	(856) 231-7055
Trainmaster (Stoney Creek)	8-320-7071	(856) 231-7071
Trainmaster (Paulsboro)	8-320-7071	(856) 231-7071
Trainmaster (Frankford Jct.)	8-320-7055	(856) 231-7055
Trainmaster (Morrisville)	8-343-7502	(215) 337-7502
Trainmaster (S. Philadelphia)	8-320-7055	(856) 231-7055
Road Foreman (Pavonia)	8-320-7077	(856) 231-7077

MEDICAL REVIEW OFFICER (MRO)

C. Ray Prible, MD
Director Medical Services

Medical Services Department
Three Commercial Place
Norfolk, VA 23510-9202

Toll-free phone number: (800) 552-2306
Fax number: (757) 629-2479

**TRAIN DISPATCHERS OFFICE
CONRAIL HEADQUARTERS
1000 HOWARD BLVD.
MT. LAUREL, NEW JERSEY 08054**

Director	Smart 8-320-2363	Bell (856) 231-2363
Manager, Train Operations	Smart 8-320-2393	Bell (856) 231-2393

Detroit Dispatcher	Smart 8-320-2326	Bell (800) 456-7513
Detroit Line from CP-West Detroit to CP-YD, Michigan Line from CP-Bay City Jct. to CP-Townline, North Yard Branch and Sterling Secondary		

Block Stations:

Delray (CSXT)		Bell (734) 464-4862
Ecorse Jct. (NS)		Bell (313) 842-1081
Rouge Bridge	Smart 8-528-5425	Bell (313) 297-5425

North Jersey Dispatcher	Smart 8-320-2310	Bell (856) 231-2310
		Bell (800) 777-0273
Lehigh Line (CP-Pike to CP-Port Reading Jct.), Passaic and Harsimus Line, National Docks Branch, Northern Branch		

Block Stations:

Hack Moveable Bridge	Smart 8-222-2609	Bell (973) 690-2609
Upper Bay	Smart 8-222-2344	Bell (973) 690-2344

South Jersey Dispatcher	Smart 8-320-2312	Bell (856) 231-2312
		Bell (800) 777-0274
Morrisville Line (Morris to CP-MA), Delair Branch, Amboy Secondary, Beesleys Point Secondary, Chemical Coast Secondary, Chester Secondary, Penns Grove Secondary, Port Reading Secondary, Southern Secondary, Vineland Secondary and Staten Island Railroad.		

CSXT DISPATCHERS — JACKSONVILLE, FL

AV Dispatcher		Bell (800) 921-2223
BX Dispatcher		Bell (888) 369-2511
NI Dispatcher		Bell (518) 767-6119
NJ Dispatcher		Bell (518) 767-6120
RL Dispatcher		Bell (888) 369-2511
RN Dispatcher		Bell (800) 435-2219

NEW JERSEY TRANSIT DISPATCHERS

Chief Dispatcher		Bell (201) 714-2780
Coast Line Dispatcher	(800) 742-2928	Bell (201) 714-2783/84
Atlantic City Line Dispatcher	(800) 742-2928	Bell (201) 714-2786/87

SNJLRTS OPERATIONS — CAMDEN, NJ

Supervisor Train Operations		Bell (856) 580-5636
Rail Traffic Controller		Bell (856) 580-5656/57

AMTRAK DISPATCHERS

MID-ATLANTIC DIVISION

Chief Dispatcher		Bell (215) 349-2417
Asst. Chief Dispatcher		Bell (215) 349-2226/27
CETC-6 Dispatcher		Bell (215) 349-2232
CETC-5 Dispatcher		Bell (215) 349-2233
CETC-4 Dispatcher		Bell (215) 349-2266

NEW YORK DIVISION

Chief Dispatcher		Bell (212) 630-7467
Section B Dispatcher		Bell (212) 630-7471
CETC-7 Dispatcher		Bell (212) 630-6408
CETC-8 Dispatcher		Bell (212) 630-6409

**SEPTA TRAIN DISPATCHERS — PHILADELPHIA, PA
REGIONAL RAIL OPERATIONS CENTER**

Supervisor, Train Operations		Bell (215) 580-8668
Chief Train Dispatcher		Bell (215) 580-8670
Desk C Dispatcher		Bell (215) 580-8675
SEPTA-6		Bell (215) 580-8681

NS DISPATCHERS — DEARBORN, MI

Chief Dispatcher	Smart 8-520-5832	Bell (313) 323-5832
Detroit Michigan Line	Smart 8-520-5856	Bell (313) 323-5856

RAILROAD POLICE

CSXT		Bell (800) 232-0144
Norfolk Southern		Bell (800) 272-0911

STATEN ISLAND RAILROAD

United States Coast Guard (Vessel Traffic Service)		Bell: (718) 354-4088
Arthur Kill Lift Bridge		Bell: (718) 273-9164
Port Ivory Intermodal Terminal (New York Container Terminal)		Bell: (718) 273-7000
Con Edison		Bell: (718) 667-2211
VanBro Corporation		Bell: (718) 698-1100
Arthur Kill (AK) Power Plant Superintendent		Bell: (718) 390-2776
Security Guard (GATE)		Bell: (718) 983-9439
Pratt/VISY Paper Mill Shift Manager		Bell: (718) 370-1114
Security Guard (GATE)		Bell: (718) 370-1114 x254
Staten Island Transfer Station		Bell: (718) 370-1114 x277
		Bell: (917) 642-1853 (Primary)
		(646) 772-0684 (Secondary)
		(801) 831-6017 (Back up)
New York City Fire Department (Engine Company 154)		Bell: (718) 494-4254

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RUNNING TRACKS: NORAC RULE 97 APPLIES

Running Track	Between	and	Associated Line	Control
Browns No.1	OB	East End	AMBS	Yardmaster Browns*
Church	CQ	Church	AMBS	NJTRO Coastline DS
Essay	CQ	Essay	AMBS	NJTRO Coastline DS
Gillespie	Gillespie	East Brown	AMBS	Yardmaster Browns*
Sayreville	South Amboy	Brunswick	AMBS	Yardmaster Browns*
Wanamaker	No. 2 Track in Wanamaker Yard		CHES	Yardmaster Stoney Creek
No. 0	200 ft. East of MP 3	3300 ft. East of MP 3	DELB	Yardmaster Camden
No. 1 Running	30th St.	CP-Hatch	DELB	Yardmaster Camden
No. 2 Running	30th St.	CP-Hatch	DELB	Yardmaster Camden
No. 10 Running	485 ft. East of Cooper	305 ft. West of Camden	DELB	Yardmaster Camden
Junction Yard	CP-Townline	CP-YD	DETL/MICH	NS Michigan Line DS
Foreman Wye	NS Bridge	CSX EB Main	LINC I.T.	NS Bridge/ Oper. Delray
North Bound Branch	Jct. Yd. R.T.	Miller Road	MICL	Yardmaster Livernois
Middle	Morris	CP-MA	MORL	Yardmaster Morrisville
No. 3	Copper	Connection to Thorofare	MORL	Yardmaster Morrisville
Port	Port	Light	MORL	Yardmaster Morrisville
Thorofare	Morris	CP-MA	MORL	Yardmaster Morrisville
USX	Thorofare	U. S. Steel	MORL	Yardmaster Morrisville
Bayonne Connection	CP-Green	Bayonne I.T.	NATB	North Jersey DS
Greenville No. 1	CP-Pike	Upper Bay	NATB	Upper Bay
Greenville No. 2	CP-Pike	Upper Bay	NATB	Upper Bay
Island	Island	WA-2	NATB	Upper Bay
Oak Island	Pike	WA-2	NATB	Upper Bay
High Line	Third Running	Bergen Jct.	NRTB	North Jersey DS
Lower Drill	CP-Marion	CP-Croxtan	NRTB	North Jersey DS
New Connection	Third Running	Secaucus	NRTB	North Jersey DS
Northern Connection Running Track	CP-PN	Garden	NRTB	North Jersey DS
Third	High Line	DB	NRTB	North Jersey DS
Upper Drill	CP-Croxtan	CP-West Croxtan	NRTB	North Jersey DS
Lane	Lane	WA-5	P&HL	North Jersey DS
Waldo	CP-Hack	MP 0.0	P&HL	North Jersey DS
Travis	CP-AK	Wye Connection Track	COAS	South Jersey DS
Salem	Woodbury	Swede	PENS	South Jersey DS
Camden	CP-Mill	River Road	VINS	Yardmaster Camden
Vineland	North Vineland	Normay	VINS	South Jersey DS

*Controlled by South Jersey Dispatcher when no Yardmaster is on duty.

CONRAIL STATION PAGE (CONT.)

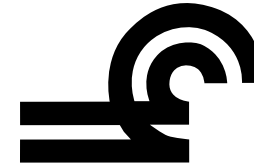
INDUSTRIAL TRACKS:

Unless otherwise noted on the Station Pages, movements on the following tracks are permitted to operate at Restricted Speed not exceeding 10 MPH.

Lincoln pages 37–38

60th Street	Detroit Terminal East	Pemberton
Avenue "A"	Detroit Terminal West	Pennsauken
Bay Shore Connecting	Doremus Avenue	Perth Amboy
Bayonne	Elizabeth	Petty Island
Bayway	Florence	Philadelphia Beltline
Beesleys Point	Frankford Street	Phoenix
Bloodgood	Freehold	Raritan
Bonhamton	Garwood	Reformatory
Bristol	Girard Point	Reformatory Extension
Bustleton	Grenloch	Richmond
Camden Beltline	Hatch	Robbinsville
Carteret	Highland Park	Rock
Carteret Extension	Hightstown	Shell
Center Street	Ingram	Sherman Avenue
Central Avenue	Irvington	Soundshore
Central District	Lincoln	Supermarket Lead
Chester	Linden	Swanson Street
Claymont	Manufacturers	Swede
Constable Hook	Manufacturers Extension	Terminal East
Deepwater Point	Marsh	Terminal West
Delaware	Midvale	Third
Delaware Extension	Millstone	Toms River
Delco Lead	Millville	Trenton
Delmoor	Miracle Run	Utica
Detroit Beltline	Newark and New York	
Detroit Beltline Extension	Paulsboro	

CONRAIL®



OPERATIONS WEST DETROIT DISTRICT

K. D. McIntyre	Area Superintendent
B. P. Simon	System Road Foreman of Engines
J. W. Price	Manager Field Operations
A. R. Parker	Manager Operations Support
P. H. Unger	Trainmaster/Road Foreman of Engines
J. P. Vaccaro, Jr.	Trainmaster
R. L. Conley, Jr.	Trainmaster
T. M. Szpond	Trainmaster
T. W. Goad	Trainmaster
K. S. Johnson	Trainmaster
P. J. Cassette	Trainmaster

DETROIT LINE (DETL)				
SOUTH ↓	SIDINGS IN FEET	MP	DETROIT DISTRICT STATION	NOTE
			DETROIT DS AAR 64	
		2.9	CP-WEST DETROIT ⊗ ⊙ <i>(Michigan Line) (North Yard Br.) (NS CN CP)</i>	1
		3.1	CP-GEORGE ⊗ ⊙	
		3.7	CP-WATERMAN ⊗ ⊙	
		5.3	DELRAY ⊗ ⊙ <i>(CSXT, Union Belt Ry Crossings)</i>	
		6.1	BRIDGE (Moveable Bridge) ⊗ ⊙ MICHIGAN LINE DISPATCHER NS AAR 46	
		6.5	CP-YD (Junction Yard R.T.) (CN) ⊗ ⊙	
		7.0	RIVER ROUGE	
		7.8	VISGER	
		9.3	CP-MILL (CN) ⊗ ⊙ AAR 46	
		11.3	DED <i>(Wyandotte)</i>	
		11.7	WYANDOTTE	
		15.5	CP-FN (CN)...R...Bridge ⊗ ⊙ R	
		15.8	TRENTON	
		19.3	GIBRALTAR	
	20.0	CP-JD...R...Bridge ⊗ ⊙ R	2	
STATION PAGE INFORMATION				
NOTE 1: NS Operating Rules in effect between CP-YD, MP 6.5 and MP 20.0. NOTE 2: Electric lock switch in service on No. 2 Track. This trailing point switch for northward movements from CN has a nine (9) minute and 30 second waiting time for lock release. Electric lock released for southward movements from No. 2 Track to CN when train or engine is within 200 feet of the switch. Permission to operate this switch must be obtained from the NS Dispatcher.				
1. RULES IN EFFECT				
			No. 1 Track	No. 2 Track
			Rules	
Between			261	261
CP-West Detroit and CP-Mill			251-South	251-North
CP-Mill and MP 20.0				
Tracks are numbered from West to East.				

DETROIT LINE (DETL)				
2. MAXIMUM SPEEDS				
	No. 1 Track		No. 2 Track	
	Psgr.	Frnt.	Psgr.	Frnt.
Between	MPH			
CP-West Detroit Int.	15	15	15	15
CP-West Detroit and CP-George	15	15	15	15
CP-George Int.	15	15	15	15
CP-George and Delray	30	30	30	30
Delray Int.	30	30	30	30
Delray and MP 18.5	40	40	40	40
MP 18.5 and MP 20.0	50	50	50	50
Trail Van trains operating on the Detroit Line must not exceed maximum speed authorized for freight trains.				
3. CHECKING LOCOMOTIVE SPEED INDICATOR				
Between MP 12.0 and MP 13.0 No. 1 Track.				
4. DIESEL UNIT RATINGS				
None.				
5. LOCOMOTIVE AND CAR RESTRICTIONS				
WEIGHT RESTRICTIONS				
315,000 lbs. authorized.				
6. SWITCHES AND DERAILS				
None.				
7. RADIO BASE STATIONS				
Dispatcher	Base Station	AAR Channel	Touch Tone Access	
Detroit DS	Livernois	64	5#	
Detroit DS	River Rouge, MI	46	4#	
Detroit DS	Trenton, MI	46	5#	
OTHER RADIO BASE LOCATION				
Location	AAR Channel			
River Rouge	46 and 50			
NOTE: In the application of NS Rule 501, trains and engines must change to AAR Channel 50 on arrival at River Rouge and communicate with Yardmaster. Radios must remain on that Channel while operating at that Yard.				
8. DETECTOR INSTRUCTIONS				
None.				

DETROIT LINE (DETL)

9. DISTRICT INSTRUCTIONS

A. LOCATIONS OF BULLETIN BOARDS

Location	Posting
River Rouge	CR, NS

B. SPECIAL INSTRUCTIONS

RIVER ROUGE. Yard movement south on Old North Bound and Bridge Lead Tracks must not foul switch from Marsh Track without permission of Yardmaster at River Rouge Yard.

Employees must not approach or stand closer than 20 feet to hot metal cars being handled by Delray Connecting railroad engines between Zug Island and U.S. Steel South Plant.

While on the property of Ford Motor Company River Rouge complex, crews are under the jurisdiction of, and will obey the instructions of, the Ford Yardmaster.

MARSH INDUSTRIAL TRACK. Stop signs placed in service on Nos. 1 and 2 Hill Tracks at non-interlocked crossing at grade with U.S. Steel Company Railroad. After stopping, movement may proceed over crossing when no conflicting movements are observed.

WYANDOTTE. Northward freight trains must not pass Wyandotte until permission to proceed has been obtained from NS Michigan Line Dispatcher.

TRENTON. Crews switching at south end of McLouth Steel Co., North Plant, must not leave cars or cabooses standing on descending grade on track leading to low line tracks, unless coupled to locomotive.

Crews delivering or picking up cars at Detroit Edison coal unloading facility must see that gates are securely locked before leaving.

When yarding unit coal trains at the Detroit Edison Trenton Channel Plant, Trenton, pull in on No. 1 yard track, set head portion to No. 3 yard track; balance of train to No. 2 yard track.

Crews working Trenton Edison Channel Plant are to stay clear of Lathrop Rd. between 4:00 P.M. and 8:00 P.M.

Maximum track capacities for DEEX- and GSCX-type cars are as follows:

No. 1 — 41 cars; No. 2 — 39 cars; No. 3 — 37 cars.

When filled to capacity, the clearance on these tracks is very close and crews must exercise caution to avoid fouling switches at either end.

When picking up empties from this facility, pick up No. 3 yard track, double to No. 2 yard track and then double to No. 1 yard track. This will keep train in the same order that it arrived in.

DETROIT LINE (DETL)

9. DISTRICT INSTRUCTIONS (CONT.)

C. REMOTE CONTROL ZONE — RIVER ROUGE YARD

A Remote Control Zone (RCZ) is established for the exclusive use of the Portable Locomotive Control Technology (Remote Control) crews at River Rouge Yard. The limits of the Remote Control Zone are established as follows:

That track bounded by the Hump Lead switch (Double Aught/Track 9) and the End of Track at Salliotte Road.

The zone at River Rouge Yard includes all switches which provide access to the track between the opposing limits identified as the Remote Control Zone above.

When activated, a Remote Control Zone is a designated area in which a Remote Control Locomotive (RCL) may operate without protecting the leading end of the movement unless otherwise required by Operating Rules, or Timetable Special Instructions.

To determine if the Remote Control Zone is activated, crews must contact the Remote Control Operator (RCO), or in his absence or unavailability, the Yardmaster on duty controlling River Rouge Yard, prior to occupying the Remote Control Zone.

D. OPERATION BETWEEN DETROIT LINE AND CN TRACKS

MP 10.7 (BASF) — Non-Interlocked Crossing at Grade Operating Instructions

Conrail trains and engines operating across CN MA-2 Interlocking will be governed by the following instructions before passing Stop Signs:

1. Open control box located near instrument case, adjacent to CN track.
2. Observe that no trains are approaching this crossing on CN track.
3. Depress and release push button marked "Depress and Release for Conrail Movement."
4. Wait four (4) minutes and indication light marked "Conrail Proceed" will illuminate.
5. Close and lock control box.
6. Conrail train may then proceed over crossing.

E. DETROIT LINE (DETL) — CP-YD TO MP 20.0 — CONTROLLED BY NS DISPATCHER

MP 13.3 — Operating Instructions for No. 2 Track

The following instructions will govern the operation of switches at MP 13.3 (Former Pennwalt Switch) to the CN:

1. Line Crossover switch from No. 2 Track (CR) to CN and proceed to Stop signal at new dwarf signal midway through crossover.
2. Ensure there are no conflicting movements approaching on CN track.
3. Continue to properly line the crossover and the Pennwalt Lead switches on the CN track.
4. Upon completion of step 3 above, wait five (5) minutes for the signal to change from "STOP" to "RESTRICTING". Once a "Restricting" signal is received, continue movement to Pennwalt.
5. Restore and lock ALL switches as required after completing movement.

NOTE: If after completing steps 1 through 3 above, the signal does not change from "STOP" to "RESTRICTING", move **15 feet** past the "STOP" signal **BUT NOT** foul of CN Main Track. After waiting an additional five (5) minutes, **AND** if there are no conflicting movements approaching on CN track, movement may then proceed, reporting condition to CR Bridge Operator.

MICHIGAN LINE (MICL)				
WEST ↓	SIDINGS IN FEET	MP	DETROIT DISTRICT STATION	NOTE
			DETROIT DS [AAR 64]	1
		2.02	BEGIN CONRAIL ON 1 & 2 TRACKS	
		2.2	CP-BAY CITY JCT. (North Yard Br.)	
		2.4	CP-SCOTTEN.....	
		2.9	CP-WEST DETROIT Detroit Line, NS } North Yard Br.	
		3.2	MILITARY	
		4.2	LONYO	
		5.2	CP-LOU (Junction Yard R.T.)	
		5.4	WYOMING	
		7.4	CP-TOWNLINE.....	
			NS MICHIGAN LINE DS [AAR 46]	2

STATION PAGE INFORMATION

NOTE 1: Signal indication at CP-Bay City Jct. will be authority for trains to occupy "Pullback Track No. 1" but trains must contact CP-Rail Expressway Yard Terminal Manager (Radio Channel AAR 64) for instructions and additional authority. If, after these instructions are followed, there is no response, the move may continue under the provisions of NORAC Rule 80.

NOTE 2: "Employees using crossover between No. 2 Track and Freight Main No. 6 must secure permission of the Train Dispatcher. Switches at both ends of the crossover must be lined and locked for the normal (straight move) position upon completion of movement." This electric lock switch is located west of CP-Lou, outside the limits of the interlocking.

1. RULES IN EFFECT

Between	Single Track	No. 1 Track	No. 2 Track
	Rules		
CP-Bay City Jct. and CP-West Detroit	261		
CP-Bay City Jct. and CP-West Detroit		261	261
CP-West Detroit and CP-Townline		261	261
Tracks are numbered North to South.			

2. MAXIMUM SPEEDS — FREIGHT

Between	Single Track	No. 1 Track	No. 2 Track
	MPH		
MP 2.02 and CP-Scotten	10	40	40
CP-Scotten Interlocking	15	15	15
CP-Scotten and CP-West Detroit	15	15	15
CP-West Detroit Interlocking	15	15	15
CP-West Detroit and CP-Townline		50	30
Trail Van trains operating on the Michigan Line will observe freight speeds.			

MICHIGAN LINE (MICL)

2. MAXIMUM SPEEDS — PASSENGER

Between	Single Track	No. 1 Track	No. 2 Track
	MPH		
MP 2.02 and CP-Scotten	10	40	40
CP-Scotten Interlocking	15	15	15
CP-Scotten and CP-West Detroit	15	15	15
CP-West Detroit Interlocking	15	15	15
CP-West Detroit and CP-Townline		60	30

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

315,000 lbs. authorized on Michigan Line and Junction Yard Running Track.

B. HEIGHT RESTRICTIONS

Cars in excess of 19'6" are prohibited on the Junction Yard R.T. Refer to TTSI 119-4.

6. SWITCHES AND DERAILS

A. NORTHBOUND BRANCH (NBB) RUNNING TRACK

Switch connecting NBB Running Track with Junction Yard Running Track is to be locked as lined after use.

B. OAKWOOD YARD CONNECTION

Switch is to be left locked as lined after use.

7. RADIO BASE STATIONS

Dispatcher	Base Station	AAR Channel	Touch Tone Access
Detroit	Livernois	64	5#
NS Michigan Line DS	Dearborn, MI	46	1#

OTHER RADIO BASE LOCATIONS

Location	AAR Channel
River Rouge	46 and 50

NOTE: In the application of NORAC Rule 706, trains and engines must change to AAR Channel 66 on arrival at Livernois Yard and communicate with Yardmaster. Radios must remain on that Channel while operating at that Yard.

MICHIGAN LINE (MICL)

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATIONS OF RUNNING TRACKS

Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.

Running Track	Between	Controlled by	Restricted Speed not exceeding
Junction Yard	CP-Townline and CP-YD	NS Michigan Line Dispatcher	15 MPH
Northbound Branch	Junction Yard R.T. and Miller Road	Yardmaster Livernois	10 MPH

B. LOCATION OF CONTROLLED RAILROAD CROSSING AT GRADE

At the following NS-controlled railroad crossing at grade, trains and track cars will proceed as follows when signal is at Stop:

Ecorse Jct. Trains will be governed by instructions from operator at NS Bridge.

C. SALT INTERLOCKING (MP 1.50) — JUNCTION YARD RUNNING TRACK

1. Signals at this Interlocking for both Conrail and Norfolk Southern Railroads govern only movement within or through Interlocking. Signals do not convey block or track information.
2. Signals governing Conrail movements are set to display Clear (NORAC Rule 281) for both Northward and Southward movements through interlocking unless system is activated for NS movement.
3. Signals governing NS Salt Track movements are set to display STOP (NORAC Rule 292) unless system is activated for NS movement.
4. **Procedure To Cross Salt Interlocking on NS**
(Manual Activation of System)
 - (a) Push button boxes mounted on signal masts. Crew member will push appropriate button for direction of movement.
 - (b) If Conrail approach circuits are clear, Conrail signals will display Stop Signal and NS signal will display Restricting Signal.
 - (c) If either Conrail approach circuit is occupied, a Conrail train approaching Salt has three (3) minutes to arrive at Salt or the Conrail signals will display Stop Signal. Two (2) minutes after a Conrail Signal displays Stop Signal, the appropriate NS signal will display a Restricting Signal.
 - (d) After NS signal displays Restricting, crew member will remove manual derail from rail for train movement.
 - (e) After train clears interlocking, crew member will restore derail.

MICHIGAN LINE (MICL)

9. DISTRICT INSTRUCTIONS (CONT.)

C. SALT INTERLOCKING (MP 1.50) — JUNCTION YARD RUNNING TRACK (CONT.)

5. Emergency Operation — From NS Salt Track

- (a) In the event that signals do not display an indication more favorable than Stop, movement through Salt Interlocking may be made as follows:
 - i. Examine track within interlocking limits. If no conflicting movements are apparent, REMOVE DERAIL and proceed until leading truck of engine or car has passed Stop Signal at least 20 feet, stop and occupy track section between signal and crossing but not foul of crossing.
 - ii. Wait five (5) minutes, then place lighted fusees on each side of crossing and proceed at Restricted Speed.
 - iii. Restore derail.
- (b) Report such failure to the Conrail C&S Trouble Desk (1-800-937-5063).

6. Emergency Operation – From Junction Yard Running Track

- (a) Signals to proceed through Salt Interlocking are normally set to display Clear Signal (NORAC Rule 281).
- (b) In the event the signal displays Stop (NORAC Rule 292), proceed as follows:
 - i. Examine track within interlocking limits. If no conflicting movements are apparent, proceed until leading truck of engine or car has passed Stop Signal at least 20 feet, stop and occupy track section between signal and crossing but not foul of crossing.
 - ii. After two (2) minutes, place lighted fusees on each side of crossing and proceed at Restricted Speed.
- (c) Report such failure to the Conrail C&S Trouble Desk (1-800-937-5063).

7. Movement of Track Cars

Track Car movements from any direction must stop at signal and examine track within interlocking limits. If no conflicting movements are observed, Track Car may remove appropriate derails and proceed at Restricted Speed, restoring derail after clearing interlocking.

D. SCHAEFER INTERLOCKING (MP 3.08) — JUNCTION YARD RUNNING TRACK

1. Signals governing Conrail movements display Clear (NORAC Rule 281) for both northward and southward movements through Interlocking unless system is manually activated for CN movement.
2. Signals governing CN movements display Stop Signal (NORAC Rule 292) unless system is manually activated for CN movement.
3. Signals at this Interlocking for both Conrail and CN Railroads govern only movement within or through Interlocking. Signals do not convey condition of track ahead.

MICHIGAN LINE (MICL)

9. DISTRICT INSTRUCTIONS (CONT.)

D. SCHAEFER INTERLOCKING (MP 3.08) — JUNCTION YARD RUNNING TRACK (CONT.)

Procedure to cross Schaefer Interlocking from CN (Manual activation of system):

1. CN train must occupy approach track circuit (rail marked with Yellow paint).
2. Transit request for signal using radio AAR Channel 74. Key in request code 308# using keypad on locomotive or portable radio. There will be a radio response indicating that the request was accepted. If no response is heard, refer to instructions for emergency operation below.
3. If Conrail approach circuits are clear, Conrail signals will display a Stop Signal and CN signal will display Restricting Signal.
4. If either Conrail approach circuit is occupied, the Conrail train approaching Schaefer has six (6) minutes to arrive at Schaefer or the Conrail signals will display Stop Signal. Two (2) minutes after Conrail Signals display Stop Signal, the CN signal will display Restricting Signal.

Emergency Operation

1. If the radio request does not function, crew member will push the "Signal Request Button" mounted in a box on the side of the enclosure which when pushed will function the same as the radio request.
2. Items 3 and 4 above will govern.
3. Two (2) White lights located on the outside of the signal enclosure are normally lighted indicating circuit integrity. When the lights are dark, the circuit needs to be reset. Crewman will push the "Circuit Reset" button in the box on the side of the enclosure. After lights are displayed, request signal using "Signal Request Button".
4. After following above procedures if the Restricting Signal is still not displayed, movement through Schaefer Interlocking may be made as follows:
 - (a) Examine track within interlocking limits. If no conflicting movements are apparent, proceed until leading truck of engine or car has passed Stop Signal at least 20 feet, stop and occupy track section between signal and crossing but not foul of crossing.
 - (b) Wait eight (8) minutes, then place lighted fusees on each side of crossing and if no conflicting movement is observed, proceed at Restricted Speed.
5. In the event the radio request or emergency button does not function properly, contact the Conrail C&S Trouble Desk (1-800-937-5063).

MICHIGAN LINE (MICL)

9. DISTRICT INSTRUCTIONS (CONT.)

D. SCHAEFER INTERLOCKING (MP 3.08) — JUNCTION YARD RUNNING TRACK (CONT.)

Procedure to cross Schaefer Interlocking from Junction Yard Running Track (Manual Activation):

1. Signals to proceed through Schaefer Interlocking are normally set to display Clear Signal (NORAC Rule 281).
2. In the event the signal displays Stop (NORAC Rule 292), proceed as follows:
 - (a) Two (2) White lights located on the outside of the signal enclosure are normally lighted indicating circuit integrity. When the lights are dark, the circuit needs to be reset. Crewman will push the "Circuit Reset" button in the box on the side of the enclosure. After lights are displayed, signal should clear.
 - (b) If signal remains at Stop, movement through Schaefer Interlocking may be made as follows:
 - i. Examine track within interlocking limits. If no conflicting movements are apparent, proceed until leading truck of engine or car has passed Stop Signal at least 20 feet, stop and occupy track section between signal and crossing but not foul of crossing.
 - ii. After two (2) minutes, place lighted fusees on each side of crossing and, if no conflicting movement is observed, proceed at Restricted Speed.
3. In the event the radio request or emergency button does not function properly, contact the Conrail C&S Trouble Desk (1-800-937-5063).

Movement of Track Cars

Track Car movements from any direction must stop at signal and examine track within interlocking limits. If no conflicting movements are observed, Track Car may proceed at Restricted Speed.

NORTH YARD BRANCH (NORB)						
NORTH ↓	SIDINGS IN FEET	MP	DETROIT DISTRICT STATION		NOTE	
			DETROIT DS [AAR 64]		1	
		2.4	CP-SCOTTEN (Michigan Line)..... (X)Ⓞ			
		3.1	CP-VINEWOOD (CN Conn.)..... (X)Ⓞ			
		5.9	CP-BEAUBIEN (CN Ry Crossing)..... (X)Ⓞ			
		6.7	CP-MILWAUKEE JCT. (X)Ⓞ (CN Ry Crossing)			
		7.8	CP-CONANT (X)Ⓞ			
		8.5	NORTH YARD HUMP			
	9.6	CP-NORTH YARD..... (X)Ⓞ				
STATION PAGE INFORMATION						
NOTE 1: South of CP-Vinewood, No. 1 Track designated as New Wye and No. 2 Track as Old Wye.						
1. RULES IN EFFECT						
		A Track	No. 1 Track	No. 2 Track	Old Wye	New Wye
Between		Rules				
CP-Bay City and CP-Scotten		261				
CP-Scotten and CP-Vinewood					261	261
CP-Vinewood and CP-North Yard			261	261		
2. MAXIMUM SPEEDS						
		A Track	No. 1 Track	No. 2 Track	Old Wye	New Wye
Between		MPH				
CP-Bay City and CP-Scotten		15				
CP-Scotten and CP-Vinewood					15	15
CP-Vinewood and CP-North Yard			30	30		
CP-North Yard Int., when diverging			15	15		
SPEEDS — OTHER TRACKS						
Restricted Speed not exceeding 15 MPH permitted as follows: Terminal East Industrial, MP 1.0 — MP 5.5						

NORTH YARD BRANCH (NORB)			
3. CHECKING LOCOMOTIVE SPEED INDICATOR			
None.			
4. DIESEL UNIT RATINGS			
None.			
5. LOCOMOTIVE AND CAR RESTRICTIONS			
WEIGHT RESTRICTIONS			
Maximum Weight of Cars and Lading 286,000 lbs. authorized.			
6. SWITCHES AND DERAILS			
Location	Normal Position	Route for Which Sprung	Note
CP-Conant	CN Interchange	Northward movement from Conrail to CN Interchange	1
NOTE 1: Switch must be operated by hand and returned to Normal Position when returning to Conrail.			
7. RADIO BASE STATIONS			
Dispatcher	Base Station	AAR Channel	Touch Tone Access
Detroit DS	Livernois	64	5#
Detroit DS	North Yard	64	7#
NOTE: Road and local train crews working at North Yard must switch radio to AAR Channel 58 to communicate with Yardmaster while performing service at North Yard.			
8. DETECTOR INSTRUCTIONS			
None.			

NORTH YARD BRANCH (NORB)

9. DISTRICT INSTRUCTIONS

A. LOCATIONS OF RAILROAD CROSSINGS AT GRADE

At the following CN-controlled railroad crossings at grade, trains and track cars will proceed as follows when signal is at Stop:

Terminal East Industrial Track MP 9.0

CN Mount Clemens Subdivision at Forrest Lawn
Contact the Conrail Detroit Dispatcher for permission from the CN PONTIAC Yardmaster.

NOTE: When instructed to flag over crossing, movement to be made as follows:

1. Stop before passing Stop Signal.
2. Examine track, including switch points (if any) within interlocking limits.
3. If no conflicting movement is apparent and route is properly lined, proceed until leading truck of engine or car has passed Stop Signal at least 20 feet, occupying track section between signal and crossing but not foul of crossing.
4. After five (5) minutes, place lighted fuses on each side of crossing and proceed at Restricted Speed.

B. LOCATIONS OF BULLETIN BOARDS

Bulletin Board	Location	Other Divisions and Railroads
X	North Yard, Yardmasters Office	CSXT, NS, CN

C. REMOTE CONTROL ZONE — NORTH YARD

A Remote Control Zone (RCZ) is established for the exclusive use of the Portable Locomotive Control Technology (Remote Control) crews at North Yard. The limits of the Remote Control Zone are established as follows:


That area bounded by the switch separating the Terminal West Industrial Track from the Passing Siding Track for trains operating in a south direction into North Yard Receiving Yard, and the switch separating the Hump Lead Track from the Scale Track for trains operating in a north direction into the North Yard Receiving Yard.

The zone at North Yard includes all switches which provide access to the area between the opposing limits identified as the Remote Control Zone above.

When activated, a Remote Control Zone is a designated area in which a Remote Control Locomotive (RCL) may operate without protecting the leading end of the movement unless otherwise required by Operating Rules, or Timetable Special Instructions.

To determine if the Remote Control Zone is activated, crews must contact the Remote Control Operator (RCO), or in his absence or unavailability, the Yardmaster on duty controlling North Yard, prior to occupying the Remote Control Zone.

STERLING SECONDARY (STES)

NORTH ↓	SIDINGS IN FEET	MP	DETROIT DISTRICT STATION	NOTE
			DETROIT DS AAR 46	
		9.6	CP-NORTH YARD.....	⊗⊙
		12.5	MOUND ROAD YARD	
		14.0	TM.....	⊙
		19.3	WS (BEGIN/END BLOCK).....	⊙
		20.7 23.9	STERLING YARD..... UTICA.....	} UTICA } IND.

STATION PAGE INFORMATION

1. RULES IN EFFECT

Between	Single Track Rules
CP-North Yard and WS	DCS
CP-North Yard and TM	Rule 93

2. MAXIMUM SPEEDS

Between	Single Track MPH
CP-North Yard and TM	15
TM and WS	30

SPEEDS — OTHER TRACKS

Restricted Speed not exceeding 10 MPH permitted as follows:

- Mound Road Yard: Passing track
- WS to Sterling Yard
- Utica Industrial Track

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Between MP 16.0 and MP 17.0.

4. DIESEL UNIT RATINGS

None.

STERLING SECONDARY (STES)

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Maximum Weight of Cars and Lading

1. 286,000 lbs. authorized entire length.
 2. **Utica Industrial Track**
286,000 lbs. authorized except between MP 20.94 and MP 21.85:
 - 263,000 for general freight
 - 270,000 for coal, ore, and grain
- 17-Mile Siding: 286,000 lbs. authorized entire length.

6. SWITCHES AND DERAILS

POSITION OF SWITCHES

Switch connecting the Passing Track to the Dodge Lead at the South End of Mound Road Yard must be left lined and locked for the Passing Track.

7. RADIO BASE STATIONS

Dispatcher	Base Station	AAR Channel	Touch Tone Access
Detroit DS	Sterling Yard	46	3#

OTHER RADIO BASE LOCATIONS

Mound Road Yard — Road Channel.....	46
Sterling Yard — Yard.....	58

NOTE: On arrival at Sterling Yard and in the application of NORAC Rule 706, trains and engines must change to AAR Channel 58 and communicate with Yardmaster at North Yard. Radios must remain on that Channel while operating at that Yard.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATIONS OF BULLETIN BOARDS

Bulletin Board	Location	Other Divisions and Railroads
X	Sterling Yard	

B. STERLING YARD

Pocket Track and Engine Lead Track designated Engine Servicing Tracks.

LINCOLN INDUSTRIAL (LINC)

SOUTH ↓	SIDINGS IN FEET	MP	DETROIT DISTRICT STATION	NOTE
		136.4	CP-ECORSE JCT...R-NS Bridge.....⊗	1, 2, 3
		135.5	CONRAIL LINCOLN I.T.	
		134.4	LINCOLN	

STATION PAGE INFORMATION

NOTE 1: Train and Engine crews performing switching operations or making movements on the Lincoln Industrial Track must notify the NS Bridge Operator prior to occupying the track. Method of operation on the Lincoln Industrial Track is restricted speed not exceeding 15 MPH.

NOTE 2: Bulletin Order information pertaining to the Lincoln Secondary Track will no longer be contained in the Conrail Summary or daily Bulletin Orders. Conrail employees should secure the pertinent Train Messages, Superintendent Notices, General Notices, or Bulletins from CSXT prior to occupying the Lincoln Secondary. Information pertaining to the Lincoln Industrial Track will continue to be published by Conrail.

NOTE 3: Information concerning the Lincoln Secondary Track follows the Lincoln Industrial Station Pages.

1. RULES IN EFFECT

Between	Single Track Rules
CP-Ecorse and QQL 135.5	Rule 98

2. MAXIMUM SPEEDS

Between	Single Track MPH
CP-Ecorse and QQL 135.5	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

286,000 lbs. authorized.

LINCOLN INDUSTRIAL (LINC)			
6. SWITCHES AND DERAILS			
None.			
7. RADIO BASE STATIONS			
Monroe, Michigan CSXT AAR 35	NS Bridge AAR 22		
8. DETECTOR INSTRUCTIONS			
None.			
9. DISTRICT INSTRUCTIONS			
A. LOCATION OF TRAIN DISPATCHER			
CSXT	RL Dispatcher	Jacksonville, Florida 1-888-369-2511	
B. LOCATIONS OF RUNNING TRACKS			
Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.			
Running Track	Between	Controlled by	Restricted Speed not exceeding
Foreman Wye	NS Bridge and CSX EB Main	NS Bridge/ Operator Delray	15 MPH

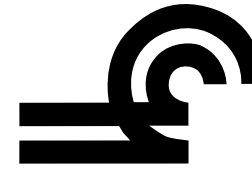
LINCOLN SECONDARY (LINS) — SEE NOTE 4				
SOUTH ↓	SIDINGS IN FEET	MP	DETROIT DISTRICT STATION	NOTE
		QQL		
		136.4	CP-ECORSE JCT...R-NS Bridge.....⊗	1
			(CSXT)...RL DS.....[AAR 08]	
		135.5	CONRAIL LINCOLN I.T.....	
			DTC BLOCK OUTER — MP 135.5 to MP 133.0	
		134.4	LINCOLN	
			DTC BLOCK PENFORD — MP 133.0 to MP 129.4	
		133.9	CICOTTE	
			DTC BLOCK PENFORD — MP 133.0 to MP 129.4	
		129.4	PENFORD.....⊗	2
		4200		
		127.1	LURMET	
			DTC BLOCK SIBLEY — MP 129.4 to MP 124.0	
		125.6	BROWNSTOWN	
		124.0	DTC BLOCK GUARD — MP 124.0 to MP 119.2	
		121.4	HBD-DED (<i>Brownstown, MI</i>)	
		119.2	ASH	
			DTC BLOCK GRAFT — MP 119.2 to MP 116.4	
		116.4	CP-CARLETON...R-CSXT RL DS.....⊗	3
STATION PAGE INFORMATION				
<p>NOTE 1: Permission to enter the Lincoln Industrial Track at Ecorse Jct. and at MP 135.5 is received from the NS Ecorse operator at Rouge Bridge. Method of operation on the Lincoln Industrial Track is restricted speed not exceeding 15 MPH.</p> <p>NOTE 2: At an automatic or remotely controlled railroad crossing, insulated On-Track equipment (equipment that does not shunt the track circuit) must stop before fouling the crossing and must not proceed over the crossing until the way is seen to be clear (CSXT Operating Rule 706).</p> <p>NOTE 3: End Automatic Sign in service for North Direction at MP 117.2.</p> <p>NOTE 4: Conrail employees should secure the pertinent Train Messages, Superintendent Notices, General Notices, or Bulletins from CSXT prior to occupying the Lincoln Secondary. Review CSXT Timetable information.</p>				

LINCOLN SECONDARY (LINS)	
1. RULES IN EFFECT	
Between	Single Track Rules
CP-Ecorse and QQL 135.5	Rule 98
QQL 135.5 and CP-Carleton	CSXT DTC
2. MAXIMUM SPEEDS	
Between	Single Track MPH
CP-Ecorse and QQL 135.5	15
QQL 135.5 and Lincoln	20
Lincoln and CP-Carleton	50
CP-Carleton	30
3. CHECKING LOCOMOTIVE SPEED INDICATOR	
None.	
4. DIESEL UNIT RATINGS	
None.	
5. LOCOMOTIVE AND CAR RESTRICTIONS	
WEIGHT RESTRICTIONS	
286,000 lbs. authorized.	
6. SWITCHES AND DERAILS	
The switch at the south end of Brownstown Yard for the Tail Track (stub track) is to be lined and locked for the Tail Track.	
7. RADIO BASE STATIONS	
In the application of NORAC Rule 706 and CSXT Rule 410, when operating on the Lincoln Secondary Track, employees on trains, engines and track cars must have radios tuned to CSX Road Channel AAR 08, except to communicate directly with the CSX "RL" Train Dispatcher. The CSX "RL" Train Dispatcher controls the Lincoln Secondary and is assigned Radio Channel AAR 35. After conversations have been completed with this Train Dispatcher, employees must restore their radios to Radio Channel AAR 08. This instruction also applies to employees providing flag protection on this track. These instructions are consistent with CSX operating practice on this line.	

LINCOLN SECONDARY (LINS)	
8. DETECTOR INSTRUCTIONS	
None.	
9. DISTRICT INSTRUCTIONS	
A. LOCATION OF TRAIN DISPATCHER	
CSXT	RL Dispatcher Jacksonville, Florida 1-888-369-2511
B. DTC BLOCK LIMITS	
Between Location/Milepost	Block Names
MP QQL 116.4 and MP QQL 119.2	GRAFT
MP QQL 119.2 and MP QQL 124.0	GUARD
MP QQL 124.0 and MP QQL 129.4	SIBLEY
MP QQL 129.5 and MP QQL 134.2	PENFORD
MP QQL 134.2 and MP QQL 135.5	OUTER
C. POWER OFF INDICATOR LIGHTS	
All highway grade crossings with automatic warning devices are equipped with a power off indicator light. The power off indicator light is a steady lit Lunar White light located trackside at the equipment enclosure at each crossing. Train crew MUST notify the Train Dispatcher if this power off indicator light is not steady lit.	

*“An unguarded minute
has an accident in it.”*

CONRAIL®



OPERATIONS EAST NORTH JERSEY DISTRICT

J. J. Garofolo	Superintendent
R. P. Gloede	Assistant Superintendent
R. C. Caparelli	Area Superintendent
B. P. Simon	System Road Foreman of Engines
O. M. Cruz	Manager Field Operations
J. F. Perez	Manager Operations Support
M. J. Centeno	Senior Trainmaster
M. A. Megali	Senior Trainmaster
E. H. Dicker, Jr.	Trainmaster
J. A. Gonzalez	Trainmaster
T. A. Pilger	Trainmaster
G. B. Fillingham	Trainmaster

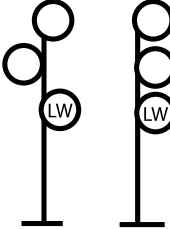
LEHIGH LINE (LEHL) & CONNECTING TRACKS				
WEST ↓	SIDINGS IN FEET	MP	NORTH JERSEY DISTRICT STATION	NOTE
			NORTH JERSEY DS..... AAR 50	
		9.0	CP-PIKE ⊗Ⓞ (Greenville R.T., No. 1 & No. 2; Oak Island Yard; Oak Island R.T.; Bay Line Yard) (Southern Connection No. 1 & No. 2 Tracks)	
		10.5	CP-VALLEY ⊗Ⓞ (Oak Island Yard, East Yard Lead) (Lehigh Connecting Tracks No. 1 & No. 2)	1
		11.1	HCD-W-20' 4" (Newark)	
		11.4	CP-NK..... ⊗Ⓞ (Hunter Connection)	2
		12.7	HILLSIDE (Irvington I.T.)	
		14.5	CP-TOWNLEY..... ⊗Ⓞ	
		14.9	HBD-DED (Townley, NJ)	
		16.0	CP-ROSELLE PARK..... ⊗Ⓞ	
		16.9	CP-ALDENE..... ⊗Ⓞ (RVL NJT)	2, 3

LEHIGH LINE (LEHL) & CONNECTING TRACKS				
WEST ↓	SIDINGS IN FEET	MP	NORTH JERSEY DISTRICT STATION	NOTE
		17.9	CRANFORD	
		19.4	CLARK (Bloodgood I.T.)	
		20.1	Westfield QZ	5
		23.1	Edison QZ	5
		23.2	CP-POTTER ⊗Ⓞ	3
		23.7	Edison QZ	5
		26.5	SOUTH PLAINFIELD (Perth Amboy I.T.)	
		29.1	NEW MARKET	
		30.5	HBD-DED-WID (Middlesex).....	4
		33.1	CP-BOUND BROOK ⊗Ⓞ (Port Reading Sec.) (NJT)	
		35.8	CP-PORT READING JCT. ⊗Ⓞ (Manville Yard) (Trenton Line—CSXT) (Royce R.T.)	
			HARRISBURG DIVISION NS	

STATION PAGE INFORMATION

- NOTE 1:** The Dispatcher will route eastward trains that are destined for Oak Island Yard to tracks designated by the Yardmaster at the Oak Island Hump. Eastward trains entering Receiving Yard must stop before reaching first switch and a member of crew must line switches for proper track. Permission must be obtained from Yardmaster at Hump Yard Office before entering ladder track at east end of yard.
- NOTE 2:** TV and Freight Trains operating between CP-NK and CP-Aldene receiving an Approach Medium indication must proceed approaching the next signal not exceeding 20 MPH. This speed must not be exceeded until a more favorable indication is received.
- NOTE 3: CP-ALDENE — CP-POTTER — WESTWARD LAY-BACK POINT**
When the westward distant signal to CP-Potter indicates Approach (NORAC Rule 285) or Stop and Proceed (NORAC Rule 291), trains must stop at MP 22.5 if they do not have a proceed indication at CP-Potter. This is to prevent the noise and fumes of idling engines from disturbing the residents of the housing development adjacent to CP-Potter.
- NOTE 4:** Wheel Impact Detector notification to the train will be made by the Train Dispatcher. When notified, speed must be reduced not to exceed 30 MPH unless instructed by the Train Dispatcher to stop and inspect the wheels for possible defects. After inspection, the defective equipment may be moved to a location specified by the Dispatcher. The Conductor, or employee in charge of the movement, may determine a safe speed for the movement of the defective equipment, but never more than 30 MPH.
- NOTE 5:** A quiet zone under Federal Regulation (49 CFR 222.39) is effective restricting the sounding of locomotive horns at these locations. Except where required by another rule, Federal Regulations or an emergency situation exists, the locomotive horn will not be sounded. NORAC Operating Rule 20 concerning use of the engine bell remains in effect.

LEHIGH LINE (LEHL) & CONNECTING TRACKS					
1. RULES IN EFFECT					
		No. 1 Track	No. 2 Track		
Between	Rules				
CP-Pike and CP-PN		261		261	
CP-Stock and CP-Valley		261		261	
CP-Pike and CP-Port Reading Junction		261		261	
Tracks are numbered North to South.					
2. MAXIMUM SPEEDS					
	Single Track	No. 1 Track		No. 2 Track	
Between	MPH				
CP-Pike and CP-PN		15		15	
CP-Stock and CP-Valley		30		30	
CP-Valley and CP-Pike		30		30	
Movements within CP-Valley		30		30	
CP-Valley and CP-NK		30		30	
		Psgr.	TV-Frt.	Psgr.	TV-Frt.
CP-NK Interlocking		45	30	45	30
CP-NK and CP-Aldene		60	40	60	40
CP-Aldene — Movement to or from NJT Raritan Valley Line		30		30	
CP-Aldene and CP-Port Reading Junction		50		50	
3. CHECKING LOCOMOTIVE SPEED INDICATOR					
Between MP 28.0 and MP 29.0.					
4. DIESEL UNIT RATINGS					
None.					
5. LOCOMOTIVE AND CAR RESTRICTIONS					
A. WEIGHT RESTRICTIONS					
286,000 lbs. authorized.					
B. HEIGHT RESTRICTIONS					
Cars, double stacks, loads or other equipment which do not exceed 20'2" high are permitted to operate between the following locations: Between CP-Valley and CP-Port Reading Junction.					
6. SWITCHES AND DERAILS					
DUAL CONTROLLED POWER-OPERATED SWITCHES AND SWITCH INDICATORS — CONTROLLED AS INDICATED					
Located at	Movement to				
CP-Pike	Dual Controlled Power-Operated Switches				
Controlled by North Jersey Train Dispatcher. Permission must be obtained from Train Dispatcher prior to occupying these switches. Refer to TTSI 293-1 for indications.					

LEHIGH LINE (LEHL) & CONNECTING TRACKS		
7. RADIO BASE STATIONS		
Base Station	AAR Channel	Touch Tone Access
Elizabeth	50	1#
Potter	50	4#
Bound Brook	50	8#
Manville Yard (CSX)	28	None
8. DETECTOR INSTRUCTIONS		
See Note 4 at MP 30.5 (Middlesex).		
9. DISTRICT INSTRUCTIONS		
A. LOCATIONS OF BULLETIN BOARDS		
Location	Posting	
Oak Island — Hump Yard Office	CSXT — Albany Div. Amtrak — New York Div. Amtrak — Mid-Atlantic Div. NJT — Newark Div. NS — Harrisburg Div. SEPTA	
Manville Yard Office	NJT — Newark Div.	
B. SIGNALS NOT IN CONFORMITY		
Signal aspects not in conformity with the typical aspects, in service. Color key as indicated. R — Red, W — White, Y — Yellow, G — Green, LW — Lunar White		
LOCATION: CP-NK to CP-Aldene		
INDICATION — Route is lined for passenger trains.		
		
NAME — Passenger Train Signal.		
NOTE: Lunar White light displayed in addition to a signal indication permitting movement to proceed indicates that route is lined for movement. Signal must not be accepted by any trains except passenger trains, except as authorized by Train Dispatcher.		
C. BLOODGOOD INDUSTRIAL TRACK		
Raritan Road (MP 0.46) crossing warning device is equipped with train signal controls. Trains approaching Raritan Road from either direction must advance toward the signal until the signal lights Red. The train must stop and wait until the signal turns Yellow before proceeding over Raritan Road.		
If signal fails to display Yellow aspect within 90 seconds of when signal displays Red, or if signal fails to display Red aspect, train may proceed under provisions of Conrail TTSI 138-2.		

PASSAIC AND HARSIMUS LINE (P&HL)			
WEST ↓	SIDINGS IN FEET	MP	NORTH JERSEY DISTRICT STATION
			NORTH JERSEY DS..... AAR 50
		0.0	
		0.8	TOPPS
		1.6	CP-HACK..... ⊗ ⊙ (Moveable Bridge) (Northern Branch) (Waldo R.T.) (South Kearny Yard)
		3.1	
		3.4	CP-KARNY..... ⊗ ⊙ (Moveable Bridge).....
		4.5	PLANK
		6.9	CP-STOCK..... ⊗ ⊙ (Lehigh Connecting Track) (Stock Siding)
		7.7	WA-5..... ⊙ (Lane R.T.) HCD-DED-W..... (Island, NJ)

PASSAIC AND HARSIMUS LINE (P&HL)			
STATION PAGE INFORMATION			
<p>NOTE 1: All movements between CP-Hack and CP-Karny on the Eastbound Track must be authorized by Yardmaster, South Kearny Yard. Eastward movements must receive instructions before passing CP-Karny. Westward movements must receive instructions before passing CP-Hack.</p> <p>NOTE 2: Movements operating on "D" Track adjacent to No. 1 Relay must operate at Restricted Speed not exceeding 5 MPH (head end only) and sound the whistle in accordance with NORAC Rule 19(b)2 and sound the bell in accordance with NORAC Rule 20.</p> <p>NOTE 3: In the application of NORAC Rule 114, between MP 0.0 and CP-Hack, to prevent excessive diesel engine exhaust from lingering in the PATH Journal Square Station, diesel consists must not stop and idle in the vicinity of this location.</p> <p>NOTE 4: Employees are prohibited from riding the sides of cars at PATH Jump Over Bridge, CP-Karny Interlocking, account close clearance.</p> <p>NOTE 5: Train crews leaving trains at CP-Stock should secure their train and leave it on ground air.</p> <p>NOTE 6: SOUTH KEARNY YARD A non-lethal electrified fence has been installed as a theft deterrent to persons attempting to gain entry into South Kearny Yard. This 10' high fence parallels the West Bound Running Track between CP-Karny Interlocking and the east end of the Meadows Yard and beginning again on the east side of the old Tropicana lead. Employees are to exercise caution in this area so as not to come into contact with the fence.</p> <p>NOTE 7: See Detector Instructions, Item 8.</p>			
1. RULES IN EFFECT			
	Single Track	No. 1 Track	No. 2 Track
Between	Rules		
CP-Stock and WA-5		251-West	261
CP-Karny and CP-Stock		261	261
CP-Hack and CP-Karny	261		
Tracks are numbered North to South.			
2. MAXIMUM SPEEDS			
	Single Track	No. 1 Track	No. 2 Track
Between	MPH		
Over CP-Karny Moveable Bridge		15	15
CP-Karny and WA-5		30	30
CP-Hack and CP-Karny	15		
3. CHECKING LOCOMOTIVE SPEED INDICATOR			
None.			
4. DIESEL UNIT RATINGS			
None.			
5. LOCOMOTIVE AND CAR RESTRICTIONS			
A. WEIGHT RESTRICTIONS			
286,000 lbs. authorized.			

PASSAIC AND HARSIMUS LINE (P&HL)

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. HEIGHT RESTRICTIONS

Cars, double stacks, loads or other equipment which do not exceed 20'2" high are permitted to operate between the following locations:

Between
CP-Stock and CP-Hack

Cars, double stacks, loads or other equipment exceeding 17'8" are restricted between the following locations:

Between
CP-Hack and MP 0.0 (Waldo Running Track)

6. SWITCHES AND DERAILS

None.

7. RADIO BASE STATIONS

Base Station	AAR Channel	Touch Tone Access
Elizabeth	50	1#
Hack	50	2#

8. DETECTOR INSTRUCTIONS

Trains destined for Amtrak will be governed by the following:

Alarm "A" set at 17'2" and if activated will indicate this train must be routed via "A" Track west of Lane. No axle count or car location will be announced. Employees must stop their train at once if destined to operate on any track other than "A" Track.

Alarm "B" set at 19'2" and if activated will require the train to be stopped immediately as this train will not be permitted to operate via any route west of Lane. Alarm "B" will always override Alarm "A". Alarm "B" will have an axle count associated with the Alarm.

Radio Alarms at this location will monitor both the Stock Siding Track and the Lane Running Track and announce on Radio Channel AAR 50.

9. DISTRICT INSTRUCTIONS

A. LOCATIONS OF RUNNING TRACKS

Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.

Running Track	Between	Controlled by	Restricted Speed not exceeding
Lane	Lane and WA-5	North Jersey DS	10 MPH
Waldo	CP-Hack and MP 0.0	North Jersey DS	10 MPH

B. SPECIAL INSTRUCTIONS

Radio Operation of Switch at Island (use AAR Channel 50)

- Trains must approach switch prepared to stop. If switch indicates the required alignment, train may proceed.
- To change position of switch, train must stop at limits marked on rails with YELLOW paint. Key in request code **781*** to request switch normal, message will be broadcast over radio "CONRAIL ISLAND 1 SWITCH NORMAL" and switch will indicate White. Key in request code **781#** to request switch reverse. When switch is reverse, a message will be broadcast over the radio "CONRAIL ISLAND 1 SWITCH REVERSE" and switch will indicate Amber.

PASSAIC AND HARSIMUS LINE (P&HL)

9. DISTRICT INSTRUCTIONS (CONT.)

B. SPECIAL INSTRUCTIONS (CONT.)

Radio Operation of Switch at Island (use AAR Channel 50) (Cont.)

- If the switch is not properly lined, a message will be broadcast over the radio "CONRAIL ISLAND 1 SWITCH NOT LINED, 1 SWITCH NOT LINED" and switch will indicate Red. Proceed to pushbutton operation below.

Pushbutton Operation of Switch at Island

- To change position of switch, train must stop at limits marked on rails with YELLOW paint and utilize the pushbuttons in the pushbutton box, which is located on the Signal Enclosure (Bungalow). Push 1 switch normal button to line 1 switch normal as described above (White Indication). Push 1 switch reverse button to line 1 switch reverse as described above (Amber Indication).

If switch indication is Red, restore switch to previous position and check for obstruction in switch points. Push appropriate pushbutton again. If switch still indicates Red, train must not proceed over switch. Crew must notify North Jersey Train Dispatcher Operation for Track Cars and other equipment that may not shunt.

M of W disable switch **must** be turned to "on" position before proceeding over switch. After movement is complete, switch **must** be turned to "off" position. This prevents remote operation of switch while non-shunting equipment is occupying switch.

Radio Operation of Switches at Bud (use AAR Channel 50)

- Trains must approach switches prepared to stop. If switches indicate the required alignment, train may proceed.
- To change position of No. 1 switch (West End crossover), train must stop at limits marked on rails with YELLOW paint. Key in request code **831*** to request switch normal, message will be broadcast over radio "CONRAIL BUD 1 SWITCH NORMAL" and switch will indicate White. Key in request code **831#** to request switch reverse. When switch is reverse, a message will be broadcast over the radio "CONRAIL BUD 1 SWITCH REVERSE" and switch will indicate Amber.
- If the switch is not properly lined, a message will be broadcast over the radio "CONRAIL BUD 1 SWITCH NOT LINED, 1 SWITCH NOT LINED" and switch will indicate Red. Proceed to pushbutton operation below.
- To change position of No. 3 switch (East End crossover), train must stop at limits marked on rails with YELLOW paint. Key in request code **833*** to request switch normal, message will be broadcast over radio "CONRAIL BUD 3 SWITCH NORMAL" and switch will indicate White. Key in request code **833#** to request switch reverse. When switch is reverse, a message will be broadcast over the radio "CONRAIL BUD 3 SWITCH REVERSE" and switch will indicate Amber.
- If the switch is not properly lined, a message will be broadcast over the radio "CONRAIL BUD 3 SWITCH NOT LINED, 3 SWITCH NOT LINED" and switch will indicate Red. Proceed to pushbutton operation below.

Pushbutton Operation of Switches at Bud

- To change position of switch, train must stop at limits marked on rails with YELLOW paint and utilize the pushbuttons in the pushbutton box, which is located on the Signal Enclosure. Push appropriate switch normal button to line switch normal as described above (White Indication). Push appropriate switch reverse button to line switch reverse as described above (Amber Indication).
- If switch indication is Red, restore switch to previous position and check for obstruction in switch points. Push appropriate pushbutton again. If switch still indicates Red, train must not proceed over switch. Crew must notify North Jersey Train Dispatcher.

Operation for Track Cars and Other Equipment that may not Shunt

M of W disable switch **must** be turned to "on" position before proceeding over switch. After movement is complete, switch **must** be turned to "off" position. This prevents remote operation of switch while non-shunting equipment is occupying switch.

LIFESAVING RULES AND RESPONSIBILITIES

SOFA

RECOMMENDATION 1

Any crew member intending to go between or under cars or locomotives (red zone) must notify the Locomotive Engineer before such action can take place. The Locomotive Engineer must then apply locomotive or train brakes, have the reverser centered, the generator field switch in the down or open position and then confirm this action with the individual on the ground. Additionally, any crew member that intends to adjust knuckles/drawbars, or apply or remove EOT device, must ensure that the cut of cars to couple into is separated by no less than 50 feet. Also, the person on the ground must physically inspect the cut of cars not attached to the locomotive to ensure that they are completely stopped and, if necessary, a sufficient number of hand brakes must be applied to ensure the cut of cars will not move.


NATIONAL DOCKS BRANCH (NATB)

SOUTH ↓	SIDINGS IN FEET	MP	NORTH JERSEY DISTRICT STATION	NOTE
			NORTH JERSEY DS..... AAR 50	
		0.0	CP-CROXTON ⊗ ⊙	
		0.0	(Northern Branch, Upper Drill R.T., Lower Drill R.T., Croxton R.T.)	
		0.4-1.2	BERGEN TUNNEL.....	1
		1.7-1.8	WALDO TUNNEL	
		2.8	JOHNSTON AVENUE	
		3.8	2E/2W SIGNAL..... ⊙	
		4.0	PHILLIPS STREET	
		5.6	DED (Greenville)	
		5.8	CP-GREEN..... ⊗ ⊙	
	5.9	(Bayonne I.T.)		
	7.2	UPPER BAY ⊙ ⊗ ⊙ (Moveable Bridge) (Oak Island Yard) — switches (Greenville R.T.)		

STATION PAGE INFORMATION

NOTE 1: To reduce run-in and buff forces in northbound trains operating through the Bergen Tunnel, Engineers should gradually reduce throttle prior to exiting the north portal, allowing train speed to reduce as the train exits the tunnel. Engineers must avoid heavy independent brake applications. Light independent (not more than 10 psi) brake applications may be used to gather slack, followed by gradual increases of independent brake as required.

NATIONAL DOCKS BRANCH (NATB)	
1. RULES IN EFFECT	
Between	Single Track Rules
CP-Croxtan and CP-Green	261
CP-Green and Upper Bay	1 & 2 261
Tracks are numbered East to West.	
2. MAXIMUM SPEEDS	
Between	Single Track MPH
CP-Croxtan and MP 1.0	15
MP 1.0 and MP 2.8 (Johnson Ave.)	10
MP 2.8 (Johnson Ave.) and CP-Green	25
CP-Green and Upper Bay	1 & 2 25
Tracks are numbered East to West.	
3. CHECKING LOCOMOTIVE SPEED INDICATOR	
None.	
4. DIESEL UNIT RATINGS	
None.	
5. LOCOMOTIVE AND CAR RESTRICTIONS	
A. WEIGHT RESTRICTIONS	
286,000 lbs. authorized.	
B. HEIGHT RESTRICTIONS	
Cars, double stacks, loads or other equipment not exceeding 20'2" high are permitted to operate between the following locations:	
Between	
Upper Bay and CP-Croxtan (National Docks Branch)	
6. SWITCHES AND DERAILS	
DUAL CONTROLLED POWER-OPERATED SWITCHES AND SWITCH INDICATORS — CONTROLLED AS INDICATED	
Located at	Movement to
Garden	Dual Controlled Power-Operated Switches and Switch Indicators
Controlled by Operator, Upper Bay. Verbal permission must be obtained from Operator before occupying these switches. Refer to TTSI 293-1 for indications.	

NATIONAL DOCKS BRANCH (NATB)			
7. RADIO BASE STATIONS			
Base Station	AAR Channel	Touch Tone Access	
Elizabeth	50	1#	
Hack	50	2#	
Croxtan	50	0#	
8. DETECTOR INSTRUCTIONS			
None.			
9. DISTRICT INSTRUCTIONS			
A. LOCATIONS OF BULLETIN BOARDS			
Location	Posting		
Oak Island	CSXT — Albany Div. Amtrak — New York Div. Amtrak — Mid-Atlantic Div. NJT — Newark Div. NS — Harrisburg Div. SEPTA		
B. LOCATIONS OF RUNNING TRACKS			
Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.			
Running Track	Between	Controlled by	Restricted Speed not exceeding
Bayonne Connection	CP-Green and Bayonne I.T.	North Jersey DS	15 MPH
Greenville No. 1	CP-Pike and Upper Bay	Upper Bay	10 MPH
Greenville No. 2	CP-Pike and Upper Bay	Upper Bay	15 MPH
Island	Island and WA-2	Upper Bay	15 MPH
Northern Connection Running Track	CP-PN and Garden	North Jersey DS	10 MPH
Oak Island	CP-Pike and WA-2	Upper Bay	10 MPH
C. SIGNALS NOT IN CONFORMITY			
LOCATION: National Docks Branch (Upper Bay) NORAC Rule 285.			
ASPECT —			
			
C4 (Dwarf signal — Flashing Yellow over Red)			
NAME — APPROACH			
INDICATION — Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Signal.			

NORTHERN BRANCH (NRTB)				
NORTH ↓	SIDINGS IN FEET	MP	NORTH JERSEY DISTRICT STATION	NOTE
			NORTH JERSEY DS..... AAR 50	
		6.0	CP-HACK..... (Moveable Bridge) (Passaic & Harsimus Line) (South Kearny Yard)	4
		5.4	CP-MARION (Lower Drill R.T.) (Croxtton Yard)	1, 2
		5.0	CP-CROXTON (Croxtton Yard) (Upper Drill R.T.)	3
		4.6	CP-WEST CROXTON..... (NYS&W)	
		1.6	CP-1 (CSXT)	
STATION PAGE INFORMATION				
<p>NOTE 1: Southward trains must not accept a signal displayed at CP-Croxtton for movement from the Croxtton Running Track, Upper Drill Running Track or Croxtton Yard Lead until a crew member confirms with the Train Dispatcher that the signal displayed is for their train.</p> <p>NOTE 2: Permission from the Yardmaster on duty at Croxtton Yard must be obtained before permitting any movements to the limits between "HX" and "CP-Croxtton." AAR Channel 64.</p> <p>NOTE 3: Close side clearance to superstructure of County Road undergrade bridge.</p> <p>NOTE 4: Electric lock switch installed within limits of CP-Marion. Train Dispatcher's permission required prior to operating this switch.</p>				

NORTHERN BRANCH (NRTB)			
1. RULES IN EFFECT			
	Single Track	No. 1 Track	No. 2 Track
Between	Rules		
CP-Hack and CP-Marion	261		
CP-Marion and CP-1		261	261
2. MAXIMUM SPEEDS			
	Single Track	No. 1 Track	No. 2 Track
Between	MPH		
CP-Hack and CP-Marion	15		
CP-Marion and CP-West Croxtton		15	15
CP-West Croxtton and CP-1		30	30
3. CHECKING LOCOMOTIVE SPEED INDICATOR			
None.			
4. DIESEL UNIT RATINGS			
None.			
5. LOCOMOTIVE AND CAR RESTRICTIONS			
A. WEIGHT RESTRICTIONS			
286,000 lbs. authorized.			
B. HEIGHT RESTRICTIONS			
Cars, double stacks, loads or other equipment which do not exceed 20'2" high are permitted to operate between the following locations:			
Between			
CP-Hack and CP-1			
CP-Croxtton and HX			
Cars, double stacks, loads or other equipment exceeding 19'1" are restricted between the following locations:			
Between			
CP-Marion and Bergen Jct. (High Line Running Track-NJT)			
6. SWITCHES AND DERAILS			
DUAL CONTROLLED POWER-OPERATED SWITCHES AND SWITCH INDICATORS — CONTROLLED AS INDICATED			
Located at	Movement to		
South End Croxtton Yard	Dual Controlled Switches		
Controlled by North Jersey Train Dispatcher. Permission must be obtained from Train Dispatcher prior to occupying these switches. Refer to TTSI 293-1 for indications.			

NORTHERN BRANCH (NRTB)

7. RADIO BASE STATIONS

Base Station	AAR Channel	Touch Tone Access
Croton	50	0#
Ridgefield Park (Conrail)	50	9#
Ridgefield Park (CSX)	34	3#
CSX Road Channel	58 (Mobil to Mobil)	

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATIONS OF RUNNING TRACKS

Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.

Running Track	Between	Controlled by	Restricted Speed not exceeding
High Line	Third Running and Bergen Jct.	North Jersey DS	10 MPH
Lower Drill	CP-Marion and CP-Croton	North Jersey DS	15 MPH
Third	High Line and DB	North Jersey DS	10 MPH
Upper Drill	CP-Croton and CP-West Croton	North Jersey DS	15 MPH

B. SIGNALS NOT IN CONFORMITY

LOCATION: MP 1.6 (CP-1) Signal 2-E governing entrance to CP-1 for southbound movements from the CSX Service Lane No. 1 Track.

ASPECT —



C4 (Dwarf signal — Flashing Yellow over Red)

NAME — APPROACH (NORAC Rule 285)

INDICATION — Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Signal.

AMBOY SECONDARY (AMBS)

WEST ↓	SIDINGS IN FEET	MP	NORTH JERSEY DISTRICT STATION	NOTE
			SOUTH JERSEY DS AAR 50	
		0.2	CQ.....Ⓣ	1
		1.6	DEEP.....Ⓣ	
		1.8	DEEP CUT	
		4.7	CLIFF.....Ⓣ	
		4.9	EAST END	
		5.9	BROWNS	
		6.1	EAST BROWNS (Gillespie R.T.)	
		7.2	OB.....Ⓣ	
		7.3	OLD BRIDGE	
		9.4	SPOTSWOOD	
		11.6	HELMETTA	
		13.4	JAMESBURG..... (Freehold I.T.)	2
		13.6	JGⓉ (Hightstown I.T.)	
		16.7	DAYTON	
		18.8	MONMOUTH JCT.	
		19.0	MIDWAY.....ⓉⓉ (Amtrak)	

STATION PAGE INFORMATION

NOTE 1: MP 13.6 to MP 19.0 — TTSI 138-3, Rusty Rail Condition, applies.

NOTE 2: Trains, engines and track cars must not proceed on either leg of the Jamesburg Wye (tracks connecting the Amboy Secondary Track with the Freehold Industrial Track) without receiving verbal permission from the South Jersey Train Dispatcher.

AMBOY SECONDARY (AMBS)			
1. RULES IN EFFECT			
			Single Track
Between			Rules
CQ and Midway			DCS
Cliff and OB			YARD LIMITS 93
2. MAXIMUM SPEEDS			
			Single Track
Between			MPH
CQ and Deep Cut			10
Deep Cut and Jamesburg			25
Jamesburg and MP 14.0			10
MP 14.0 and Midway			25
3. CHECKING LOCOMOTIVE SPEED INDICATOR			
None.			
4. DIESEL UNIT RATINGS			
None.			
5. LOCOMOTIVE AND CAR RESTRICTIONS			
WEIGHT RESTRICTIONS			
Maximum Weight of Cars and Lading			
263,000 lbs. for general freight			
270,000 lbs. for coal, ore, and grain			
Cars having a combined weight car and lading in excess of 270,000 lbs. for coal, ore, and grain and 263,000 lbs. for all other freight must not be handled unless authorized by the Timetable, the Overload Policy for Open-Top Hoppers and GT-Type Gondolas dated July 11, 1997, or when authorized by the Superintendent.			
Exception: Cars that are loaded with nonhazardous material less than 5,000 lbs. In excess of the 263,000 lbs., stenciled load limit may operate to final destination.			
NOTE: Hightstown and Freehold Industrial Tracks authorized for 263,000 lbs. maximum weight of cars & lading.			
6. SWITCHES AND DERAILS			
A. BROWNS YARD			
Yard Tracks No. 1 through No. 12 equipped with power operated dual-control switches. Instructions on operation contained on plates mounted on switch machines and on Bulletin Board in Yard Office.			
B. NORMAL POSITION OF HAND-OPERATED SWITCHES			
Switch Located at	Connecting	With	Normal Position is for Movement to
Jamesburg	Amboy Secondary Track	Freehold Industrial Track	Amboy Secondary Track

AMBOY SECONDARY (AMBS)			
7. RADIO BASE STATIONS			
Base Station	AAR Channel	Touch Tone Access	
Browns	50	3#	
Jamesburg	50	5#	
Freehold	50	6#	
8. DETECTOR INSTRUCTIONS			
None.			
9. DISTRICT INSTRUCTIONS			
A. LOCATIONS OF BULLETIN BOARDS			
Location	Posting		
Browns	NJT — Newark Div.		
B. LOCATIONS OF RUNNING TRACKS			
Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.			
Running Track	Between	Controlled by	Restricted Speed not exceeding
Browns No. 1	OB and East End	Yardmaster Browns Note 1	15 MPH
Church	CQ and Church	NJTRO Coastline Dispatcher Note 2	10 MPH
Essay	CQ and Essay	NJTRO Coastline Dispatcher Note 2	10 MPH
Gillespie	Gillespie and East Brown	Yardmaster Browns Note 1	10 MPH
Sayreville	South Amboy and Brunswick	Yardmaster Browns Note 1	10 MPH
NOTE 1: Controlled by South Jersey Train Dispatcher when no Yardmaster is on duty.			
NOTE 2: NJTRO Coastline Dispatcher AAR Channel 75, or 1-800-742-2928, Prompt #2.			
C. MOVEABLE BRIDGES — NOT PART OF AN INTERLOCKING			
Bridge	Location		
South River	Sayreville Running Track, MP 6.13		
From April 1 through November 30, the normal position of this moveable bridge is OPEN. Trains, engines and track cars must approach bridge prepared to stop until the on-site Bridge Tender has confirmed that bridge is properly aligned for rail traffic. The Bridge Tender is contacted using Radio AAR Channel 50-50.			
Prior to entering this Running Track, trains, engines and track cars must contact the Yardmaster at Browns Yard to arrange for alignment of bridge.			
D. FREEHOLD INDUSTRIAL TRACK			
Entire Track — TTSI 138-3, Rusty Rail Condition, applies.			
Track temporarily removed from service between MP 19.6 and MP 24.6 (Farmingdale).			
Movements must stop and crew member must protect crossing before passing over Gatzmer Ave., MP 5.6, Church St., MP 6.25, Bowne Ave., MP 16.84, Monmouth Ave., MP 16.94, Broad St., MP 17.15, and Hudson St., MP 17.48.			

CHEMICAL COAST SECONDARY (COAS)

SOUTH ↓	SIDINGS IN FEET	MP	NORTH JERSEY DISTRICT STATION	NOTE
			SOUTH JERSEY DS AAR 55	
		1.4	CP-PN (Controlled by NJ DS) ⊗ (Northern Connection R.T.) (Southern Connection Track 1 & Track 2)	1, 3, 6, 7
			PNCT — HCD-20' 4"	9
		2.5	PORT NEWARK YARD	
		2.9	CROSSOVERS (Port Newark Yard to Yard Track) EZMT — HCD-20' 4"	10
		4.1	E-RAIL	4
		4.4	CP-PORT	2
			SOUTH JERSEY DS AAR 55	
		6.2	CP-RI ⊗⊙	
		6.5	BAYWAY	
		7.1	RAILROAD AVENUE	5
		7.3	SYD	
		8.0	MAKO ⊙	
		8.1	TREMLEY	
	9.0	RAHWAY ⊙		
	9.5	CP-RH ⊗⊙		
		(NOTE — EAST SIDING: 10,240 — WEST SIDING: 6,275)		
		HESS (Port Reading Yard)		
		11.9 CP-PD ⊗⊙		
		HCD-S-16' 3" (PD, New Jersey) (Port Reading Sec.)		
		13.1 SEWAREN..... QZ	8	
		14.1 BARB ⊙		
		14.8 CP-WOOD ⊗⊙ (North Jersey Coastline—NJT, Perth Amboy I.T.)		

CHEMICAL COAST SECONDARY (COAS)

STATION PAGE INFORMATION

- NOTE 1:** Track cars must not proceed on Northern Connection Running Track without receiving verbal permission of North Jersey Train Dispatcher.
- NOTE 2:** The No. 11 switch, located on the E-Rail lead, is a dual-control power-operated switch controlled by the South Jersey Train Dispatcher. All trains, engines, and track cars must not occupy the power switch without verbal permission from the South Jersey Train Dispatcher. The fouling limits are marked by yellow paint. TTSI 293-1 applies.
- NOTE 3:** Yard Track, CP-PN to CP-Port, controlled by Yardmaster at Port Newark Yard.
- NOTE 4:** All movements into E-Rail I.T. lead from the yard track must have the permission of the NS E-Rail Yardmaster. E-Rail Yardmaster is on duty from 7:00 A.M. to 10:00 P.M. Monday through Friday. Contact the NS Yardmaster at Croxton when E-Rail Yardmaster is not on duty.
- NOTE 5:** **Northbound** trains in excess of 3,000 feet in length, must remain south and clear of the grade crossing at MP 7.1 (Railroad Avenue) unless authority has been received to proceed north of CP-RI. **Southbound** trains in excess of 5,000 feet in length, must remain north and clear of the grade crossing at MP 7.1 (Railroad Avenue) unless authority has been received to proceed south of SYD and Mako.
- NOTE 6:** The switches numbered 13, 15, 17 and 19 are now power-operated switches controlled by the North Jersey Train Dispatcher. Each switch is now a dual-control switch and indications are per TTSI 293-1.
 - Switch 13, connecting FAPS lead track with No. 3 yard track North End
 - Switch 15, connecting No. 3 yard track with No. 4 yard track North End
 - Switch 17, connecting No. 4 yard track with No. 9 yard track North End
 - Switch 19, connecting FAPS lead track with No. 11 yard track North End
 All trains, engines and track cars must not occupy the power switches without verbal permission from the North Jersey Train Dispatcher. The fouling limits are marked by yellow paint.
- NOTE 7:** Once south of CP-PN (to the Crossovers at MP 2.9), tracks are designated (from west to east) Single Main, Yard Track, No. 1 Port Newark Yard, and continue as indicated.
- NOTE 8:** A quiet zone under Federal Regulation (49 CFR 222.39) is effective restricting the sounding of locomotive horns at these locations. Except where required by another rule, Federal Regulations or an emergency situation exists, the locomotive horn will not be sounded. NORAC Operating Rule 20 concerning use of the engine bell remains in effect.
- NOTE 9:** High Car Detector in service. Alarm messages for equipment exceeding 20'4" will broadcast on North Jersey Road Channel AAR 50 for northward moves only but will **not** provide axle counts. All other instructions in Timetable No. 9 Special Instruction 72-2 — High Car Detector — restriction section will apply. Notify the North Jersey Train Dispatcher if alarm sounds.
- NOTE 10:** High Car Detector in service. Alarm messages for equipment exceeding 20'4" will broadcast on North Jersey Yard Channel AAR 46 for northward moves only but will **not** provide axle counts. All other instructions in Timetable No. 9 Special Instruction 72-2 — High Car Detector — restriction section will apply. Notify the Port Newark Yardmaster if alarm sounds.

1. RULES IN EFFECT

Between	Single Track Rules
	CP-PN and CP-RI
CP-RI and CP-Wood	DCS
CP-RH and CP-PD	YARD LIMITS 93

CHEMICAL COAST SECONDARY (COAS)		
2. MAXIMUM SPEEDS		
Between	Single Track	
	MPH	
CP-PN and CP-RH	30	
CP-RH	20	
CP-RH and CP-Wood	30	
CP-PD Connecting Track to Port Reading Secondary	15	
3. CHECKING LOCOMOTIVE SPEED INDICATOR		
None.		
4. DIESEL UNIT RATINGS		
None.		
5. LOCOMOTIVE AND CAR RESTRICTIONS		
A. WEIGHT RESTRICTIONS		
Maximum Weight of Cars and Lading		
Between CP-PN and CP-Wood		
286,000 lbs. authorized.		
B. HEIGHT RESTRICTIONS		
Cars, double stacks, loads or other equipment which do not exceed 20'2" high are permitted to operate between the following locations:		
From E-Rail Terminal via Oak Island Yard en route to the Lehigh Line and on the Single Main Track between CP-PN and CP-PD.		
6. SWITCHES AND DERAILS		
A. POSITION OF MAIN TRACK SWITCHES		
None.		
B. SEWAREN — ELECTRIC LOCK SWITCH		
Electric lock switch in service from Main Track to Barb Siding, tied to operation of derail on north end of Barb Siding. Switch not controlled by Operator or Train Dispatcher. The light in the lock housing will be lit and the electric lock released only after the derail has been moved to the non-derailing (off) position. Derail must be moved to derailing (on) position and switch restored to normal when not in use.		
7. RADIO BASE STATIONS		
Base Station	AAR Channel	Touch Tone Access
Elizabeth	55	1#
Carteret	55	2#
Bayway	55	None
Portside	55	None

CHEMICAL COAST SECONDARY (COAS)	
8. DETECTOR INSTRUCTIONS	
None.	
9. DISTRICT INSTRUCTIONS	
A. LOCATIONS OF BULLETIN BOARDS	
Location	Posting
Metuchen	Amtrak — New York Div. Amtrak — Mid-Atlantic Div. NJT — Newark Div.
B. ELIZABETHPORT YARD — REMOTE CONTROL OPERATIONS	
1. CSXT has established Remote Control Locomotive (RCL) operation at Elizabethport Yard.	
All employees must be on the look out for the movement of unoccupied locomotives in this facility.	
Prior to entering or beginning operation in this yard, all CSXT RCL crews must contact the Conrail Yardmaster at Port Newark Yard for permission to occupy any track.	
Prior to entering or beginning to work in this yard, all train and engine crews must contact the Conrail Yardmaster at Port Newark Yard to determine the status and location of any RCL crew.	
CSXT RCL training crews and other T&E crews must not operate in this yard at the same time.	
2. CSXT has established a Remote Control Zone (RCZ) for the exclusive use of the CSXT Portable Locomotive Control Technology (Remote Control) crews at Elizabethport Yard.	
This Remote Control Zone is in effect Monday through Friday beginning at 3:30 PM each day and continuing until 3:30 A.M. the following day.	
The area of the Remote Control Zone is defined as follows:	
(a) Bounded on the east on the Newark Wye by the New Jersey Turnpike overhead bridge.	
(b) Bounded on the west on No. 2 Main by the Spring Street/Route 1&9 overhead bridge.	
(c) On the Central District Industrial Track (the Race Track) at York Street.	
This Remote Control Zone includes all switches which provide access to the area between the opposing limits identified as the Remote Control Zones in items (a), (b) and (c) above. When activated, a Remote Control Zone is a designated area in which a Remote Control Locomotive (RCL) may operate without protecting the leading end of the movement unless otherwise required by Operating Rules or Timetable Special Instructions.	
To determine if the Remote Control Zone is activated, crews must contact the Remote Control Operator (RCO), or in his absence or unavailability, the Yardmaster at Port Newark Yard prior to occupying the Remote Control Zone.	
Trains and engines operating on the Central District Industrial Track (the Race Track) must not cross York Street without permission from the Conductor of the RCL crew or in his absence or unavailability, the Yardmaster at Port Newark Yard.	

PORT READING SECONDARY (MANS)			
EAST ↓	SIDINGS IN FEET	MP	NORTH JERSEY DISTRICT STATION
			SOUTH JERSEY DS AAR 55
LEHL		0.0	CP-BOUND BROOK ⊗⊙ (Lehigh Line) (Manville Yard)
		1.6	BAKELITE
		5.6	HBD-DED (South Plainfield, NJ)
	2800	7.0	DURHAM
		7.2	HELEN ⊙
		9.3	METUCHEN
		13.0	CENTER ⊙
		14.8	DX ⊙
COAS		11.9	CP-PD ⊗⊙ (Chemical Coast Sec.)
		16.0	PORT READING YARD
STATION PAGE INFORMATION			
NOTE 1: Yard Limits (NORAC Rule 93) controlled by South Jersey DS, Radio Channel AAR 55.			
1. RULES IN EFFECT			
Between			Single Track Rules
CP-Bound Brook and CP-PD			DCS
CP-PD and DX (MP 14.8)			YARD LIMITS 93

PORT READING SECONDARY (MANS)		
2. MAXIMUM SPEEDS		
Between		Single Track MPH
CP-Bound Brook and CP-PD		30
CP-PD within Interlocking Limits and Connecting Track to Chemical Coast S.T.		15
3. CHECKING LOCOMOTIVE SPEED INDICATOR		
None.		
4. DIESEL UNIT RATINGS		
None.		
5. LOCOMOTIVE AND CAR RESTRICTIONS		
A. WEIGHT RESTRICTIONS 273,000 lbs. authorized.		
B. HEIGHT RESTRICTIONS Single Track between CP-Bound Brook and CP-PD including Connecting Track to Chemical Coast Secondary is cleared for 20'2" cars and lading.		
6. SWITCHES AND DERAILS		
None.		
7. RADIO BASE STATIONS		
Base Station	AAR Channel	Touch Tone Access
Carteret	55	2#
Bound Brook	55	8#
8. DETECTOR INSTRUCTIONS		
None.		
9. DISTRICT INSTRUCTIONS		
POWER OFF INDICATOR LIGHTS All highway grade crossings with automatic warning devices are equipped with a power off indicator light. The power off indicator light is a steady lit Lunar White light located trackside at the equipment enclosure at each crossing. Train crew MUST notify the Train Dispatcher if this power off indicator light is not steady lit.		

SOUTHERN SECONDARY (SOUS)				
SOUTH ↓	SIDINGS IN FEET	MP	NORTH JERSEY DISTRICT STATION	NOTE
			SOUTH JERSEY DS AAR 50	
NJT		38.3	BANK (NJT)	1
		39.9	SHREWSBURY	2
		41.4	EATONTOWN	
		42.8	CAMP WOOD	
		43.6	RT. 18.....	3
		45.4	ROOSEVELT (I.T.)	
		46.0	EAST EARLE	
		48.0	WEST EARLE	
I.T.		50.8	FARMINGDALE (Freehold I.T.)	
		53.5	MAXIM	
	1500	58.2	LAKWOOD.....	
		60.7	EAST SAND	
		61.1	WEST SAND	
		62.7	SOUTH LAKEWOOD	
		62.8	GLIDDEN.....	
		65.0	LAKEHURST..... (Toms River I.T.)	1
STATION PAGE INFORMATION				
<p>NOTE 1: Entire Track — TTSI 138-3, Rusty Rail Condition, applies.</p> <p>NOTE 2: Cab Signal Test Rack in service south of Patterson Ave., Shrewsbury.</p> <p>NOTE 3: Restricted Speed not exceeding 10 MPH for the leading end of movement between MP 43.61 (Route 18 overhead bridge) and MP 44.0. Signs not displayed. When movement over Stavola Road Crossing (MP 43.8) is required, extra precaution must be taken to avoid derailment or accident. When necessary, the engine must be used to cut the flange ways at the road crossing before the train proceeds. If operating conditions are such that the engine can not be used and the car(s) must be shovled over the crossing, under no circumstances will an employee ride on the car over the crossing. Employees on the ground must be alert and prepared for possible derailment.</p>				

SOUTHERN SECONDARY (SOUS)			
1. RULES IN EFFECT			
Between			Single Track
Bank and Lakehurst			Rules
			DCS
2. MAXIMUM SPEEDS			
Between			Single Track
Bank and MP 57.5 (Seventh St.)			MPH
MP 57.5 and MP 59.0 (Hwy. 9)			25
MP 59.0 and Lakehurst			10
			25
3. CHECKING LOCOMOTIVE SPEED INDICATOR			
None.			
4. DIESEL UNIT RATINGS			
None.			
5. LOCOMOTIVE AND CAR RESTRICTIONS			
WEIGHT RESTRICTIONS			
Maximum Weight of Cars and Lading			
263,000 lbs. for general freight			
270,000 lbs. for coal, ore, and grain			
Cars having a combined weight car and lading in excess of 270,000 lbs. for coal, ore, and grain and 263,000 lbs. for all other freight must not be handled unless authorized by the Timetable, the Overload Policy for Open-Top Hoppers and GT-Type Gondolas dated July 11, 1997, or when authorized by the Superintendent.			
Exception: Cars that are loaded with nonhazardous material less than 5,000 lbs. In excess of the 263,000 lbs., stenciled load limit may operate to final destination.			
6. SWITCHES AND DERAILS			
NORMAL POSITION OF HAND-OPERATED SWITCHES			
Switch Located at	Connecting	With	Normal Position is for Movement to
Lakehurst MP 65.9	Southern Secondary Track	Toms River Ind. Track	Toms River Ind. Track
7. RADIO BASE STATIONS			
Base Station	AAR Channel	Touch Tone Access	
Lakewood	50	4#	
Tinton Falls	50	7#	
8. DETECTOR INSTRUCTIONS			
None.			
9. DISTRICT INSTRUCTIONS			
See notes on Station Page.			

STATEN ISLAND RAILROAD (NOSL)				
EAST ↓	SIDINGS IN FEET	MP	NORTH JERSEY DISTRICT STATION	NOTE
			SOUTH JERSEY DS AAR 55	
		6.2	CP-RI ⊗ (Chemical Coast Sec.)	
		6.5	CP-AK (AKLB Moveable Bridge Remotely Controlled by Upper Bay Bridge) (Travis R.T.)	2
		6.4	HOOK	1
STATION PAGE INFORMATION				
NOTE 1: See Switches and Derails, Item 6.				
NOTE 2: Prior to entering, a 90 minute notification requesting a bridge closing must be made to the South Jersey Train Dispatcher and bridge closing can not exceed 30 minutes.				
1. RULES IN EFFECT				
Between CP-RI and CP-AK			Single Track Rules 261	
2. MAXIMUM SPEEDS				
Between CP-RI and CP-AK			Single Track MPH 15	
3. CHECKING LOCOMOTIVE SPEED INDICATOR				
None.				
4. DIESEL UNIT RATINGS				
None.				
5. LOCOMOTIVE AND CAR RESTRICTIONS				
A. WEIGHT RESTRICTIONS				
Maximum Weight of Cars and Lading 286,000 lbs. authorized on North Shore Line, Travis Running Track and Travis Industrial Track, entire length.				

STATEN ISLAND RAILROAD (NOSL)				
5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)				
B. HEIGHT RESTRICTIONS				
Cars in excess of 20'2" are prohibited on the North Shore Line, Travis Running Track and Travis Industrial Track.				
6. SWITCHES AND DERAILS				
HOOK				
Normal position of switch connecting Arlington Yard Lead with Travis Running Track is lined and locked for Travis Running Track.				
7. RADIO BASE STATIONS				
Dispatcher	AAR Channel	Touch Tone Access		
Elizabeth	55	1#		
Carteret	55	2#		
Bayway	55	None		
Portside	55	None		
8. DETECTOR INSTRUCTIONS				
None.				
9. DISTRICT INSTRUCTIONS				
A. LOCATIONS OF BULLETIN BOARDS				
Location	Posting			
Bayway	Conrail			
Port Reading	Conrail			
B. LOCATIONS OF RUNNING TRACKS				
Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.				
Running Track	Between	and	In Charge of	Restricted Speed not exceeding
Travis	CP-AK	Wye Connection Track	South Jersey Dispatcher	15
C. TRAVIS INDUSTRIAL TRACK				
1. Maximum Speed				
Unless otherwise indicated, maximum speed on Travis Industrial Track is Restricted Speed not exceeding 10 miles per hour (MPH).				
2. Height Restriction — Between MP 1.0 and MP 3.0				
All employees are prohibited from going on top of cars, locomotives or other On-Track equipment account proximity of overhead electric power lines. No employee may work within 16 feet of overhead wires unless power has been shutdown by a certified employee of Con Edison.				

STATEN ISLAND RAILROAD (NOSL)

9. DISTRICT INSTRUCTIONS (CONT.)

C. TRAVIS INDUSTRIAL TRACK (CONT.)

3. Motorized Moveable Gates

Motorized moveable gates are in service at in-plant road crossings for the AK Power and Pratt/VISY facilities. Color light gate indicator lights at these crossings indicate position of moveable gates only. **These lights are NOT considered block signals or interlocking signals and do NOT convey block or track information.**

- Trains and engines will approach color light gate indicator lights prepared to stop and occupy activation circuit in area between yellow stripes painted on the ties and the gate indicator lights.
- Trains or engines may proceed when the yellow indicator is displayed indicating the gates are fully open.
- Gates automatically close after trains pass the gates.

NOTE: If gates do not open and/or indicator lights do not change to yellow after 30 seconds, proceed as follows:

- Locate "Lift Master" control housing adjacent to gates. Box is usually on east side of tracks.
- Pull lever at bottom of control housing to disconnect drive mechanism.
- Make sure gate path is free from obstructions.
- Maintaining a braced position, firm footing and handhold while avoiding pinch points, physically push gate parallel along the fence until completely open. Gate must engage bracket and stops at end of travel.
- Make certain gate remains motionless before proceeding.
- Make complete train movement through gate.
- Make sure gate path is free from obstructions.
- Maintaining a braced position, firm footing and handhold while avoiding pinch points, physically push gate parallel along the fence until completely closed. Gate must engage bracket and stops at end of travel.
- At Lift Master control housing, restore disconnect lever to original position and report malfunction to South Jersey Train Dispatcher.

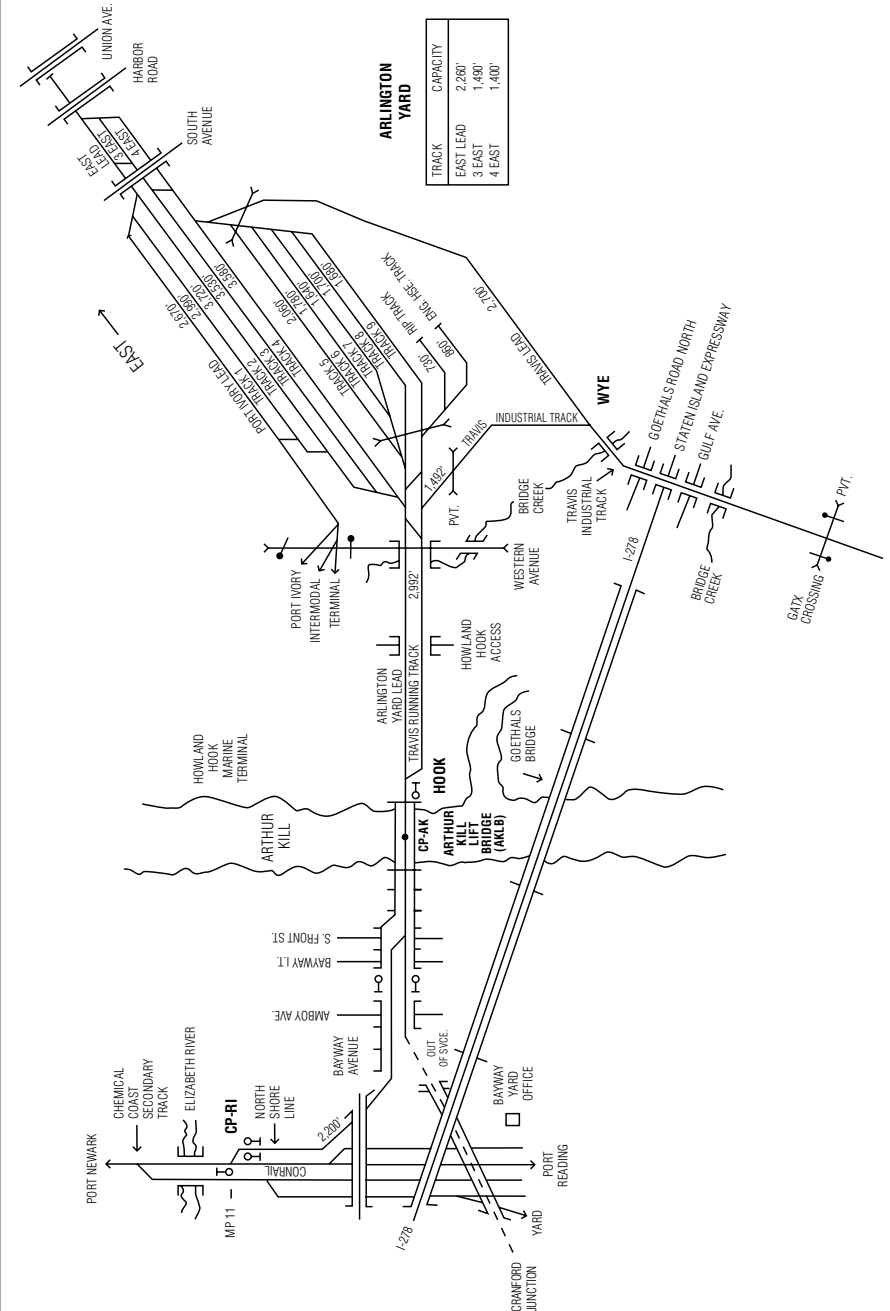
NOTE: Hi-Rail vehicles must always use control box mounted on side of circuit box to operate moveable gates. Control box must be locked after use.

4. Stopping Locomotives — AK Power Company

Locomotives must not stop beneath gas pipeline at in-plant road crossing for the AK Power facility. Warning signs in service.

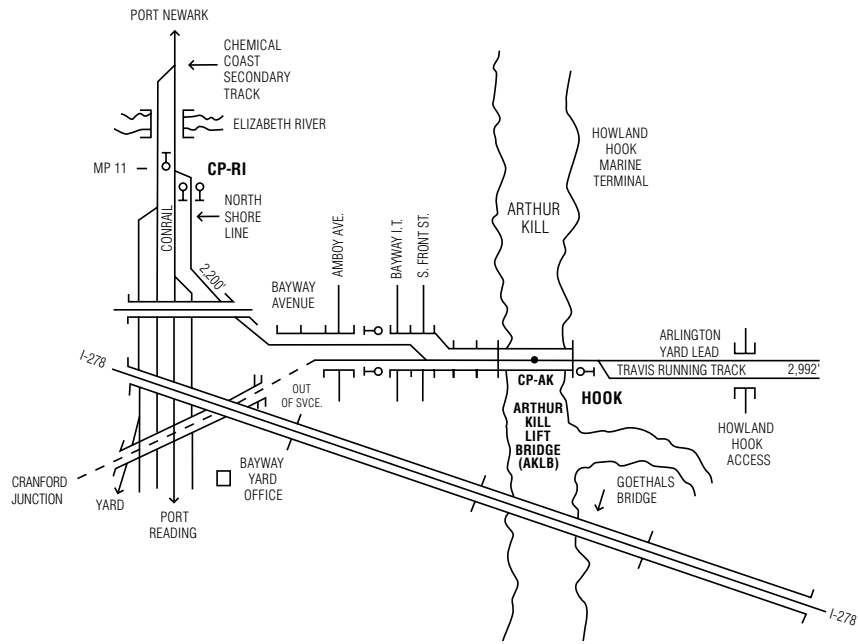
STATEN ISLAND RAILROAD (NOSL)

STATEN ISLAND RAILROAD SCHEMATIC OVERVIEW



STATEN ISLAND RAILROAD (NOSL)

NORTH SHORE LINE SCHEMATIC AND CAPTURE CODES (1)



DESIGNATION

M/W

CI & R

North Shore Line

CR0117

CR0123

AK Bridge

CR0118

CR0124

All Others

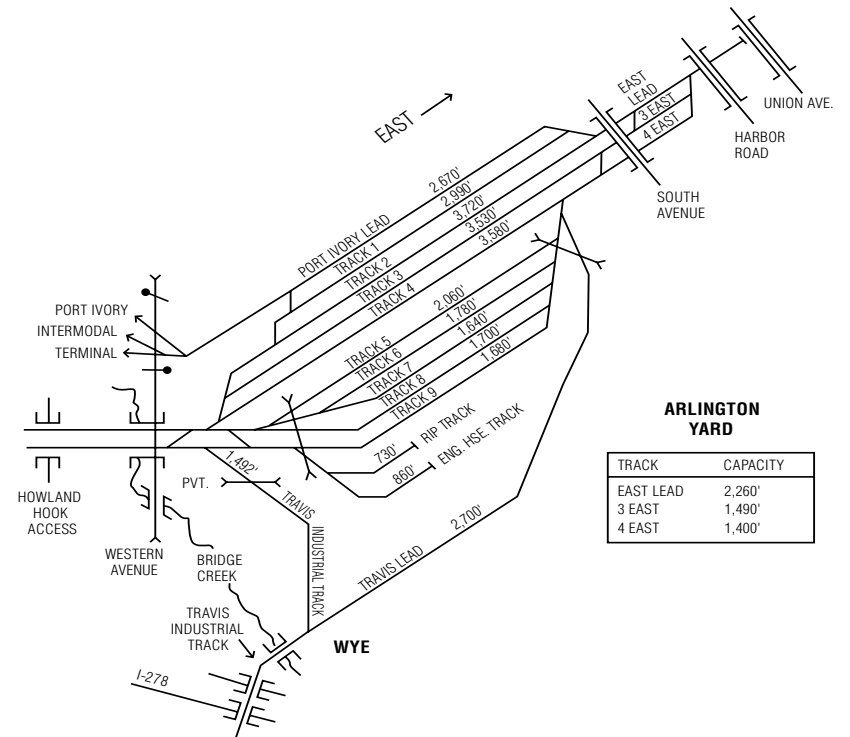
CR0119

CR0125

NOTE: Excludes Conrail Chemical Coast Secondary Track, Bayway Yard and Industrial Tracks. Transportation Special Capture Code CR0116 applies to operation of SIRR dedicated train.

STATEN ISLAND RAILROAD (NOSL)

NORTH SHORE LINE SCHEMATIC AND CAPTURE CODES (2)



ARLINGTON YARD

TRACK	CAPACITY
EAST LEAD	2,260'
3 EAST	1,490'
4 EAST	1,400'

DESIGNATION

M/W

CI & R

Port Ivory Lead

CR0120

CR0126

Travis Industrial Track

CR0121

CR0127

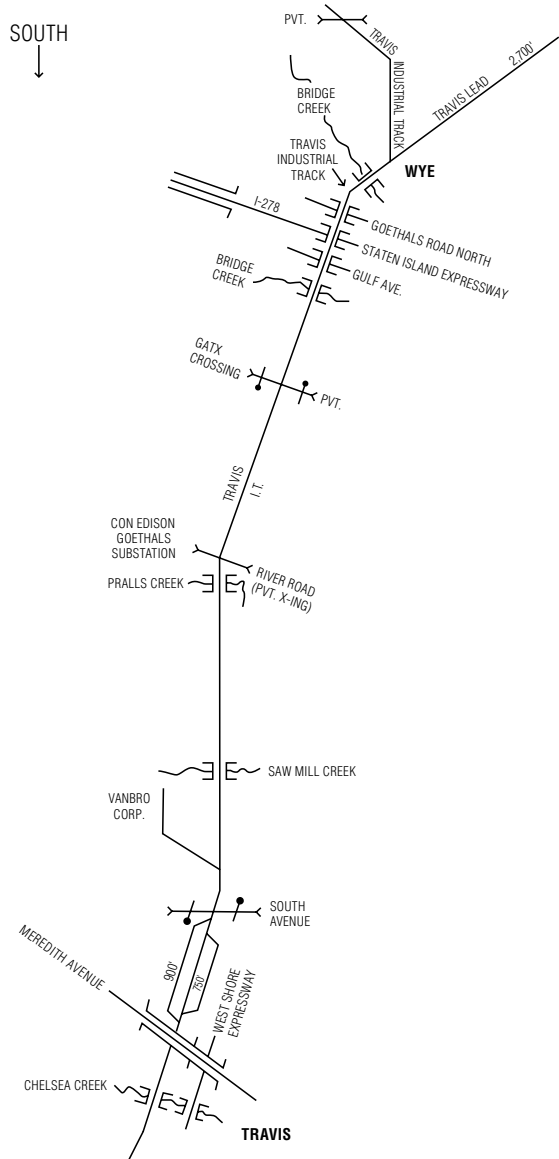
All Others

CR0119

CR0125

STATEN ISLAND RAILROAD (NOSL)

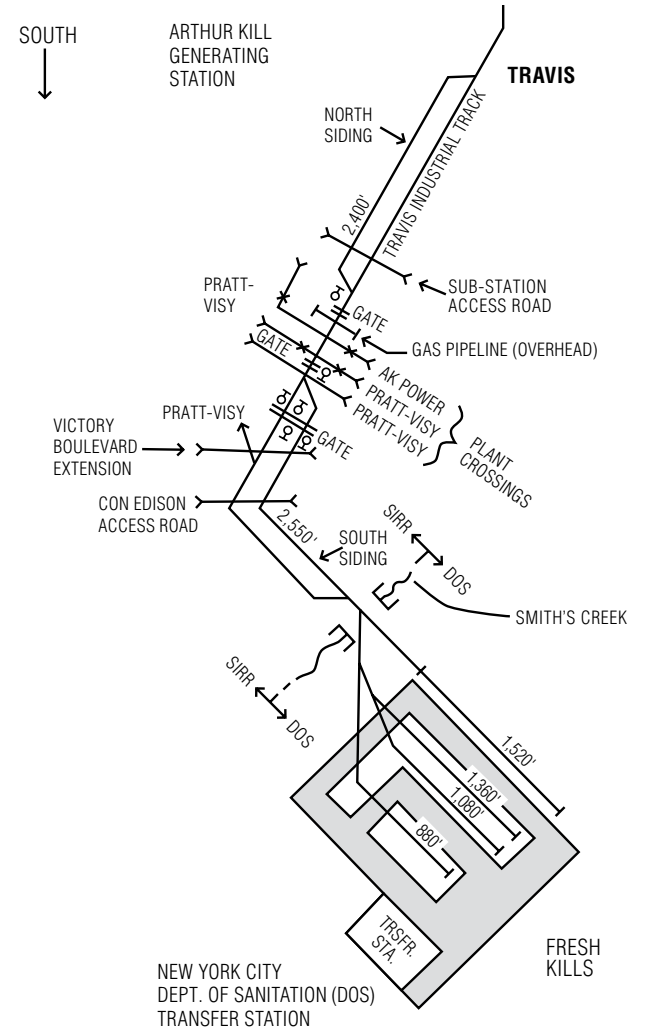
TRAVIS INDUSTRIAL TRACK SCHEMATIC AND CAPTURE CODES



DESIGNATION	M/W	CI & R
Travis Industrial Track	CR0121	CR0127
All Others	CR0119	CR0125

STATEN ISLAND RAILROAD (NOSL)

TRAVIS INDUSTRIAL TRACK SCHEMATIC AND CAPTURE CODES



DESIGNATION	M/W	CI & R
Travis Industrial Track	CR0121	CR0127
Dept. of Sanitation	CR0122	CR0128

LIFESAVING RULES AND RESPONSIBILITIES

SOFA

RECOMMENDATION 2

When two or more train crews are simultaneously performing work in the same yard or industry tracks, extra precautions must be taken.

SAME TRACK

- Two or more crews are prohibited from switching into the same track at the same time, without establishing direct communication with all crew members involved.

ADJACENT TRACK

- Protection must be afforded when there is the possibility of movement on adjacent track(s). Each crew will arrange positive protection for (an) adjacent track(s) through positive communication with Yardmaster and/or crew members.

CONRAIL®



OPERATIONS EAST SOUTH JERSEY DISTRICT

J. J. Garofolo	Superintendent
R. P. Gloede	Assistant Superintendent
S. T. Vona	Area Superintendent
B. P. Simon	System Road Foreman of Engines
R. P. Keating	Manager Field Operations
R. A. Heise	Manager Operations Support
J. E. Higgins	Trainmaster/Road Foreman of Engines
L. M. Jones	Trainmaster
T. P. Celen	Trainmaster
D. V. Robertson	Trainmaster
P. A. Delisi	Trainmaster

MORRISVILLE LINE (MORL)				
WEST ↓	SIDINGS IN FEET	MP	SOUTH JERSEY DISTRICT STATION	NOTE
			AMTRAK CETC-7 AAR 54	
		0.0	MORRIS (Amtrak)..... ⊗⊙	1
		0.6	MY (NJ Transit)..... ⊗⊙	
		1.3	SOUTH JERSEY DS AAR 64	3
			HCD (Morrisville YD 17'2")	
		2.9	COPPER..... ⊙	
		4.5	C-YARD	
	4.7	CP-MA ⊗⊙ HCD-DED (Morrisville) (Morrisville Yard), (CSXT Fairless Branch) (Thorofare and Middle R.T.), (C Yard), (NS Harrisburg Division)	1,2	

STATION PAGE INFORMATION

- NOTE 1:** Entire Track — TTSI 138-3, Rusty Rail Condition, applies.
NOTE 2: See Detector Instructions, Item 8.
NOTE 3: See District Instructions, Item 9.D.2.

1. RULES IN EFFECT

Between	Single Track	Middle Track
	Rules	
Morris and MY	Interlocking Rules and CSS (except Rules 562 & 563)	
MY and CP-MA	261 & CSS	

2. MAXIMUM SPEEDS

Between	Single Track		Middle Track	
	Psg.	Fr.	Psg.	Fr.
	MPH			
Morris and MY	30	25	30	25
MY and CP-MA	20		20	

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

MORRISVILLE LINE (MORL)		
5. LOCOMOTIVE AND CAR RESTRICTIONS		
WEIGHT RESTRICTIONS 273,000 lbs. authorized.		
6. SWITCHES AND DERAILS		
None.		
7. RADIO BASE STATIONS		
Base Station	AAR Channel	Touch Tone Access
Morris	54	8#
Morrisville Yard	49	None
8. DETECTOR INSTRUCTIONS		
HCD-W-17'3" (Morrisville) — Alarm 1 for Fairless Br. HCD-W-20'4" (Morrisville) — Alarm 2 for Morrisville Line		
<p>Thorofare Running Track — HCD-DED (MP 1.3) — 17'2" Combination High Car Detector & Dragging Equipment Detector (HCD-DED) in service. Site announcements and warnings are broadcast on AAR 60 (Amtrak NEC Channel) and AAR 46 (Conrail Channel 1) radio channels.</p> <p>Trains and engines destined for Amtrak Northeast Corridor must change radio setting to Channel 1 (AAR 46) prior to passing the HCD-DED at MP 1.3. Any train or engine destined for Amtrak Northeast Corridor receiving high car warning must immediately stop, inspect train and contact Yardmaster at Morrisville for instructions. This warning does not apply to trains destined for Fairless Spur Track. Any train receiving dragging equipment warning must immediately stop, inspect train and contact Yardmaster at Morrisville for instructions.</p>		
9. DISTRICT INSTRUCTIONS		
A. LOCATIONS OF BULLETIN BOARDS		
Location	Posting	
Morrisville	Amtrak — New York Div. Amtrak — Mid-Atlantic Div. SEPTA CSXT NS NJT — Newark Div. NJT — SNJLRT	

MORRISVILLE LINE (MORL)

9. DISTRICT INSTRUCTIONS (CONT.)

B. LOCATIONS OF RUNNING TRACKS

Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.

Running Track	Between	Controlled by	Restricted Speed not exceeding
USX	Thorofare and U.S. Steel	Yardmaster Morrisville	10 MPH
Middle	Switch at MP 0.9 and CP-MA	Yardmaster Morrisville	10 MPH
Thorofare	Morris and CP-MA	Yardmaster Morrisville	10 MPH
No. 3	Copper and Conn. to Thorofare	Yardmaster Morrisville	10 MPH
Port	Port and Light	Yardmaster Morrisville	10 MPH

C. CAB SIGNALS

EXCEPTIONS FOR TRAINS NOT EQUIPPED

The following exceptions between Morris and CP-MA are authorized for trains not equipped with cab signals:

- Work, Wreck and Ballast cleaners to and from work.
- Engines moving to and from shops.
- Engines used in switching and transfer service, with or without cars.

D. MORRISVILLE YARD

Running Track west of the Fly Track designated an engine-servicing track.

E. BRISTOL INDUSTRIAL TRACK

Rohm & Haas — Route 413 Grade Crossing

Crossing warning device (flashing lights and traffic signals) equipped with train signal controls. Train must advance toward signal until signal lights Red. Train must stop and wait until signal turns Yellow before proceeding over crossing. If signal fails to display Yellow within 90 seconds of when signal displayed Red, or if signal fails to display Red, train may proceed under provisions of Conrail TTSI 138-2.

DELAIR BRANCH (DELB)

NORTH ↓	SIDINGS IN FEET	MP	SOUTH JERSEY DISTRICT STATION	NOTE
			SOUTH JERSEY DS AAR 64	
		78.9	CP-HATCH..... ⊗⊙ (No. 1 and No. 2 R.T. to Camden) (SNJLRTS & Pennsauken I.T.)	5, 6, 7, 8
		79.5	CP-JERSEY..... ⊗⊙ (Delair Moveable Bridge & Pennsauken I.T.)	1, 2, 3
		79.7	NJ/PA STATE LINE	
		80.3	VIADUCT	3
		81.8	FRANKFORD JCT.	2
		82.1	SHORE	2
		83.0	FAIRHILL	
		85.0	NORTH PHILADELPHIA	4
		86.3	MONTY	
	87.0	INGLESIDE		
	87.5			
	0.3	CP-PARK...R-CSXT..... ⊗⊙ (CSXT)		

STATION PAGE INFORMATION

- NOTE 1:** Whistle Posts are displayed for all movements approaching CP-Jersey. NORAC Rule 19(b) applies.
Duration of sound must be prolonged until movement occupies bridge.
- NOTE 2:** Emergency radio transmission must include Amtrak or New Jersey Transit when train is adjacent to their trackage on AAR 54 for Amtrak and AAR 56 for NJT.
- NOTE 3:** When a freight train is operating over the Delair Bridge or approach viaduct, the following movements are prohibited on the adjacent track:
(a) The movement of another freight train.
(b) The movement of a passenger train with more than two (2) engines.
(c) The movement of more than two (2) coupled light engines.
Prior to authorizing the movement of a Freight Train, a passenger train with more than two (2) coupled engines, or a multiple-light engine movement with more than two (2) engines, the New Jersey Transit Train Dispatcher must contact the Conrail Dispatcher to obtain a hold on the Delair Branch.
- NOTE 4:** Northward trains must not pass signal 21W at MP 83.7 without verbal permission from the Train Dispatcher unless an indication more favorable than Approach is received.
- NOTE 5:** No. 1 and No. 2 Running Tracks extend from Camden Yard to CP-Hatch and are numbered East to West. All movements between CP-Hatch and Camden Yard (Pavonia) on these Running Tracks must be authorized by the Yardmaster at Camden.

DELAIR BRANCH (DELB)

STATION PAGE INFORMATION (CONT.)

NOTE 6: Conrail employees whose duties require them to cross the SNJLRL on the Paris Foods Side Track (Pavonia Yard) must obtain the required SNJLRL publications.

NOTE 7: Account of the close proximity of the Southern New Jersey Light Rail Transit System (SNJLRL) and the Conrail tracks, the following instructions apply for all freight trains operating on tracks adjacent to the SNJLRTS between River Road and 11th Street, and/or 30th Street and CP-Hatch.

Conductors must know that their trains contain no excessive width cars. NORAC Rule 136 applies in case of any emergency application of the brakes. In any emergency situation, a member of the crew will be responsible for notifying:

- The Southern New Jersey Light Rail Line Controller using Radio Channel AAR 64 and the instructions contained in SNJLRTS publications.

or

- The Camden Yardmaster by the fastest means available who will immediately notify SNJLRTS by telephone at (856) 580-5656/57.

NOTE 8: Conrail employees whose duties require them to cross the SNJLRL on the New Leg of the Wye Track (Pemberton Industrial) must obtain the required SNJLRL publications.

1. RULES IN EFFECT

Between	Single Track Rules
CP-Hatch and CP-Park	261

2. MAXIMUM SPEEDS

Between	Single Track MPH
CP-Hatch and CP-Jersey	10
Over Delair Bridge and Viaduct	10
Viaduct and MP 87.0	25
MP 87.0 and CP-Park	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Maximum Weight of Cars and Lading

286,000 lbs. authorized entire branch.

NOTE: All Running Tracks and Pavonia Yard Tracks between CP-Hatch and River Road authorized for 286,000 lbs.

EXCEPTIONS:

Cars weighing over 263,000 lbs. must not be moved without permission of the Superintendent on the following tracks:

Bustleton I.T.

DELAIR BRANCH (DELB)

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. HEIGHT RESTRICTIONS

Richmond I.T.:

Cars, loads or other equipment higher than 15'6" from top of rail prohibited.

Bustleton I.T.:

Cars, loads or other equipment higher than 16'3" from top of rail prohibited under Willets Road, O.H. Br. 2.62.

C. LOCOMOTIVE RESTRICTIONS

MP 85.5 — External awnings on west side of locomotives must be placed in the down position at this location because of close clearance with the Catenary Pole. TTSI 101-1 applies.

6. SWITCHES AND DERAILS

None.

7. RADIO BASE STATIONS

Base Station	AAR Channel	Touch Tone Access
Delair	64	4#

8. DETECTOR INSTRUCTIONS

WIDE LOAD DETECTOR — NO. 1 RUNNING TRACK

Wide Load Detectors are in service on certain Conrail tracks adjacent to Southern New Jersey Light Rail Transit System (SNJLRTS) tracks. Two (2) Detection Zones are established. The 36th Street Zone is in service on the Pavonia Yard No 1. Running Track between the SNJLRT 36th Street Station and Cove Road. The Cooper River Zone is in service on the Camden Running Track between Cooper River and the 11th Street under grade bridge.

If a wide load is detected, a Radio Alarm will broadcast a message on AAR Channels 64 and 50 announcing "Wide Load Detected" and the Zone in which it was detected. When this message is received, any train in that zone must be stopped and the Conrail Train Dispatcher, Conrail Pavonia Yardmaster and the SNJLRT Controller notified. Crew members must obtain permission from Controller to foul SNJLRT tracks and inspect the entire train, starting on the side adjacent to SNJLRT tracks. Employees must look out for shifted lading, open car doors, trailer doors or derailed equipment. When inspection has been completed, report must be made to Train Dispatcher and Yardmaster, who will issue further instructions and advise SNJLRT Controller.

DELAIR BRANCH (DELB)

9. DISTRICT INSTRUCTIONS

A. LOCATIONS OF BULLETIN BOARDS

Location	Posting
Camden Yard Office	Amtrak — Mid-Atlantic Div. NJT — Newark Div. SNJLRTS CSXT NS

B. LOCATIONS OF RUNNING TRACKS

Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.

Running Track	Between	Controlled by	Restricted Speed not exceeding
No. 0 Running	200 feet East of MP 3 and 3300 feet East of MP 3	Yardmaster Camden	10 MPH
No. 1 Running	30th St. and CP-Hatch	Yardmaster Camden	15 MPH
No. 2 Running	30th St. and CP-Hatch	Yardmaster Camden	15 MPH
No. 10 Running	485 feet East of Cooper and 305 feet West of Camden	Yardmaster Camden	10 MPH

C. BUSTLETON INDUSTRIAL TRACK

Hand-operated derail in service approximately 250 feet north of Torresdale Avenue under grade bridge. Trains and engines entering this track must apply and lock derail in the derailing position after the entire movement has passed this derail. This derail will be locked in the non-derailing (off) position when leaving this track.

D. CAMDEN TERMINAL

1. Support Yard — Company Access Road

Cars and engines left to clear company access road crossing in Support Yard at 30th Street must be no closer than 50 feet from either east or west edge of crossing. Clearance points for Tracks 15 through 18 in Support Yard marked by paint on ties.

2. 30th Street Electric Crossover — No. 1 & 2 Running Tracks

Upon completion of all diverting moves through the crossover, both switches must be returned to normal position unless otherwise instructed by Yardmaster.

E. REMOTE CONTROL ZONE — PAVONIA YARD

Remote Control Zones (RCZ) are established for the exclusive use of the Portable Locomotive Control Technology (Remote Control) crews at Pavonia Yard. Remote Control Zones are in effect as follows:

1. No. 2 Running Track (including No. 2 Cramer)

The limits of this Remote Control Zone are as follows:

That area bounded on the east by an RCZ sign placed adjacent to No. 2 Running Track, 200 feet west of the River Road overhead bridge on No. 2 Running Track, including No. 2 Cramer (hump lead track) and on the west by the clearance points on the east end of all tracks in the Classification Yard.

DELAIR BRANCH (DELB)

9. DISTRICT INSTRUCTIONS (CONT.)

E. REMOTE CONTROL ZONE — PAVONIA YARD (CONT.)

2. No. 1 Running Track

The limits of this RCZ are as follows:

That area bounded on the east by an RCZ sign placed adjacent to No. 1 Running Track, 644 feet east of the River Road overhead bridge on No. 1 Running Track and on the west by the clearance points on the east end of all tracks in the Support Yard.

3. No. 0 Running Track

The limits of this RCZ are as follows:

That area bounded on the east by an RCZ sign placed adjacent to No. 0 Running Track, 644 feet east of the River Road overhead bridge on No. 0 Running Track and continuing westward onto No. 2 Running Track, and bounded on the west by the 30th Street electric crossover.

RCZ signs referenced in items 1, 2 and 3 above not in conformity with typical signage. These signs are 12 inches X 14 inches, Lime Green in color with the message "RCZ Begin" on one side and "RCZ End" on the other.

Crews working in either the No. 0 Running Track Zone or the No. 1 Running Track Zone must communicate with the Yardmaster and any crew working in the other zone before occupying the Electric Crossovers from No. 1 Running to No. 2 Running.

These RCZ's are in effect 24 hours per day unless otherwise instructed.

These RCZ's at Pavonia Yard include all switches which provide access to the area between the opposing limits identified as the RCZ in items 1, 2 and 3 above.

When activated, an RCZ is a designated area in which a Remote Control Locomotive (RCL) may operate without protecting the leading end of the movement unless otherwise required by Operating Rules or Timetable Special Instructions. To determine if the RCZ is activated, crews must contact the Remote Control Operator (RCO), or in his absence or unavailability, the Yardmaster on duty controlling Pavonia Yard, prior to occupying the RCZ.

F. FRANKFORD JUNCTION YARD

Handling and Inspecting Switches

Due to increasing vandalism at this location, all train and engine movements will be governed as follows:

1. Before beginning train or engine movements through any switch, employee operating the switch must carefully inspect all switch points for proper alignment and fit.
2. Employee operating switch will communicate with the Engineer by radio that switches and switch points are properly aligned.
3. Engineer will confirm with employee operating switch, by radio, the alignment of switch and switch points. If employee does not report that fact, Engineer must confirm alignment before beginning movement.
4. Employee must be sure that all switches for tracks at K-2 are lined normal and locked before departing.
5. Engineer must confirm this alignment before departing.

LIFESAVING RULES AND RESPONSIBILITIES

SOFA

RECOMMENDATION 3

At the beginning of each tour of duty, all crew members will meet and discuss all safety matters and work to be accomplished. Additional briefings will be held anytime work changes are made and when necessary to protect their safety during their performance of service.

BEESLEYS POINT SECONDARY (BEES)

SOUTH ↓	SIDINGS IN FEET	MP	SOUTH JERSEY DISTRICT STATION	NOTE
VINS				
			SOUTH JERSEY DS AAR 64	
			CP-BROWN ⊗Ⓞ	
			(Vineland Sec.)	
			3.4 MT. EPHRAIM	
			4.5 WEST COLLINGSWOOD	
			5.1 OAKLYN	
			6.9 HADDON HEIGHTS	
			7.6 BARRINGTON	
			9.0 EVE Ⓞ	
			12.0 LAUREL SPRINGS	
			13.4 CLEMENTON	
			17.4 MAN Ⓞ	
			18.0 WILLIAMSTOWN	
			19.4 FLO Ⓞ	
			22.4 BRADDOCK	
			24.0 ANCHOR Ⓞ	
			25.9 WINSLOW	
			(S.R.R. N.J.)	
			(Amtrak)	
			29.4 FOLSOM	
			29.8 BART Ⓞ	
			38.0 RICHLAND.....	1
			41.7 MILMAY	
			44.4 DOROTHY	
			54.0 TUCK Ⓞ	
			(CMSL)	
			58.7 PAL Ⓞ	
			(Beesleys Point I.T.)	
I.T.				

STATION PAGE INFORMATION

NOTE 1: A hand-operated switch is located in Richland, NJ, MP 38.3 equipped with a switch monitoring system. When the switch is left open, a radio broadcast will be announced as follows:

“Tone, Tone, Tone” 3 alarms

“Conrail Richland, NJ, Mile Post 38.3, Switch Open, Out”

“Tone, Tone, Tone” 3 alarms

Message will repeat in 10 minute intervals until circuits on the Main Track approaching the switch are not occupied or switch is lined normal. In the event a “switch open” alarm is received, trains must approach switch prepared to stop, and ensure switch is properly lined and locked before proceeding.

Rusty rail conditions may exist on siding at MP 38.3. Trains using the siding must approach crossing at South Main Street, MP 38.25, per TTSI 138-3 accordingly.

BEESELYS POINT SECONDARY (BEES)		
1. RULES IN EFFECT		
Between	Single Track	Rules
CP-Brown and PAL		DCS
2. MAXIMUM SPEEDS		
Between	Single Track	MPH
CP-Brown and MP 4.0		10
MP 4.0 and MP 53.0		25
MP 53.0 and PAL		10
3. CHECKING LOCOMOTIVE SPEED INDICATOR		
None.		
4. DIESEL UNIT RATINGS		
None.		
5. LOCOMOTIVE AND CAR RESTRICTIONS		
WEIGHT RESTRICTIONS		
Maximum Weight of Cars and Lading		
286,000 lbs. authorized.		
6. SWITCHES AND DERAILS		
None.		
7. RADIO BASE STATIONS		
Base Station	AAR Channel	Touch Tone Access
Brown	64	5#
Tuckahoe	64	9#
Winslow	64	2#
8. DETECTOR INSTRUCTIONS		
None.		
9. DISTRICT INSTRUCTIONS		
LOCATIONS OF BULLETIN BOARDS		
Location	Posting	
Camden Yard Office	Amtrak — Mid-Atlantic Div. NJT — Newark Div.	

CHESTER SECONDARY (CHES) SEPTA — AIRPORT LINE				
SOUTH ↓	SIDINGS IN FEET	MP	SOUTH JERSEY DISTRICT STATION	NOTE
			SOUTH JERSEY DS AAR 64	
			0.0 EASTWICK ⊗⊙	1
			(CSXT)...R—"AV" Dispatcher, CSXT Jacksonville, FL	
			1.2 60TH ST. SOUTH ⊗⊙	2, 3
			4.8 (SEPTA—Airport Line)—R—SEPTA-6	5
			7.2 SEPTA—EASTWICK PASSENGER STATION	5
			4.6 90TH ST. NORTH ⊗⊙	2, 3
			7.3 Wanamaker Yard.....	6
			7.7 (SEPTA—Airport Line)—R—SEPTA-6	4
			4.9 CP-90TH ST. SOUTH ⊗⊙	1, 3
		6300		
			6.1 LESTER ⊙	1, 3
			(Chester I.T.)	
STATION PAGE INFORMATION				
NOTE 1: Eastwick to 60th Street South and CP-90th Street South to Lester. Southward trains must obtain authority before passing Eastwick. Northward trains must obtain authority before passing Lester.				

**CHESTER SECONDARY (CHES)
SEPTA — AIRPORT LINE**

STATION PAGE INFORMATION (CONT.)

NOTE 2: "A" Tower locates on Airport Line. Overhead catenary energized on No. 1 and No. 2 Tracks between 60th Street South and 90th Street North. SEPTA Electric Traction Instructions will govern.

All interlocking switches at 60th Street South, 90th Street North and CP-90th Street South are equipped for dual-control operation.

All hand-operated switches between 60th Street South and 90th Street North on No. 1 and No. 2 Tracks are electrically locked.

NOTE 3: Mileposts from Eastwick.

NOTE 4: Mileposts from Suburban Station.

NOTE 5: EASTWICK PASSENGER STATION — OPERATING INSTRUCTIONS

The following procedures govern the operation of trains at Eastwick Station:

- (a) 84th Street overhead bridge is located at MP 7.09, 600 feet north of Eastwick Station.
- (b) All trains must approach Eastwick Station prepared to stop short of the platform limits. **NOTE:** The platforms at Eastwick Station are staggered. The platform limits are defined as the area on both tracks between the northern end of the platform on No. 2 Track and the southern end of the platform on No. 1 Track.
- (c) A train must not enter Eastwick Station while a passenger train is standing in or passing through the platform limits on an adjacent track. A train waiting for a passenger train on an adjacent track to clear the platform must not enter the station until the track area is seen to be clear of pedestrians.
- (d) While a southbound passenger train is between Eastwick Station and 84th Street overhead bridge, a northbound train approaching Eastwick Station must stop short of the platform limits and must not enter the station until the southbound train clears the platform and the track area is seen to be clear of pedestrians.
- (e) Freight Trains must not exceed 15 MPH within the limits of Eastwick Station until the head end clears the platform.
- (f) No train must pass passenger equipment standing on an adjacent track within Eastwick Station unless authorized by the Train Dispatcher. After receiving authorization, the crew must provide protection on the platform for pedestrians.

NOTE 6: When engines are to be left and secured in Wanamaker Yard, they must be left on the South End of the yard. At no time will engines be left on the northern part of Wanamaker Yard adjacent to Wanamaker Ave.

1. RULES IN EFFECT

Between	Single Track	No. 1 Track	No. 2 Track
	Rules		
Eastwick and 60th Street South	DCS		
60th Street South and 90th Street North		261-CSS	261-CSS
90th Street North and CP-90th Street South	261		
CP-90th Street South and Lester	DCS		
Tracks are numbered West to East.			

2. MAXIMUM SPEEDS

Between	Single Track	No. 1 Track		No. 2 Track	
		Psg.	Fr.	Psg.	Fr.
MPH					
Eastwick and 60th Street South	25				
60th Street South		30	25	30	25
60th Street South and 90th Street North		79	40	79	40
90th Street North and Lester	25				

**CHESTER SECONDARY (CHES)
SEPTA — AIRPORT LINE**

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

286,000 lbs. authorized on entire Conrail Chester Secondary and Chester Industrial Track.

6. SWITCHES AND DERAILS

None.

7. RADIO BASE STATIONS

Base Station	AAR Channel	Touch Tone Access
South Philadelphia (CSX Yardmaster)	28	None
Stoney Creek (Yardmaster)	64	None
CSX Intermodal	92	None
CSX NI Dispatcher	42	9#

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATIONS OF BULLETIN BOARDS

Location	Posting
Stoney Creek	Amtrak — Mid-Atlantic Div. SEPTA CSXT NS

B. CAB SIGNALS

EXCEPTIONS FOR TRAINS NOT EQUIPPED

The following exceptions authorized for trains not equipped with cab signals:

Work, Wreck and Ballast cleaners to and from work.

Engines moving to and from shops.

SEPTA — Airport Line not exceeding 20 MPH and absolute block established in advance of each movement as follows:

Non-equipped engines moving trains to and from Philadelphia Electric Company at Eddystone.

Non-equipped engines serving industries in this area.

Work trains and wreck trains to and from locations on the Chester Secondary.

**CHESTER SECONDARY (CHES)
SEPTA — AIRPORT LINE**

9. DISTRICT INSTRUCTIONS (CONT.)

C. MOVEABLE BRIDGES — NOT PART OF AN INTERLOCKING RADIO CONTROLLED OPERATION

Bridge	Location
Darby	MP 7.9 (Chester I.T.)

Instructions Governing the Operation of Darby Moveable Bridge

Normal position of moveable bridge is **OPEN**.

1. Trains must approach moveable bridge prepared to stop.
2. Verify river traffic is clear of moveable bridge.
3. To close moveable bridge for rail traffic, key in request code and * using the keypad of the locomotive or portable radio.
4. Warning message will be broadcast over radio and loudspeakers on bridge announcing closing of bridge.
5. When moveable bridge is completely closed, message will be broadcast over radio and loudspeakers confirming closing. A signal to proceed will then be displayed.
6. To stop the bridge at anytime, key in the request code and #. A message will be broadcast over the radio and loudspeakers indicating process has been halted. To restart the closing sequence, again key in the request code and *.
7. After train proceeds and is clear of bridge circuit, the moveable bridge will automatically open. A message will be broadcast over radio and loudspeakers confirming the opening.

NOTE: Failure to display a proceed indication or failure of system to broadcast messages announcing bridge opening must be reported immediately to the South Jersey Train Dispatcher.

Failure of Moveable Bridge to close when requested by Radio Command:

1. Open control panel case marked T/E using switch key. Control panel case is located on west side of track on both sides of bridge.
2. Press the “CLOSE” button; radio and loudspeaker warning broadcast will commence.
3. To stop the bridge, press the “CLOSE” button. A message will be broadcast over the radio and loudspeakers indicating process has been halted. To restart the closing sequence, again press the “CLOSE” button.
4. Once bridge is closed, close and lock case.
5. When signal indication to proceed is displayed, train may proceed across moveable bridge.
6. After train proceeds and is clear of bridge circuit, the moveable bridge will automatically open. A message will be broadcast over the radio and loudspeakers confirming the opening.

NOTE: Failure to display a proceed indication or failure of system to broadcast messages announcing bridge opening must be reported immediately to the South Jersey Train Dispatcher.

Operation of Moveable Bridge for track cars and other equipment that may not shunt:

1. Approach moveable bridge prepared to stop.
2. Verify that river traffic is clear of moveable bridge.

**CHESTER SECONDARY (CHES)
SEPTA — AIRPORT LINE**

9. DISTRICT INSTRUCTIONS (CONT.)

C. MOVEABLE BRIDGES — NOT PART OF AN INTERLOCKING RADIO CONTROLLED OPERATION (CONT.)

Operation of Moveable Bridge for track cars and other equipment that may not shunt (cont.):

3. Open control panel case marked M/W. Control panel case is located on west side of track on both sides of bridge.
 4. Press the “CLOSE” button; radio and loudspeaker warning broadcast will commence.
 5. To stop the bridge, press the “OPEN” button. A message will be broadcast over the radio and loudspeakers indicating bridge opening. To restart the closing sequence, again press the “CLOSE” button.
 6. Once bridge is closed, close and lock case.
 7. When signal indication is displayed, track car or equipment may proceed across moveable bridge.
 8. After track car or equipment proceeds and is clear of bridge, open control panel case marked M/W and press “OPEN” button. The moveable bridge will automatically open. A message will be broadcast over the radio and loudspeakers confirming the opening.
- NOTE:** Failure to display a proceed indication or failure of system to broadcast messages announcing bridge opening must be reported immediately to the South Jersey Train Dispatcher.

Darby Draw Bridge Seasonal Operation Information

Darby draw bridge is in Remote Control until 8:00 am Monday, Nov. 29. It then will be closed for the season. Boaters need to request 24 hours advance notice for opening.

D. LOCATIONS OF RUNNING TRACKS

Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.

Running Track	Between	Controlled by	Restricted Speed not exceeding
Wanamaker	No. 2 Track in Wanamaker Yard	Stoney Creek Yardmaster	10 MPH

E. OTHER TRACKS — INFORMATION

CHESTER INDUSTRIAL YARD

Morton Avenue (MP 10.1) — Highway Crossing

Due to high traffic volume at this crossing associated with nearby casino and race track facilities, the following instructions apply:

Under all conditions, trains and engines must approach this crossing prepared to stop and if warning device fails to operate, on-ground protection must be provided before occupying crossing.

Stoney Creek Yard

When weighing ethylene refrigerated liquid tank cars (displaying the square White background “Flammable Gas” placard, with the UN number 1038) from Sunoco/Sun Olin plant, Claymont, DE, crews are required to set out any tank car with a gross weight exceeding 263,000 pounds.

LIFESAVING RULES AND RESPONSIBILITIES

SOFA

RECOMMENDATION 4

When using radio communication, Locomotive Engineers must not begin any shove move without a specified distance from the person controlling the move. Strict compliance with “distance to go” communication must be maintained.

When controlling train or engine movements, all crew members must communicate by hand signals or radio signals. A combination of hand and radio signals is prohibited. All crew members must confirm when the mode of communication changes.

PENNS GROVE SECONDARY (PENS)

SOUTH ↓	SIDINGS IN FEET	MP	SOUTH JERSEY DISTRICT STATION	NOTE
VINS			SOUTH JERSEY DS AAR 64	
		8.8	CP-WOODBURY (Vineland Sec.)	
		9.0	WOODBURY (Salem R.T.)	
		10.4	SHELL	
	3500	11.2	DED (<i>Thorofare</i>)	
	4845	11.6	THOROFARE	
		13.7	PAULSBORO MOVEABLE BRIDGE.....	4
		13.8	PAUL.....	
	2350	14.3	PAULSBORO	2
	2250	17.2	GIBB.....	
		20.7	BRIDGEPORT	
		20.8	BRIDGEPORT MOVEABLE BRIDGE.....	3
	1700	24.0	JUMBO BRIDGE	
		25.9	RICK.....	
		26.0	PEDRICKTOWN	
		28.7	PENNS GROVE.....	1
I.T.		30.0	DEEP..... (Deepwater Point I.T.)	

STATION PAGE INFORMATION

NOTE 1: Obstructed Public Crossing: Trains that stop between MP 28.09 and MP 29.07 on the Penns Grove Secondary will immediately make a cut at the nearest road crossing from the head end for the use of emergency vehicles. After opening the crossing, the crew must notify the Train Dispatcher, advising the name of the crossing that has been opened. After being advised by the Train Dispatcher that no emergency vehicles need to utilize the crossing, the crossing will be closed and the reason for the stoppage investigated.

NOTE 2: In the application of NORAC Rule 93, the leading end of passenger trains must operate at Restricted Speed not exceeding 15 MPH within Yard Limits between PAUL and GIBB.

NOTE 3: Radio Controlled bridge. Close request code is 208*. Refer to District Instructions.

NOTE 4: Radio Controlled bridge. Close request code is 137*. Refer to District Instructions.

PENNS GROVE SECONDARY (PENS)			
1. RULES IN EFFECT			
			Single Track
Between			Rules
CP-Woodbury and Deep			DCS
Paul and Gibb			YARD LIMITS
			93
2. MAXIMUM SPEEDS			
			Single Track
Between			MPH
CP-Woodbury and MP 9.1			15
MP 9.1 and Paulsboro Moveable Bridge			30
Paulsboro Moveable Bridge			10
Paulsboro Moveable Bridge and Bridgeport Moveable Bridge			30
Bridgeport Moveable Bridge			10
Bridgeport Moveable Bridge and MP 28.3			30
MP 28.3 and Deep			15
3. CHECKING LOCOMOTIVE SPEED INDICATOR			
None.			
4. DIESEL UNIT RATINGS			
None.			
5. LOCOMOTIVE AND CAR RESTRICTIONS			
WEIGHT RESTRICTIONS			
Maximum Weight of Cars and Lading			
286,000 lbs. authorized.			
6. SWITCHES AND DERAILS			
NORMAL POSITION OF HAND-OPERATED SWITCHES			
Switch Located at	Connecting	With	Normal Position is for Movement to
Woodbury	Penns Grove Secondary Track	Salem Running Track	Penns Grove Secondary Track
In the application of TTSI 104-2, derails may be left in the non-derailing position only when not needed for roll out protection.			
7. RADIO BASE STATIONS			
Base Station	AAR Channel	Touch Tone Access	
Paulsboro — Yard	49	None	
Paulsboro — Road	64	6#	
Deepwater	64	1#	
8. DETECTOR INSTRUCTIONS			
None.			

PENNS GROVE SECONDARY (PENS)			
9. DISTRICT INSTRUCTIONS			
A. LOCATIONS OF RUNNING TRACKS			
Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.			
Running Track	Between	Controlled by	Restricted Speed not exceeding
Salem	Woodbury and Swede	South Jersey Dispatcher	10 MPH
B. MOVEABLE BRIDGES — NOT PART OF AN INTERLOCKING RADIO CONTROLLED OPERATION			
Bridge	Location	Request Code	
Paulsboro	MP 13.7	137	
Bridgeport	MP 20.8	208	
Instructions Governing the Operation of Moveable Bridges shown			
Normal position of moveable bridge is OPEN .			
<ol style="list-style-type: none"> 1. Trains must approach moveable bridge prepared to stop. 2. Verify river traffic is clear of moveable bridge. 3. To close moveable bridge for rail traffic, key in request code and * using the keypad of the locomotive or portable radio. 4. Warning message will be broadcast over radio and loudspeakers on bridge announcing closing of bridge. 5. When moveable bridge is completely closed, message will be broadcast over radio and loudspeakers confirming closing. A signal to proceed will then be displayed. 6. To stop the bridge at anytime, key in the request code and #. A message will be broadcast over the radio and loudspeakers indicating process has been halted. To restart the closing sequence, again key in the request code and *. 7. After train proceeds and is clear of bridge circuit, the moveable bridge will automatically open. A message will be broadcast over radio and loudspeakers confirming the opening. 			
NOTE: Failure to display a proceed indication or failure of system to broadcast messages announcing bridge opening must be reported immediately to the South Jersey Train Dispatcher.			
Failure of Moveable Bridge to close when requested by Radio Command:			
<ol style="list-style-type: none"> 1. Open control panel case marked T/E using switch key. Control panel case is located on west side of track on both sides of bridge. 2. Press the "CLOSE" button; radio and loudspeaker warning broadcast will commence. 3. To stop the bridge, press the "CLOSE" button. A message will be broadcast over the radio and loudspeakers indicating process has been halted. To restart the closing sequence, again press the "CLOSE" button. 4. Once bridge is closed, close and lock case. 5. When signal indication to proceed is displayed, train may proceed across moveable bridge. 6. After train proceeds and is clear of bridge circuit, the moveable bridge will automatically open. A message will be broadcast over the radio and loudspeakers confirming the opening. 			
NOTE: Failure to display a proceed indication or failure of system to broadcast messages announcing bridge opening must be reported immediately to the South Jersey Train Dispatcher.			

PENNS GROVE SECONDARY (PENS)

9. DISTRICT INSTRUCTIONS (CONT.)

B. MOVEABLE BRIDGES — NOT PART OF AN INTERLOCKING RADIO CONTROLLED OPERATION (CONT.)

Operation of Moveable Bridge for track cars and other equipment that may not shunt:

1. Approach moveable bridge prepared to stop.
2. Verify that river traffic is clear of moveable bridge.
3. Open control panel case marked M/W. Control panel case is located on west side of track on both sides of bridge.
4. Press the "CLOSE" button; radio and loudspeaker warning broadcast will commence.
5. To stop the bridge, press the "OPEN" button. A message will be broadcast over the radio and loudspeakers indicating bridge opening. To restart the closing sequence, again press the "CLOSE" button.
6. Once bridge is closed, close and lock case.
7. When signal indication is displayed, track car or equipment may proceed across moveable bridge.
8. After track car or equipment proceeds and is clear of bridge, open control panel case marked M/W and press "OPEN" button. The moveable bridge will automatically open. A message will be broadcast over the radio and loudspeakers confirming the opening.

NOTE: Failure to display a proceed indication or failure of system to broadcast messages announcing bridge opening must be reported immediately to the South Jersey Train Dispatcher.

C. DEEPWATER INDUSTRIAL TRACK

Railcars are not to be left unattended under the two bridge spans of the Delaware Memorial Bridge. "CONNECTIVE" signs have been placed along the right of way on both sides of the bridge as a guide for making cuts to clear the bridge.

D. PAULSBORO INDUSTRIAL TRACK

Beacon Avenue (MP 13.89) — Close Clearance

Close clearance exists where the Paulsboro Industrial Track parallels the Penns Grove Secondary Single Track just north and south of Beacon Avenue. Trains and engines must not occupy the Paulsboro Industrial Track between a point 500 feet south of Beacon Avenue and 100 feet north of the same crossing with a train or locomotive approaching or occupying the Penns Grove Secondary Single Track in this same area.

E. POWER OFF INDICATOR LIGHTS

All highway grade crossings with automatic warning devices are equipped with a power off indicator light. The power off indicator light is a steady lit Lunar White light located trackside at the equipment enclosure at each crossing. **Train crew MUST notify the Train Dispatcher if this power off indicator light is not steady lit.**

LIFESAVING RULES AND RESPONSIBILITIES

SOFA

RECOMMENDATION 5

Crew members with less than one year of service must have special attention paid to safety awareness, service qualifications, on-the-job training, physical plant familiarity, and overall ability to perform service safely and efficiently. Programs such as peer review, mentoring, and supervisory observation must be utilized to ensure employees are able to perform service in a safe manner.

VINELAND SECONDARY (VINS)				
SOUTH ↓	SIDINGS IN FEET	MP	SOUTH JERSEY DISTRICT STATION	NOTE
R.T.		0.0	SOUTH JERSEY DS AAR 64	2, 4, 5, 6 8
			COOPER (Camden Yard-River Road).....	
	CS 5800	1.2	CP-MILL ⊗ ⊙	4
		2.2	SOUTH CAMDEN	
B.E.E.S.		2.3	CP-BROWN ⊗ ⊙ (Beesleys Point Sec.)	
I.T.		4.0	GLOUCESTER (Grenloch I.T.)	
		4.6	SOUTH GLOUCESTER	
		5.8	WESTVILLE	
		6.3	SOUTH WESTVILLE	
		7.6	NORTH WOODBURY	
		8.8	CP-WOODBURY ⊗ ⊙ (Penns Grove Sec.)	
		9.8	WOODBURY HEIGHTS	
		11.0	GLASS ⊙	
I.T.		11.6	WENONAH	
		13.4	SEWELL	
		16.0	PITMAN	
		17.9	GLASSBORO	
		18.6	SOUTH GLASSBORO.....	3
		20.5	HOME ⊙	
		24.5	FRANKLINVILLE	
		25.4	IONA	
		27.9	MALAGA	
		30.1	NEWFIELD	
		31.4	NORTH VINELAND	
		32.5	LAND (END OF DCS) ⊙ (Millville I.T.)	
I.T.		34.0	LANDIS (Vineland R.T.)	1, 7
VINE R.T.				

VINELAND SECONDARY (VINS)	
STATION PAGE INFORMATION	
NOTE 1:	Non-interlocked crossing at grade.
NOTE 2:	Camden Running Track, NORAC Rule 97 in effect between Cooper and CP-Mill.
NOTE 3:	Trains must stop before passing over Chestnut St., MP 21.75, and crew member must provide on-ground protection in advance of each movement between the hours of 8:00 A.M. and 9:15 A.M. daily except Saturday, Sunday and Holidays.
NOTE 4:	Account close clearance between Vineland Secondary Track-Camden Running Track and PATCO Lindenwold High Speed Line and the speed and frequency of the PATCO trains. Conductors on all Freight Trains operating between River Road and CP-Mill must know that their train contains no excessive-width cars. NORAC Rule 136 applies in case of any emergency application of the brakes. A member of crew will also be responsible for notifying the Camden Yardmaster by radio of any emergency situation, who will immediately notify PATCO by telephone at (856) 772-6901 or (856) 963-7983.
NOTE 5:	Account of the close proximity of the Southern New Jersey Light Rail Transit System (SNJLRTS) and the Conrail tracks, the following instructions apply for all freight trains operating on tracks adjacent to the SNJLRTS between River Road and 11th Street and/or 30th Street and CP-Hatch. Conductors must know that their trains contain no excessive width cars. NORAC Rule 136 applies in case of any emergency application of the brakes. In any emergency situation, a member of the crew will be responsible for notifying: <ul style="list-style-type: none"> The Southern New Jersey Light Rail Line Controller using Radio Channel AAR 64 and the instructions contained in SNJLRTS publications. or <ul style="list-style-type: none"> The Camden Yardmaster by the fastest means available who will immediately notify SNJLRTS by telephone at (856) 580-5656/57.
NOTE 6:	Conrail employees whose duties require them to cross the SNJLRL on the Paris Foods Side Track (Pavonia Yard) must obtain the required SNJLRL publications.
NOTE 7:	Refer to District Instructions, Item 9B.
NOTE 8:	Radio operation of switch is as follows (use AAR Channel 50): (a) Trains must approach switch prepared to stop, if switch indicates the required alignment, train may proceed. (b) To change position of switch, train must stop a minimum of one (1) car length clear of switch. Key in request code #0111 to request switch normal. When switch is normal, message will be broadcast over radio "CONRAIL COOPER SWITCH NORMAL, CONRAIL COOPER SWITCH NORMAL" and switch will indicate Green. Key in request code #0133 to request switch reverse. When switch is reverse, a message will be broadcast over radio "CONRAIL COOPER SWITCH REVERSE, CONRAIL COOPER SWITCH REVERSE" and switch will indicate Yellow. If the switch is not properly lined, a message will be broadcast over the radio "CONRAIL COOPER SWITCH NOT LINED, CONRAIL COOPER SWITCH NOT LINED" and indicate Red. Pushbutton operation of switch is as follows: (c) Trains must approach switch prepared to stop. If switch indicates the required alignment, train may proceed. (d) To change the position of switch, train must stop a minimum of one (1) car length clear of switch and utilize the pushbuttons in the pushbutton box, which is located on mast behind switch. Push normal button to line switch normal as described above (Green Indication). Push reverse button to line switch reverse as described above (Yellow Indication). If the indication is Red, restore the switch to previous position and check for obstruction(s) in switch points. Push appropriate pushbutton again. If switch still indicates Red, train must not proceed over switch. Crew must notify Camden Yardmaster.
	Operation for Track Cars and other equipment that may not shunt: MofW disable switch must be engaged before proceeding over switch. After movement is complete, enable switch must be engaged.

VINELAND SECONDARY (VINS)		
1. RULES IN EFFECT		
Between	Single Track	Controlled Siding
	Rules	
CP-Mill and CP-Brown	261	261
CP-Brown and CP-Woodbury	261	
CP-Woodbury and Land	DCS	
2. MAXIMUM SPEEDS		
Between	Single Track	Controlled Siding
	MPH	
CP-Mill and CP-Brown	20	20
CP-Brown and CP-Woodbury	20	
CP-Woodbury and Land	25	
3. CHECKING LOCOMOTIVE SPEED INDICATOR		
None.		
4. DIESEL UNIT RATINGS		
None.		
5. LOCOMOTIVE AND CAR RESTRICTIONS		
WEIGHT RESTRICTIONS		
Maximum Weight of Cars and Lading		
286,000 lbs. authorized.		
NOTE: Including Millville IT and Vineland RT.		
6. SWITCHES AND DERAILS		
None.		
7. RADIO BASE STATIONS		
Base Station	AAR Channel	Touch Tone Access
Brown	64	5#
Glassboro	64	7#
Millville	64	8#

VINELAND SECONDARY (VINS)			
8. DETECTOR INSTRUCTIONS			
WIDE LOAD DETECTOR — CAMDEN RUNNING TRACK			
Wide Load Detectors are in service on certain Conrail tracks adjacent to Southern New Jersey Light Rail Transit System (SNJLRTS) tracks. Two (2) Detection Zones are established. The 36th Street Zone is in service on the Pavonia Yard No 1. Running Track between the SNJLRT 36th Street Station and Cove Road. The Cooper River Zone is in service on the Camden Running Track between Cooper River and the 11th Street under grade bridge.			
If a wide load is detected, a Radio Alarm will broadcast a message on AAR Channels 64 and 50 announcing "Wide Load Detected" and the Zone in which it was detected. When this message is received, any train in that zone must be stopped and the Conrail Train Dispatcher, Conrail Pavonia Yardmaster and the SNJLRT Controller notified. Crew members must obtain permission from Controller to foul SNJLRT tracks and inspect the entire train, starting on the side adjacent to SNJLRT tracks. Employees must look out for shifted lading, open car doors, trailer doors or derailed equipment. When inspection has been completed, report must be made to Train Dispatcher and Yardmaster, who will issue further instructions and advise SNJLRT Controller.			
9. DISTRICT INSTRUCTIONS			
A. LOCATIONS OF BULLETIN BOARDS			
Location	Posting		
Pavonia Yard	Amtrak — Mid-Atlantic Div. NJT — Newark Div. CSXT	NS SNJLRTS	
B. LOCATIONS OF RUNNING TRACKS			
Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.			
Running Track	Between	Controlled by	Restricted Speed not exceeding
Camden	CP-Mill and River Road	Yardmaster Camden	15 MPH
Vineland R.T.	North Vineland (MP 119.1) and Norma (MP 122.8)	South Jersey DS	10 MPH
Trains and engines must report the following information when requesting permission to occupy Vineland Running Track:			
<ul style="list-style-type: none"> • Train Symbol • Conductor's Name • Engineer's Name • On-Duty Time • Engine Number • Number of Loads and Empties 			
C. NON-INTERLOCKED RAILROAD CROSSING AT GRADE			
Movements of trains over Non-Interlocked Crossings at Grade are governed as follows:			
Landis: Millville Ind. crosses Vineland R.T.	Stop Signs	Stop	Movements on Vineland R.T. must stop clear of Stop Signs and then proceed if no conflicting movement is evident

TIMETABLE SPECIAL INSTRUCTIONS

A-1. REQUIRED BOOKS

The issue date of the current required books and publications will be listed in each new Timetable. Employees will be notified of changes in these books by Bulletin Order or Division Notice.

Employees affected by the Timetable must carry the current Timetable Special Instructions for the territories that they are qualified to operate over.

NJT employees operating on the Lehigh Line between CP-Aldene and Hunter are relieved from carrying the Conrail Timetable due to copublishing.

A-2. TRANSPORTATION EMPLOYEES IN YARD SERVICE

Transportation employees assigned to yard service and whose assignment does not contemplate entering or using main tracks will not be required to carry their Operating Manual with them while in such service, but must have them available for inspection when on duty.

A-3. EMERGENCY RESPONSE GUIDE (E.R.G.)

All Yardmasters, Train Dispatchers, Block Operators and Train and Engine Service Employees must obtain a copy of the current Emergency Response Guide book and have it available to them while on duty.

A-4. EMPLOYEE IDENTIFICATION

Each Conrail employee must carry a company issued picture identification card that properly identifies him/her as a Conrail employee. Each employee must have that card on their person and ready for immediate display when called upon by any Conrail supervisor, police officer or agent of any customer.

In line with U.S. Homeland Security Department laws, many of our customers who are under the Port Security Plan could require all Conrail employees to produce a Transport Workers Identification Credential (TWIC). Each employee must have that card on their person and ready for immediate display when called upon by any Conrail supervisor, or agent of any customer. Anyone not having the TWIC card would not be allowed into the customer facility.

C-1. MEDICAL CLINICS

All periodic examinations are performed by appointment only.

C-2. HOSPITALS

Name, address and telephone numbers of hospitals may be obtained from Train Dispatcher and Crew Dispatcher offices. **In an emergency contact 911 emergency numbers, police, local fire department, or rescue squads** or 8-981-5849 or (800) 272-0911 using any method available.

C-3. ALL TRAIN AND ENGINE SERVICE PERSONNEL, YARDMASTERS AND BLOCK OPERATORS

EXAMINATIONS — NORAC OPERATING RULES AND SAFETY TRAINING

In compliance with Rule C, NORAC Operating Rules, and Conrail policy, Train and Engine Service Employees are required to attend periodic Operating Rules, Safety and Risk Management classes.

Active Train and Engine employees will be scheduled by the Manpower Control office. Yardmasters are required to attend periodic Rules classes and will be scheduled by their supervisors.

Those employees returning to duty after an absence from railroad service of 6 months or more must attend and pass an Operating Rules class and attend a safety review prior to performing service that requires NORAC qualification.

Those employees who have attended the Rules class and failed the written examination must attend and be reexamined at another Rules class within 30 days following the first failure.

Exception: Locomotive Engineers who are taking examination for recertification will be withheld from service after first failure of examination.

Any employee who fails to attain a passing grade on the Rules Examination after two attempts, or who fails to attend Rules instruction class within the required periods will be considered unqualified and will be withheld from service until they have passed the required examination.

A more complete description of the Conrail procedure for examination for qualification on the NORAC Operating Rules is available at Mount Laurel Headquarters.

Employees attending classes must have with them their current Operating Manual and Assigned Radio.

Reimbursement of auto mileage is authorized from employee's home to the class location or from their home terminal to the class location, whichever is less.

Attendance at instructional classes is considered time on duty covered by the Federal Hours of Service Act. Employees will be automatically marked up on crew boards eight hours after completion of day two class.

Any questions on these policies should be discussed with your supervisor.

**C-5. LOCOMOTIVE ENGINEER/REMOTE CONTROL OPERATOR
RECERTIFICATION — ALL LOCOMOTIVE ENGINEERS**

In order to comply with the FRA Rule on Qualification and Certification of Locomotive Engineers and Remote Control Operators (49 CFR part 240), the following schedule of requirements for 3-year recertification became effective on January 1, 1992. The detailed requirements for recertification are contained in the Conrail Locomotive Engineer Qualification Program.

All qualified Locomotive Engineers and Remote Control Operators will be recertified on a schedule based on their last name alphabetically, as follows:

- A through G — 2010 and every 3rd year thereafter.
- H through O — 2011 and every 3rd year thereafter.
- P through Z — 2012 and every 3rd year thereafter.

The FRA Rule requires that Locomotive Engineers and Remote Control Operators receive a vision and hearing examination, and a prior safety conduct review, within 180 days prior to their recertification. Therefore, Engineers and Remote Control Operators within their recertification year must fulfill all recertification requirements:

- By March 31st of their recertification year.

EXAMPLE: Engineer, Sam Smith — will be recertified in 2009, 2012, 2015, etc.

Engineers and Remote Control Operators will receive recertification requirements via U.S. Mail, which will be the responsibility of the Engineers and Remote Control Operators to fulfill within the above time limits, as follows:

You must schedule a periodic examination, including a vision and hearing exam. Identification is required at the time of the examination.

1. Receive your vision and hearing examinations as part of your scheduled physical examination.
2. Attend an Operating Rules class and pass a 50-question written examination covering Operating Rules, hazardous materials, personal safety, air brake procedures, and a 10-question physical characteristics examination on principal routes or territory on which you are qualified.

A passing grade of 85% is required on the 60-question examination, or no more than 9 questions incorrectly answered. Engineers and Remote Control Operators who fail this recertification examination will not be allowed to perform service as an Engineer or Remote Control Operator. You must attend another Rules class and pass the examination before being allowed to return to service as a Locomotive Engineer or Remote Control Operator.

3. Be available for a skills performance examination by a Supervisor of Locomotive Engineers while operating a locomotive or a locomotive simulator.

Any questions on the above recertification requirements, and requests for a copy of the Locomotive Engineer Certification Program, should be directed to the Manager of Operating Rules at Mount Laurel at SMART 8-320-2165.

**C-5A. LOCOMOTIVE ENGINEER/REMOTE CONTROL OPERATOR
RECERTIFICATION — MOTOR VEHICLE RECORDS AND
MEDICAL EXAMINATIONS**

Conrail will obtain Motor Vehicle records for Locomotive Engineers and Remote Control Operators up for recertification directly from the appropriate agency. The company will assume the cost of accessing Motor Vehicle records.

Engineers and Remote Control Operators due for certification or recertification will be mailed a package containing:

1. A National Driver Register Request Form,
2. A Notification and Release Form (for state records), and
3. Instructions for obtaining a medical examination.

Additional forms are available at Mount Laurel Headquarters. Engineers and Remote Control Operators who do not receive the information and forms by January 15th must contact the Director of Planning & Performance at (856) 231-2359.

Engineers and Remote Control Operators are reminded that certification regulations require you to report any conviction, suspension or revocation of your driver's license resulting from the use or possession of alcohol or drugs to the Manager of Operating Rules, Mount Laurel Headquarters, within 48 hours of the suspension, revocation, or conviction.

C-6. QUALIFYING ON PHYSICAL CHARACTERISTICS

On Conrail, qualifications on physical characteristics required in NORAC Rules C, 94, 116, 800, 900, 920, 940, 950, and 957 pertain to Main Tracks, Controlled Sidings, and Interlockings only.

Engineers or Conductors who bid, bump, or are force-assigned to assignments on which they are not qualified must be marked off to qualify. Employees under pay for the purpose of qualifying on physical characteristics are required to include the names and numbers of the other employees of their assignments in the remarks section of the computer-generated time slips. Upon completion of the qualifying trips, employee must contact a road foreman or Manpower Control staff member to arrange for a route qualification test. When the test is successfully completed and the information has been forwarded to the Director of Planning & Performance, the employee's route qualification will be updated in Crew Dispatcher's records.

Unless authorized by the Superintendent, a Conductor, Engineer, or Track Car driver not making a trip within 12 months over the railroad to review the physical characteristics of the Main Track territory on which they are required to perform service must not be assigned as Conductor, Engineer, or Track Car driver until examined by the proper officer.

The required information must be recorded on the qualification pages of the employee's Timetable.

Employees ordered to perform service as Conductor, Engineer, or Track Car driver over any portion of the railroad for which they are not qualified, must immediately inform the Train Dispatcher.

C-6A. FAMILIARIZATION ON RESTRICTED SPEED TRACKS

Employees controlling movements at Restricted Speed on tracks not governed by ABS, DCS, or Interlocking Rules will be governed by NORAC Rule 80. Conductors will be considered familiar with industrial areas after three (3) trips have been completed.

E. PROHIBITED BEHAVIOR

The following behaviors are prohibited:

1. While on duty or on company property: Gambling, fighting or participating in any illegal, immoral or unauthorized activity.
2. When required to perform service:
 - a. Sleeping or assuming an attitude of sleep.
 - b. Playing cards or other games.
 - c. Reading other than Company instructions.
 - d. Having magazines, newspapers, and other literature not related to one's duties visible in the operating cab of a train or other On-Track equipment. Such personal items must be enclosed in the owner's personal luggage.
3. Solicitation of gratuities from patrons.
4. Unauthorized use of electronic devices.

G-1. FEDERAL RULE G

All Train and Engine Service Employees, Block Operators, Train Dispatchers, Signal Maintainers, and other covered service employees:

Federal Regulations prohibits the use of a controlled substance (illegal drug) at any time whether on duty or off duty. This prohibition states:

No employee who performs covered service may use a controlled substance at any time, whether on duty or off duty, except as permitted by 219.103 of this subpart (concerning proper use of medically prescribed or authorized medications).

- (1) No employee may use or possess alcohol or any controlled substance while assigned by a railroad to perform covered service;
- (2) No employee may report for covered service, or go or remain on duty in covered service while —
 - (i) Under the influence of or impaired by alcohol;
 - (ii) Having any recordable alcohol concentration in the breath or blood; or impaired by any controlled substance.
- (3) No employee may use alcohol for whichever is the lesser of the following periods:
 - (i) Within four hours of reporting for covered service; or
 - (ii) After receiving notice to report for covered service.

Any employee having questions about the Federal Alcohol and Drug Regulations and/or the Conrail Drug and Alcohol Policy should contact the Manager, Operating Rules at SMART 8-320-2165 or BELL (856) 231-2165.

H-1. SMOKING IN THE WORKPLACE

Smoking and the use of tobacco products is prohibited in all company owned and leased buildings, including offices, shops, hallways, reception areas, lunchrooms, crew rooms, restrooms, elevators and stairways.

Smoking and the use of tobacco products is also prohibited in all Conrail vehicles including locomotive cabs, jitneys, taxicabs and other vehicles used for the transport of train crews and in other areas that management identifies as non-smoking.

During non-working time periods, such as lunch, authorized breaks, and before and after work, employees may smoke outside company buildings so long as smoking materials or tobacco products are properly disposed of in the receptacles provided.

Questions should be directed to your supervisor, Chief Risk Officer (SMART 8-320-2007), or to the Manager, Operating Rules & Regulatory Compliance at (SMART 8-320-2165).

L-1. EMPLOYEES PERMITTED TO RIDE ON ENGINES

The following designated employees will be permitted to ride on engines, freight trains, track cars and front and rear ends of passenger trains:

- Staff Officers
- Train Dispatchers
- Yardmasters
- Maintenance of Equipment Supervision
- Engineering Department Employees and Bridge and Building Employees in their districts
- Railroad Police Officers in discharge of their duties
- Transportation Department Supervision
- Federal or State Inspectors upon presenting proper credentials

Other persons must hold proper authorization issued by the President, Superintendent, or Manager, Operating Rules.

Under no circumstances are more than four persons to be allowed to ride in the operating cab of an engine.

L-2. FOUND PROPERTY

In the application of NORAC Rule L, any employee finding any item or items on railroad property or on property served by the railroad will promptly notify his immediate supervisor. The supervisor will promptly notify Railroad Police, giving the following information:

1. Description of item or items and quantity found.
2. Location of items.
3. Rail car number, if applicable.
4. Name of finder.

If the finder is unable to promptly notify his supervisor, he will promptly notify Railroad Police.

Employees will not handle any items but will be governed by instructions of Railroad Police as to the security of such items until they arrive.

M-1. MANDATORY EYEWEAR RULE

All employees will be governed by Safety Rule 4.3.

Employees who wear prescription eyewear may obtain a copy of Form S 8-A from their supervisor to order either clear and/or gray-tinted prescription glasses which have side shields and do not require the use of cover-all goggles. Conrail employees may be provided two pairs of approved prescription glasses per year per employee with additional replacement pairs available. S 8-A forms must be completed by the employee's eye specialist and returned to the supervisor for mailing. Only safety glasses approved by the company Safety Department will be allowed on the property.

N-1. MOVING EQUIPMENT

Getting on or off moving equipment by any employee is prohibited, except in an emergency.

Q-1. HOURS OF SERVICE

Employees subject to the Federal Hours of Service laws must familiarize themselves with the laws and comply with their requirements. No service is to be performed after reaching the maximum hours permitted by the laws, unless authorized by the Train Dispatcher.

If an emergency arises that requires service to be performed after crew has removed themselves from train service and before transportation to the final terminal has arrived, a full report of the violation must be given to the Train Dispatcher and required hours of service documentation must be completed and submitted. An emergency is defined as any event that could result in a casualty or unavoidable accident.

Trains being recrewed on Main Tracks with time remaining under Hours of Service law must not vacate locomotive until they are properly relieved by outbound crew or permission received from Train Dispatcher.

R-1. ACCIDENT/INCIDENT

After any accident or incident where human remains or blood are observed on company equipment, employees are not to attempt to remove or clean these particles. The Train Dispatcher or Yardmaster should be notified so that a qualified contractor can perform any necessary cleaning of equipment as soon as possible.

Whenever a train operating on Conrail Shared Assets Territory is involved in an accident, which includes any highway grade crossing incidents, accidents or derailments resulting in property damage to outsiders, injuries to employees or persons on railroad property such as contractors, trespassers, licensees, or invitees the following instructions will apply. Several transportation documents are required to be preserved and retained to assist in the investigation and disposition of the incident. The Conductor of the assignment, or in his absence the Locomotive Engineer or employee in charge must secure the following document(s) and ensure that these documents are delivered to the Manager of Government Reporting following the incident.

1. Train Consist.
2. Bulletin Orders, Division Notices, Form D's in effect for the movement of your train.
3. A completed CT-25A.

All train and engine service employees must comply with these instructions and if unable to do so must contact a supervisor for further instructions.

The requirements outlined in this Special Instructions will be considered to be fulfilled if the documents are presented to a Transportation Supervisor with the understanding that he will deliver them to the Manager of Government Reporting in your behalf.

Conrail
 Manager of Government Reporting
 1000 Howard Blvd. 4th Fl
 Mt. Laurel, New Jersey 08054

(856) 231-2074
 (856) 231-2347 (fax)
 SMART 8-320-2074



CT 25A (REV 10/02)

STATEMENT OF TRAIN AND ENGINE CREWS

This form is to be used by all members of train and engine crews in rendering statements concerning accidents in which train or engines are involved with vehicles or outsiders. The statement must be completed by all crew members and promptly mailed or delivered to Manager of Government Reporting. MARK ALL THAT APPLY.

Place of accident: _____ Area: _____ MP (incl. Prefix) _____
Date of accident: _____ 20 ____ Time: _____ AM PM
Train No.: _____ Speed of Train: _____ mph Direction: N S E W
Weather: Dry Rain Snow Sleet/Freezing Rain/Hail Fog Clear
Was horn sounded? Yes No Bell Ringing? Yes No
Was headlight burning? Yes No Bright Dim
Were ditchlights operating? Yes No Engine: Shoving Pulling
Damage to Railway equipment: _____
Make of Vehicle: _____ Year: _____ License No.: _____ State: _____
Direction of Vehicle: N S E W Speed: _____ mph
Driver: _____ Age: _____ Address: _____
Owner: _____ Address: _____
Other occupants, ages, addresses: _____

Damage to Vehicle: _____
Were there any injuries? Yes No Fatalities? Yes No
Type of crossing warnings: Gates Flashers Stop Sign Crossbucks Other
Flashers/Gates Operating? Yes No
Where were you at the time of the incident? Lead unit Trailing unit R Side L Side
Which hood was forward? Long hood Short hood

MOTORIST: Going Straight Failed to Stop Accelerated Through Crossing
 Stopped, then Proceeded Passed Other Vehicles Went Around Gates
 Stopped on Crossing Other _____

TRESPASSER/PEDESTRIAN: Walking/Standing Outside Rails Sitting on Rail
 Walking/Standing/Squatting Inside Rails Lying Inside/Outside Rails
Names and addresses of outside witnesses: _____

Did police investigate accident? Yes No State County City RR Police
Signature _____ Occupation: _____
Print Name _____ Date: _____

BULLETIN ORDERS — DIVISION NOTICES

1-1. LOCATIONS OF BULLETIN BOARDS

Locations of Bulletin Boards where Bulletin Orders and Division Notices are posted will be listed in each District's Section of the Timetable.
Bulletin Orders issued and in effect will expire when Summary Bulletin Order is issued and in effect. All bulletins older than last Summary Bulletin must be removed from Bulletin Boards. Summary Bulletins will be issued as required.

1-2. BULLETIN ORDER VERIFICATION

Crews reporting at all locations must report to Operator or Train Dispatcher and verify that they have the current Bulletin Order information, if required to operate on a Main Track. Those Communications and Signal employees whose duties require them to perform service on non-controlled tracks should contact the Conrail Trouble Desk. All other employees may contact the Train Dispatcher as required.

1-3. VERIFYING COMPLETENESS

Employees upon receiving Bulletin Orders must check to ensure it is complete by checking each page for page markers and also checking the last page to ensure it has the President's name which signifies it is complete.

1-4. BULLETIN ORDER REFERENCES

- The following references will be used in CR Publications and will indicate as shown below:
Flagmen = Refer to TTSI 131-1 and NORAC Rule 131.
Rule 135 = Restricted Area listed. Permission to pass Stop Sign must include Milepost location.
Speed Restr. = Temporary speed restriction.
Max Speed = Timetable maximum speed change.
Phys Char. = Physical Characteristics Change.
Grade X-ing = Highway Crossing at grade instruction/information.
Work Area = Approach location looking out for work activity and stop unless work area known to be clear.
DS = Train Dispatcher.

1-5. EMPLOYEE REGISTER

The employee register is not used on Conrail.

4-1. LITE ENGINE CREW BRIEFINGS

Lite engine crews and helper crews reporting for duty must arrange to hold a job briefing with a non-agreement supervisor. If a local non-agreement supervisor is not available, this job briefing must be conducted by calling the Manager of Train Operations at 8-320-2393.

BLUE SIGNAL PROTECTION

16-1. ENGINE SERVICE AND CAR SHOP REPAIR TRACK — SPEED

Speed on all designated Engine Servicing and Car Shop Repair Tracks is 5 MPH.

16-2. CREW MEMBERS FOULING EQUIPMENT

When necessary to foul equipment to determine air pressure for the performance of air brake inspections and tests, or to perform emergency air brake repairs that require the train air brakes to be released, a brake pipe reduction will not be required. Employees must allow slack to adjust before fouling equipment. The locomotive independent brake must be fully applied.

16-3. BLUE SIGNAL NOT AVAILABLE

In the application of Rule 16(d) (Blue Signal not available), train brakes must be applied unless:

1. Application of train brakes would interfere with necessary reading of air pressure reading, or:
2. Running repairs are required.

16-4. CLASSIFICATION TRACKS

Employees who go between engines or cars on a classification track of a hump yard to couple air hoses, adjust coupling devices, or make repairs will be protected in accordance with Rule 16(c). (Remotely controlled switch providing access.)

WARNING SIGNALS — MARKERS

19-1. SOUNDING OF LOCOMOTIVE HORNS

In the application of NORAC Rule 19(b), Locomotive Engineers will make a “good faith” attempt to limit sounding of locomotive horns to between 15 and 20 seconds when approaching public highway-rail crossings at grade. Engineers must not begin sounding horns closer than one-quarter mile in advance of crossing.

19-2. ROADWAY WORKERS — LOCOMOTIVE WHISTLE OR HORN SIGNALS

In the application of NORAC Rule 19(d), the engine whistle or horn **must** be sounded whenever **any** Roadway Worker is observed **on or near** tracks, bridges, signal installations or other points. The engine whistle or horn is to be sounded in the (— o) signal pattern on initial sighting of the Roadway Worker(s). After this initial warning, sound two short whistle signals intermittently until the head end passes the Roadway Worker or group of Roadway Workers. Sounding the bell alone does not meet the requirements of the NORAC Rule nor Federal Regulations.

This procedure must be followed whether or not a Quiet Zone is in effect.

On or near tracks means a Roadway Worker is working or otherwise standing on any track on which a train is operating or adjacent to the track on which a train is operating. On or near bridges or signals means a Roadway Worker is working or otherwise standing on or within 20 feet of the structure.

19-4. ENGINE WHISTLE-HORN — STATE OF NEW JERSEY

Engines will use one long sound of the engine whistle or horn approaching a passenger station on a track adjacent to platform during daylight hours. This signal is not required during hours of darkness except when Engineer observes persons on or near station platform.

24-1. TWO-WAY END-OF-TRAIN TELEMTRY DEVICE

Trains authorized to operate at speeds over 30 MPH must be equipped with an operational Two-Way End-of-Train (EOT) device, except as follows:

Yard, local, work trains, and lite engines are not required to be equipped with operational Two-Way End-of-Train (EOT) device and are not restricted to 30 MPH when operating without Two-Way EOT devices.

A. Departing Initial Terminal

Trains requiring a Two-Way device must have the device armed prior to departing the initial terminal. The Two-Way EOT must be tested prior to departure, and if the Engineer does not participate in the testing, he must be advised that both the head end and rear end portion of the device have been tested. The device must remain armed until the train reaches its final destination. A written record of the test must be available in the controlling locomotive cab.

B. Failure En Route

When a train requiring a Two-Way device has a failure en route, speed must be reduced to 30 MPH until the ability to initiate an emergency application at the rear of the train has been restored.

C. Inoperative or Missing at Initial Terminal

Road trains departing initial terminal on Conrail with no operational Two-Way (EOT) device must not exceed 30 MPH until train is equipped with an operational Two-Way device.

24-2. TWO-WAY END-OF-TRAIN (EOT) DEVICE — UNDESIREM EMERGENCY APPLICATION

When an undesired emergency application occurs, or when an emergency situation arises and it becomes necessary to place the train air brakes in emergency, the Two-Way EOT Emergency Toggle Switch must also be used as quickly as possible. Quick action to use the device in these instances will result in reducing in-train forces in almost every situation.

30-1. TAMPERING

In the application of Rule 30, flag sticks, air hoses, brake shoes, or any other item which could be used to nullify or interfere with the intended function of Dead Man pedal or any other safety feature must not be located in the area of the Engineer's control stand.

70-1. PLUG DOORS

No plug door car will be pulled from any location until the plug door has been properly closed or precautions taken to avoid personal injury.

TRAIN INSPECTION DETECTORS

72-1. ANSWERING RADIO ALARM DETECTORS

Operating procedures for Radio Alarm Detectors:

Transmissions from Radio Alarm Detectors must be promptly acknowledged on the locomotive radio.

EXAMPLE: "Company name — Train TV-10, Engine PRR 6234 at (site identification) on Track (), no defects, out."

72-2. HOT BOX/D dragging EQUIPMENT DETECTORS

If a defect is detected as the train is passing over the detector, the Radio Alarm Detector will immediately transmit a warning alarm, a series of short "beeps" and track number in multiple-track territory, or a "steady tone" on single track or Controlled Sidings. When the warning beeps or tone is received, the speed of the train must be reduced; when the train has completely passed the detector, a radio message will be transmitted stating the results of the inspection. The train must be promptly stopped, Train Dispatcher notified and inspection made in accordance with the message received. If the radio transmission reports three defects, the maximum number the detector can transmit, the entire train behind the location of the third defect must be inspected.

HOT BOX ALARM ACTUATION — NOTHING FOUND

If no defect is found at the location specified by the Radio Alarm Detector, 16 axles must be checked immediately ahead and behind the reported location.

If no defect is found on a Key Train, train must not exceed 30 MPH until passing over the next Hot Box Detector.

HOT BOX ALARM — NO LOCATION GIVEN

If warning "beeps" or "tones" are transmitted from a Hot Box Detector and no location given, train must be visually inspected; the 200 Degree Tempilstik should only be used if there is evidence of a overheated journal. If after this inspection no defect is observed, the train may proceed not exceeding 30 MPH until passing over the next Hot Box Detector or a roll-by inspection of both sides of train is made by qualified employees.

DRAGGING EQUIPMENT DETECTOR ONLY

If a defect is detected at a radio alarm Dragging Equipment Detector only, a warning alarm of short "beeps" or steady "tones" will be transmitted. No location in train or the defect will be transmitted. Train must be stopped, inspection made, and the Train Dispatcher notified.

72-2. HOT BOX/Dragging Equipment Detectors (Cont.)
NO MESSAGE RECEIVED OR “DETECTOR NOT WORKING” MESSAGE RECEIVED
<p>If there are no transmissions or a “Detector Not Working” message is received after train has passed over a detector location (excluding High Car Detectors), the Train Dispatcher must be notified and the train may continue not exceeding 30 MPH until passing over the next detector. If the failure occurred at a combination detector (HBD-DED), the train must not exceed 30 MPH until inspection is made for both Hot Box and Dragging Equipment.</p> <p>If failure occurs at two detector locations in succession, the train must be stopped, Train Dispatcher notified and the entire train inspected.</p> <p>If a “Detector Not Working” message is received while passing over the detector, the train must be promptly stopped and the entire train inspected.</p> <p>NOTE: The Train Dispatcher may relieve a crew from inspecting their train, or verify a detector is working, when office information is available confirming no defects.</p>
HIGH CAR DETECTOR — RESTRICTION
<p>If there is no transmission from a detector that includes a High Car Detector, the train must not pass under the height-restricted bridges, tunnels, etc., until inspection is made.</p> <p>If a defect is detected at a radio alarm High Car Detector, in addition to checking the location specified, two cars (or two platforms on articulated equipment) ahead and behind the reported location must also be inspected, even if a defect is found at the reported location.</p>
INOPERATIVE DETECTOR
<p>When detector is inoperative and/or under repair, as soon as conditions will allow, arrangement must be made for an on-the-ground roll-by inspection to reduce train delay. Train crews are not relieved of the responsibility of inspecting their train unless specific instructions are received from the Train Dispatcher.</p>
72-3. NJ TRANSIT TRAINS
<p>NJ Transit trains are governed by NJT Timetable Special Instructions.</p>
72-4. DETECTORS — EXIT SPEED
<p>Some radio alarm detectors are equipped to include the exit speed of a passing train as part of the broadcast message. When the speed is included in the transmission, it will not have to be repeated as part of the response required by TTSI 72-1.</p>

MOVEMENT OF TRAINS	
80-1. RESTRICTED SPEED	
<p>In the application of Rule 80 (Restricted Speed), trains other than passenger trains and track cars must not exceed 15 MPH.</p>	
95-1. NON-INTERLOCKED RAILROAD CROSSINGS AT GRADE	
<p>Movement of train or engines over non-interlocked railroad crossings at grade will be governed by instructions listed in the Timetable.</p>	
96-1. SPEED — NON-CONTROLLED SIDINGS	
<p>Unless otherwise indicated, maximum speed on non-controlled sidings is Restricted Speed not exceeding 10 MPH.</p>	
97-1. RUNNING TRACK — SPEED	
<p>Unless otherwise restricted, maximum speed on Running Tracks is Restricted Speed not exceeding 15 MPH.</p>	
98-1. SPEED — YARD AND INDUSTRIAL TRACKS	
<p>Unless otherwise indicated on the Station Pages, maximum speed on yard and industrial, team tracks, side tracks, and public delivery tracks is Restricted Speed not exceeding 10 MPH.</p>	
99-1. FRA EXCEPTED TRACKS	
Track	Between
Bleigh St. Yard	Tracks 1–4
Fullerton Yard	All Tracks
Highland Park Industrial Track	Entire
Stoney Creek Yard	Lutz Track — Entire
Millstone Industrial Track	Rt. 27 and End-of-Track
Occidental Industrial Track	Entire
Pemberton Industrial Track	MP 17.0 and MP 18.8
Reading Above	Entire
Reading Below	Entire
Salem Running Track	Entire
Penn Terminal Lead	Entire
Swede Industrial Track	Entire
Tecumseh Yard	All Tracks
Terminal West Industrial	MP 5.5 and MP 7.7
Vineland Running Track	MP 120.4 east to end of track

101. NORAC Revised HANDLING CARS, LOCOMOTIVES, AND OTHER ON-TRACK EQUIPMENT; FOULING POINTS

DEFINITIONS ADDED:

Fouling Point: The point on a track beyond which equipment will foul an adjacent track. Fouling points will not safely accommodate a person riding the side of a car.

Foul / Fouling a Track: Obstructing passing cars, locomotives or other On-Track equipment, or in any case coming within 4 feet of the near running rail.

a. Handling Equipment

When handling cars, locomotives, or other On-Track equipment, precaution must be taken to prevent damage or fouling other tracks. Employees must confirm that there is sufficient room in the track to hold such equipment.

Before coupling to any equipment standing on a grade or near the ends of tracks, buildings, derails or highway crossings at grade, sufficient hand brakes must be applied on standing equipment to prevent it from rolling.

b. Fouling Point of Track

The fouling point of a track is indicated by:

1. A yellow stripe painted on the inside and outside of head, web and base of both rails.
or
2. A sign displaying the letters "FP".
or
3. A fixed derail.

On tracks where the fouling point is not indicated or is not visible, the fouling point must be determined as follows:

1. Stand on the tie butt with your outside foot (the one that is closest to the adjacent track) at the edge of the tie, then extend your arm outward toward the adjacent track.
2. Move to a location where your extended arm is approximately 4 feet from the edge of the near running rail on the adjacent track.
3. From this location, identify a point one car length farther away from the point of convergence of these two tracks. This point can be considered "the fouling point" on that track, and cars must not be left beyond that point.

NOTE: On Conrail, equipment must not be left on a track in a position such that a person riding on the side of passing equipment on an adjacent track cannot safely pass.

c. Leaving Equipment in the Clear

Cars, locomotives, and other On-Track equipment must not be left where they will foul a connecting track, except when the equipment is:

1. Standing on a main track fouling a siding track switch that is lined for the main track.
2. Standing on a siding fouling a main track switch that is lined for the siding.
3. Standing on a yard switching lead track fouling a yard track switch that is lined for the yard switching lead track.
4. On an industry track beyond the fouling point of the switch leading to the industry.

101-1. AWNINGS

When operating locomotives equipped with cab awnings where close clearance could cause damage, care must be taken to avoid damage by retracting awnings on all locomotives in consist.

101-2. MAKING A SAFETY STOP

Stop the movement at least 50 feet but not more than 250 feet before coupling to the equipment.

Make certain that:

- Any employee riding the equipment that is not seated in the locomotive dismounts until the coupling is made.
- Couplers are aligned.
- At least one of the knuckles is open.
- You can consider a stop that is made to line a switch or derail as the required Safety Stop, if the stop is made within the prescribed distance limitations.

101-3. CLOSE CLEARANCES

Conductors and Engineers must know they have proper clearance before moving or placing engines, cars, open loads, or cranes on any track at industries, tipples, sidings, or station tracks. While switching at freight stations, coal and coke operations, industries, industrial sidings and station platforms, care must be exercised to avoid injury from side obstructions.

102-1. PLACEMENT OF MULTI-LEVEL CARS

When placing two or more consecutive multi-level cars with M-921-D stencil on side sill near the end of car for loading or unloading, the following must be accomplished before engine uncouples.

1. Wait one minute for cushioning device to bleed off and move to a buff or compressed position.
2. Inspect top deck bridge plate for proper overlap support.

103-1. DROPPING CARS

In the application of NORAC Rule 103 the dropping of cars is prohibited.

104. NORAC Revised HAND-OPERATED SWITCHES, CROSSOVER SWITCHES, AND FIXED DERAILS

a. Employee Responsibilities for Switches and Fixed Derails

Each employee who operates a hand-operated switch or fixed derail is responsible for its use, and must confirm switches and derails are in proper position before, during and after use. When operating or verifying the position of a hand-operated switch or fixed derail, employees must:

1. Be qualified on the operating rules relating to switch and fixed derail operation;
2. Conduct a job briefing before work is begun, each time a work plan is changed, and at completion of the work;
3. Visually confirm that switches and fixed derails are properly lined for the intended route, and that no equipment is fouling the switches;
4. Visually determine that switch points fit properly and the target, if so equipped, corresponds with the switch's or fixed derail's position;
5. After operating a switch and before making movements in either direction over the switch, ensure that the switch is secured from unintentional movement of the switch points by use of a hook, lock or latch, if so equipped;
6. Ensure that a switch or fixed derail is not operated while rolling and On-Track maintenance-of-way equipment is fouling, standing on or moving over the switch or fixed derail;
7. After operating a switch or fixed derail, ensure that, when not in use, each switch or derail is in the proper position, and is locked, hooked, or latched, if so equipped.
8. Promptly report any switch, derail or securement device that is found to be defective or missing.

When trains are approaching and passing, employees must keep away from main track switches. If safe to do so, they should stand on the side of the track opposite the switch lever.

b. Normal Position of Main Track Hand-Operated Switches; Leaving Switches in Reverse Position

A main track hand-operated switch is in normal position when lined for the main track, unless otherwise specified. The switch must be lined and locked in normal position when not in use except when:

1. A crew member of another train is in charge of the switch.
2. A switch tender is in charge of the switch.
3. A Roadway Worker is in charge of the switch.
4. The train crew is authorized by Form D line 13 to *"Leave the switch (or crossover switches) at (location) in reverse position."*

Before issuing a Form D line 13 permitting a train crew to leave a switch in reverse position, the Train Dispatcher must:

1. Make a record of the switch left in reverse position. Where train sheets are used, this record must be made in red ink.
2. Where possible, apply blocking devices to interlocking or controlled point signals authorizing movement in the direction of the switch left in reverse position.

104. NORAC Revised HAND-OPERATED SWITCHES, CROSSOVER SWITCHES, AND FIXED DERAILS (CONT.)

b. Normal Position of Main Track Hand-Operated Switches; Leaving Switches in Reverse Position (cont.)

Open switches must be included in the Train Dispatcher's transfer record.

The Train Dispatcher must not permit a movement in the direction of a switch left reversed until it has been issued a Form D line 13 stating:

"Switch (or crossover switches) at (location) in reverse position."

or

"Switch (or crossover switches) at (location) in reverse position must be returned to normal position."

or

"Switch (or crossover switches) at (location) in reverse position may be left in reverse position."

If a switch that is left in reverse position is not protected by signal indication, Form D line 2 authority must end at or short of the switch left reversed.

When the switch is returned to normal position, the Train Dispatcher must be notified. The Train Dispatcher must make a record of the following information:

1. The number of the Form D which contained the instruction "Return to normal position."
2. The time the switch was returned to normal position.
3. The name of the employee who restored the switch to normal position.

Before a train or a train crew leaves the location where any hand-operated main track switch was operated, all crew members must verbally confirm the position of the switch.

c. Movements Over Hand-Operated Switches

Equipment must not foul a track until all hand-operated switches and derails connected with the movement are properly lined. Where a designated employee is in charge of hand-operated switches, equipment must not foul such switches until receiving verbal permission or a hand signal to proceed. Where semi-automatic or spring switches are involved, such switches must not be fouled until the intended route is seen to be clear or the train has been granted movement authority.

Trains must not exceed 15 MPH when diverting through hand-operated switches, unless otherwise specified. When equipment has entered a track, the hand-operated switch to that track must not be operated until the equipment has passed the fouling point of the track.

104. NORAC Revised HAND-OPERATED SWITCHES, CROSSOVER SWITCHES, AND FIXED DERAILS (CONT.)

d. Clearing a Main Track at a Hand-Operated Switch

When a train is required to report clear of a main track at a hand-operated switch:

1. A job briefing must be held between all crew members to confirm the position of the switch.
and
2. The report must not be made until switches and derails have been secured in normal position.

In non-signaled DCS territory, before leaving a location where a hand-operated main track switch is used to clear the main track:

1. The employee releasing the track authority must advise the Train Dispatcher of the position of the switch, and that the switch is locked;
2. The Train Dispatcher must repeat the reported switch position information;
3. The employee releasing the track authority must confirm to the Train Dispatcher that the information is correct.

A Roadway Worker who has been given permission to occupy out-of-service or working limits by a Roadway Worker in Charge must report to that employee the position of any hand-operated switches that were operated, prior to clearing the out-of-service or working limits.

e. Hand-Operated Crossover Switches

Both switches of a hand-operated crossover must be properly lined before equipment begins a crossover movement, and the movement must be completed before either switch is restored to normal position.

Hand-operated crossover switches are in corresponding position when both switches are lined for movement over the crossover, or both switches are lined for movement on the straight track. The switches of a crossover must be in corresponding position before either crossover switch is used, except when one crew is using both tracks connected by the crossover. Crossover switches must be left in corresponding position after use, preferably in the normal position (i.e. lined for straight tracks), except when:

1. Used to provide Blue Signal Protection; or
2. Used for inaccessible track protection for Roadway Workers; or
3. Maintenance, testing or inspection of crossover switches is being performed in automatic block system (ABS) territory; or
4. One crew is using both tracks connected by the crossover during continuous switching operations.

104. NORAC Revised HAND-OPERATED SWITCHES, CROSSOVER SWITCHES, AND FIXED DERAILS (CONT.)

f. Hand-Operated Derails

Employees must be familiar with the location of derails. Movements must not be made over a derail in the derailing position.

The normal position of fixed derails is in the derailing position, except:

1. Where specified by Special Instruction.
2. Where fixed derails are used for Blue Signal Protection, occupied camp car protection, or Roadway Worker protection, they must be applied in the derailing position only when their use is required.

Employees operating or verifying the position of a fixed derail must:

1. Determine that the target, if equipped, corresponds with the derail's position.
2. Determine that the derail is secured by:
 - (i) Placing the throw lever in the latch stand, if so equipped;
 - (ii) Placing the lock or hook in the hasp, if so equipped; and
 - (iii) Testing such latches, locks or hooks; and
3. Ensure that when not in use, derails are locked, hooked, or latched in the normal position, if so equipped.

g. Dual Control Switches

Dual control switches must not be hand-operated until permission is obtained from the Train Dispatcher or Operator.

Dual control switches must be operated as follows:

1. Remove switch lock from both the "Selector" and "Hand Throw" levers.
2. Throw "Selector" lever to hand-operation position.
3. Operate "Hand Throw" lever until mechanism engages and switch points move with the lever, then operate switch to desired position. This procedure must be followed, even if switch was originally in desired position.
4. Do not move "Selector" lever from hand-operation position until entire movement has passed over switch.
5. Place "Hand Throw" and "Selector" levers in positions designated by the Train Dispatcher or Operator and secure with switch locks.

h. Switch Targets: Banner Indications

Where switch targets are used, a green or white banner indicates normal position of the switch, and a red or yellow banner indicates reverse position.

104-1. HAND-OPERATED SWITCHES EQUIPPED WITH ELECTRIC LOCKS

Permission must be obtained from Operator or Train Dispatcher before switch lock is removed from keeper, except when:

1. Movement is from Main Track to a side track, or
2. Switch is controlled by an Operator or Train Dispatcher.

At switches not controlled by an Operator or Train Dispatcher to enter side track from Main Track, train or engine must occupy Main Track within 100 feet immediately ahead of switch point.

104-2. DERAILS

In the application of NORAC Rule 104, paragraph (f), derails that are used in yard locations on Yard Tracks may be left in the non-derailing (off) position provided that it is known that the track is clear. Derails equipped with locks must be locked in the appropriate position.

109-1. SHOP CARS ON GRADES

On grades when a shop car is set off with defective air brakes, hand brakes, or both, car involved must be accompanied by at least one car with operative hand brake.

**109-2. SECURING WELDED RAIL TRAINS —
ADDITION TO RESTRICTED EQUIPMENT, RE-83.0**

Welded Rail Train handled on grades must not be separated from engine unless accompanied by a sufficient number of cars with operative hand brakes and train secured.

When placed in yards, on sidings, or similar tracks, wheels of train must be blocked or otherwise secured, in addition to hand brakes, to prevent movement of train when engine is detached.

**109-3. SECURING CARS AND LOCOMOTIVES — HAND BRAKE EQUIPMENT
CUTTING OFF CARS OR LOCOMOTIVE FROM TRAIN**

A minimum of 10% of any cut of up to 20 cars left standing unattended, and 5% of an unattended cut of more than 21 cars must have hand brakes applied.

EXAMPLE.:

1-10 cars	1 hand brake
11-20 cars	2 hand brakes
21-40 cars	2 hand brakes
41-60 cars	3 hand brakes
61-80 cars	4 hand brakes
81-100 cars	5 hand brakes, etc.

NOTE: This table represents the minimum number of hand brakes required on cars left standing. Other factors, such as grade, rail condition, and weather conditions, must be considered. Additional hand brakes and/or wheel chocks may be required. Locomotives left unattended must be secured according to NS-1, Rule L-236.

Follow procedure in NS-1, Rule C-102 to determine that the applied hand brakes will secure the equipment.

When entire train is left standing, all locomotives must be secured and counted as cars with hand brakes applied in compliance with this requirement.

In the application of NS-1, Rule L-236, before leaving any locomotive(s) unattended, apply hand brakes on all units, except:

Pavonia Diesel Terminal
Oak Island Engine House

At these locations, apply hand brake on controlling unit only.

116. NORAC Revised OPERATING TRAIN FROM OTHER THAN LEADING END

When the Engineer operates a train from other than the leading end of the movement, a crew member or other qualified employee must provide point protection to ensure the movement is made safely. The person providing point protection must:

1. Be qualified on the physical characteristics of the territory involved.
2. Be positioned on the leading end (point) of the movement, or in advance of the leading end of the movement.

NOTE: On Conrail, the requirements of this provision do not apply to movements where equipment is intentionally shoved or pushed to permit equipment to roll without power attached during flat switching or humping.

3. Observe conditions ahead and take prompt action to properly control the movement.

In lieu of being positioned as specified in item 2 above, the person providing point protection may determine the track is clear with the aid of monitored cameras or other technological means, provided those procedures ensure an equivalent level of protection to that of direct visual observation and the person has been trained on the use of such devices.

Except during the performance of roadway maintenance activity being performed in accordance with the operating rules specific to Roadway Workers, the following requirements apply to all movements that are controlled from other than the leading end:

1. All employees participating in the movement must be briefed before the movement commences by the employee who will direct the movement. The job briefing must include the distance to be traveled, the means of communication to be used to direct the movement, each individual's responsibilities during the movement, and how point protection will be provided.
2. The employee directing the movement must promptly communicate signals and instructions necessary to safely control the movement. Hand signal, communicating signal or radio communication must be maintained with the Engineer. If signals from the crew member cannot be received by the Engineer, the movement must be stopped immediately.
3. The crew member stationed on the leading end must be prepared to operate the engine whistle or horn, if available, as well as the emergency brake valve, should conditions require. The train must not exceed 30 MPH.
4. The employee directing the movement must not engage in any task unrelated to the oversight of the movement.
5. Point protection shall be provided by a crew member or other qualified employee by visually determining that:
 - (a) The portion of the track to be used is clear of obstructions and is unoccupied by rolling equipment, On-Track maintenance-of-way equipment, and conflicting On-Track movements;
 - (b) Switches and fixed derails are properly lined for the movement;
 - (c) The portion of the track to be used for the movement has sufficient room to contain the equipment;

116. NORAC Revised OPERATING TRAIN FROM OTHER THAN LEADING END (CONT.)

- (d) Public highway-rail grade crossings, private highway-rail grade crossings outside a yard, and yard access crossings are protected as follows:
 - (i) Crossing gates are in the fully lowered position, and are not known to be malfunctioning; or
 - (ii) A designated and qualified employee is stationed at the crossing and has the ability to communicate with trains; or
 - (iii) At highway and private crossings equipped only with flashing lights or X-bucks, when it is clearly seen that no traffic is approaching or stopped at the crossing and the leading end of the movement over the crossing does not exceed 15 miles per hour.

6. Movements approaching pedestrian crossings within passenger stations and others outside a yard must be prepared to stop and not pass over the pedestrian crossing until it is determined the crossing is clear of pedestrian traffic. Movement shall not exceed 15 MPH until the entire pedestrian crossing is occupied.

NOTE: In the application of this rule on Conrail:

1. All Remote Control movements are considered as shoving movements, except when the Remote Control Operator (RCO) is riding the leading end of the leading locomotive and in a position to visually determine the conditions in the direction of movement. In addition, when the controlling locomotive is on the leading end of the movement operating in an activated Remote Control Zone (RCZ), point protection is not required.

A Remote Control Zone must not be considered active until a conditioning run has been made to confirm that all switches are properly lined for the intended movement. Where transponders are used to limit the travel of a Remote Control Locomotive, the locomotive and transponder must be tested together to ensure that the system functions as intended.

2. Movements of multiple unit lite locomotives must be afforded point protection on all movements when the Engineer is operating from other than the leading end. This applies whether or not the locomotives are connected for multiple unit (MU) operation.

NOTE: This provision remains in effect and is repeated here for convenience.

4. EMPLOYEE RESPONSIBILITY

Any employee who violates any of the following rules or instructions, or an employee who orders or causes an employee to violate any of these rules or instructions, will be considered to have violated these regulations and is subject to disciplinary proceedings. In addition, such an employee may be subject to sanctions from the Federal Railroad Administration (FRA).

Only those employees qualified on the operating rules are permitted to engage in the movement of trains, engines or track cars, including operation of switches and derails.

119-1. DETOUR MOVEMENTS

Conductors when making detour movements via foreign railroads onto other divisions or on other than normally assigned routes, will notify the Train Dispatcher of excessive-dimension cars including high cube box or shipments higher than 15'6" or wider than 10'6" in train, prior to the point detour is to start. When necessary, roll-by inspection must be made as a safeguard.

119-2. MULTIPLE-PLATFORM DOUBLE-STACK AND SPINE CARS — EXCEPTION TO RESTRICTED EQUIPMENT RULE RE-45

Up to 15 loaded double stacks or spine cars may be handled in any position in the train regardless of tonnage on the following routes: Lehigh Line (CP-Stock to CP-Port Reading Jct.), Morrisville Line, and the P&H Line. RE-48 will apply to the above routes.

119-3. TTOX & TTFX INTERMODAL CARS — EXCEPTION TO RESTRICTED EQUIPMENT RULE RE-46

RE-46 does not apply on the P&H Line, and the Northern Branch.

**ROUTE INSTRUCTIONS —
CARS OF EXCESSIVE HEIGHT**

119-4. DETROIT DISTRICT

Route or Track Name	Maximum Permitted Height for this Route	Corresponding Permitted Plate Letter for this Route
Detroit Line	20' 2"	Up to and including Plate "G"
Lincoln Secondary	20' 2"	Up to and including Plate "G"
Michigan Line	20' 2"	Up to and including Plate "G"
North Yard Branch	20' 6"	Up to and including Plate "G"
Sterling Secondary	20' 6"	Up to and including Plate "G"
Junction Yard Running Track NOTE: Trains routed from Ecorse Junction to NS Oakwood Yard: 20' 2" permitted	19' 6"	Up to and including Plate "G"
Controlled Sidings	Governed by NORAC Rule 119	
Running Tracks	Governed by NORAC Rule 119	
Industrial Sidings Industrial Tracks Yard Tracks	Governed by Conrail Timetable information and NORAC Rule 119(a) unless otherwise instructed.	
Team Tracks and all other Conrail shared assets Tracks not listed	Governed by Conrail Timetable information and NORAC Rule 119 unless otherwise instructed.	
Foreign Territory	Governed by the rules and instructions in place on that railroad.	

119-5. NORTH & SOUTH JERSEY DISTRICTS		
Route or Track Name	Maximum Permitted Height for this Route	Corresponding Permitted Plate Letter for this Route
Amboy Secondary	16' 2"	Up to and including Plate "G"
Beesleys Point Secondary	17' 8"	Up to and including Plate "G"
Chemical Coast Secondary Chemical Coast Secondary	PN to PD: 20' 2" PD to Wood: 16' 3"	Up to and including Plate "G"
Chester Secondary	18' 2"	Up to and including Plate "G"
Delair Branch	17' 8"	Up to and including Plate "G"
Freehold Secondary	16' 2"	Up to and including Plate "G"
Lehigh Line	20' 2"	Up to and including Plate "G"
National Docks Branch	20' 2"	Up to and including Plate "G"
Northern Branch	20' 2"	Up to and including Plate "G"
Passaic & Harsimus Line	20' 2"	Up to and including Plate "G"
Penns Grove Secondary	17' 8"	Up to and including Plate "G"
Port Reading Secondary	20' 2"	Up to and including Plate "G"
Southern Secondary	16' 2"	Up to and including Plate "G"
Vineland Secondary	17' 8"	Up to and including Plate "G"
Controlled Sidings	Governed by NORAC Rule 119	
Running Tracks	Governed by NORAC Rule 119	
Industrial Sidings Industrial Tracks Yard Tracks	Governed by Conrail Timetable information and NORAC Rule 119(a) unless otherwise instructed.	
Team Tracks and all other Conrail Tracks not listed	Governed by Conrail Timetable information and NORAC Rule 119 unless otherwise instructed.	
Foreign Territory	Governed by the rules and instructions in place on that railroad.	
CSXT Trenton Sub	17' 3"	Up to and including Plate "G"
CSXT Harrisburg Sub	18' 0"	Up to and including Plate "G"
CSXT Philadelphia Sub	17' 3"	Up to and including Plate "G"

120-1. USE OF SAND
Engineers must not use sand unnecessarily within interlocking limits, within control circuits of crossing signals, when passing over power-operated switches, when passing over derails or spring switches, and on rail connections and locks of moveable bridges.
131-1. OPERATING INSTRUCTIONS — FLAGMEN
The following instructions are in effect when Bulletin Order lists a location where a flagman is on duty. Flagmen must not allow equipment to foul without permission from Train Dispatcher. Train Dispatcher will protect track being fouled with Blocking Devices and will give flagman Computer Blocking Sequence Number. Trains may proceed, with permission from flagman, after contact by radio. When unable to contact the flagman, trains will approach location at Restricted Speed, sound engine whistle warning, and proceed if location is observed to be clear. Speed may be increased after head end passes work location. Flagmen must report to the Train Dispatcher on arrival at the site and prior to departing company property after completing their flagging duties. The Train Dispatcher is to record this information on the Train Sheet.
135-1. RULE 135, WORKING LIMITS
In the application of Rule 135, Working Limits Speed Limit Signs (Rule 297b) and Working Limits Resume Speed Signs (Rule 297c) will not be used for the protection of MW. Resume Speed Sign (Rule 296c) will be used in place of Working Limits Resume Speed Sign (Rule 297c). Working Limits Speed Limit signs will not be substituted for Stop Signs.
135-2. PROTECTION BY STOP SIGNS IN ABS TERRITORY
When necessary to perform work that may shunt track circuits in ABS territory within the Limits of a Rule 135 Restricted Area, Train Dispatcher permission must be obtained. Before granting verbal permission for the track to be shunted, Train Dispatcher must apply blocking device to signals at the entrance to the track to be protected and advise all trains of possibility of shunting before permission to pass Stop Signal is given. If a train has passed the last signal controlled by the Train Dispatcher, verbal permission to shunt must not be given unless the affected train is notified.

PUBLIC CROSSINGS AT GRADE

138-1. AUTOMATIC CROSSING WARNING DEVICES

Automatic crossing warning devices may be provided by flashing lights, automatic gates or a combination thereof. The location and operation of automatic warning devices are part of the physical characteristics of the railroad.

138-2. PUBLIC CROSSINGS AT GRADE — OTHER THAN MAIN TRACK

On running tracks, sidings, yard and industrial tracks, trains must approach crossings protected by automatic warning devices prepared to stop and if warning device fails to operate, on-ground protection must be provided before proceeding over crossing.

138-3. RUSTY RAIL CONDITIONS

When rusty rail conditions exist, trains and engines must approach all crossings equipped with automatic warning device prepared to stop unless it is known that the automatic warning device has been operating properly for a minimum of 20 seconds prior to occupying the crossing.

138-4. OBSTRUCTING PUBLIC CROSSINGS

To prevent the obstruction of crossings, trains governed by signal indication not permitting a complete movement over public or railroad crossing at grade must stop clear of such crossing and contact the Train Dispatcher.

138-5. MALFUNCTION OF HIGHWAY WARNING DEVICE

In the application of Rule 138(c), lite engine consist manned by single Engineers must not enter highway grade crossings where automatic highway crossing warning devices are known to have failed until on-ground protection is provided by a qualified individual wearing a high visibility reflective garment.

138-6. PRIVATE INDUSTRY

Except for switching and making up trains within yards, crew members must provide on-ground protection for all movements not headed by an engine at private road crossings within private industry.

138-7. COMPANY YARDS

Within company yards, employees using the private roadways must approach these crossings prepared to stop and give train movements the right-of-way.

138-8. PUBLIC CROSSINGS AT GRADE — INDUSTRIAL TRACKS PRIVATE CROSSINGS AT GRADE — PRIVATE INDUSTRY TRACKS

When movement is required over a road crossing on an Industrial Track or Industry Track where snow, ice, or mud conditions prevail, extra precaution must be taken to avoid derailment or accident. When necessary, the engine must be used to cut the flange ways at road crossings (Public and Private) prior to switching or servicing the industry. If operating conditions are such that the engine cannot be used and car(s) must be shoved over the crossing, under no circumstances will an employee ride on the car over the crossing. Employee(s) on the ground must be alert and prepared for possible derailment.

138-9. GRADE CROSSINGS — RULE 241 PERMISSION

In the application of Rule 138(g), train and engine crews are cautioned that when they receive Rule 241 permission to pass a Stop Signal at an interlocking, and automatic crossing warning devices are located either within or in close proximity beyond the interlocking, warning devices may not activate until movement is on the island circuit. Under these circumstances, crew must not pass over crossing until warning devices are operating, or until on-ground protection has been established.

138-10. STATE GRADE CROSSING REGULATIONS

In the State of Michigan, no train or yard movement shall block any grade crossing in excess of five (5) minutes. When one movement has been on a grade crossing, no other train shall proceed over that crossing until all traffic has cleared, or five (5) minutes has elapsed, whichever is shorter.

138-11. TRAINS OPERATED FROM OTHER THAN THE LEADING END AT A HIGHWAY CROSSING

Trains being operated from other than the leading end must not enter a highway crossing at grade until on-ground warning is provided by a crew member or other qualified employee, except when it is visually determined that:

1. Crossing gates are in the fully lowered position, and are not known to be malfunctioning,
2. A designated and qualified employee is stationed at the crossing and has the ability to communicate with trains, or
3. At highway and private crossings equipped only with flashing lights or X-bucks, it is clearly seen that no traffic is approaching or stopped at the crossing, and the leading end of the movement over the crossing does not exceed 15 MPH.

139-1. TRAIN OR CARS LEFT STANDING

In the application of Rule 139:

1. Paragraph (b) does not apply on Conrail.
2. In 251 Territory the provisions of paragraph (c) will not apply when the train or cars left standing are within 1/4 mile of the interlocking, CP or switch where the opposing movement will begin. Opposing movement must not exceed Restricted Speed.

140-1. FOUL TIME — PROCEDURE

In the application of Rule 140, paragraph (b), the permission to foul must include the blocking device sequence number.

Employee receiving permission must include sequence number when repeating the permission.

NOTE: If application of the blocking device is manual by a Block Operator, permission would include the time blocking device applied instead of sequence number.

141-1. INACCESSIBLE TRACK

In the application of Rule 141, when establishing “On-Track Protection” on a Running Track controlled by a Yardmaster and the entrance to that track is at a Control Point or Interlocking, the “Employee in Charge” must obtain a sequence number from the Yardmaster. This will ensure that communication between the Yardmaster and the Train Dispatcher has occurred and that a blocking device has been applied by the Train Dispatcher for your protection.

142-1. TRAIN COORDINATION — TRAIN CREW MEMBERS

In the application of Rule 142, Train Crew Members will accompany Roadway Workers who have established working limits through Train Coordination, to ensure that 3-step protection is afforded when necessary.

161-1. AUTHORIZED ABBREVIATIONS — FORM D

Four letter abbreviations found on Station Pages such as LEHL for Lehigh Line or NORB for North Yard Branch, may be used when writing Form Ds. When dictating or repeating back, the full name must be used.

165-1. DICTATING AND UNDERSCORING FORM D’S

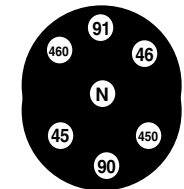
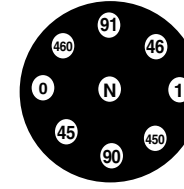
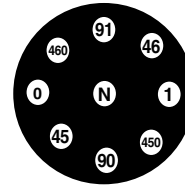
Form D’s must be written as they are transmitted by the Train Dispatcher. The Train Dispatcher must underscore each written word and numeral at the time it is being repeated.

166. READING AND COMPLYING WITH FORM D

Employees addressed must immediately read the Form D and are responsible for compliance with its requirements. They must make certain the Form D is read by all employees responsible for the operation of the train or track car. These employees must acknowledge their understanding of the Form D and remind employees addressed of its requirements, if necessary.

242-1. IMPERFECTLY DISPLAYED POSITION LIGHT

In the application of Rule 242, use chart to identify signal lamps when reporting imperfectly displayed position light signals.



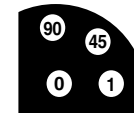
Top Arm

Bottom Arm
TWO ARM
HIGH SIGNAL

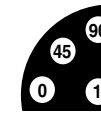


ONE ARM
HIGH SIGNAL

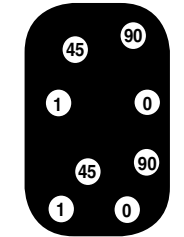
Top Arm



OLD STYLE
DWARF SIGNAL



NEW STYLE
DWARF SIGNAL



Bottom Arm
PEDESTAL SIGNAL

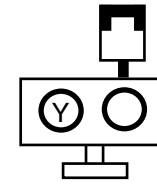
243-1. NEXT GOVERNING SIGNAL**SIGNAL** Approach Slow, Approach Medium and Approach Limited**RULES** Limited aspects may be used at interlocking or controlled points to govern diverting routes. Train receiving an Approach Slow, Approach Medium or Approach Limited aspect on an interlocking or controlled point signal must not increase speed to above Slow Speed, Medium Speed or Limited Speed, respective, until:

1. A more favorable signal aspect has been received; or
2. The Engineer has determined that the train is not going to divert.

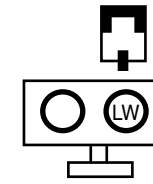
Exception: This restriction does not apply to a train whose last signal aspect was clear.**261-1. CLEARING AT HAND-OPERATED SWITCH**

In the application of Rule 261, a train may clear the Main Track or Controlled Siding at a hand-operated switch when one of the following applies:

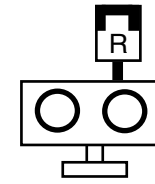
1. Maximum authorized speed over switch is 20 MPH or less on Main Track or 30 MPH or less on a Controlled Siding.
2. Switch is equipped with an electric lock.
3. A signal governing movement from side track to the Main Track is in service.

NOTE: This rule does not apply to MW Equipment.**279-1 TO 294-1. SIGNAL ASPECTS NOT IN CONFORMITY WITH THE TYPICAL ASPECTS. COLOR KEY AS INDICATED:****R** — Red; **W** — White; **Y** — Yellow; **G** — Green; **LW** — Lunar White**293-1. SWITCH INDICATORS**

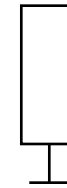
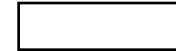
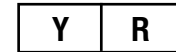
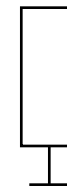
Switch Lined For Diverging Track



Switch Lined For Straight Track



Switch Not Properly Lined

NOTE: Refer to Section 6 — Switches and Derails of Station Pages for listing of this type indicator used in a specific territory.**295A-1. SIGNAL ASPECT NOT IN CONFORMITY****ASPECT:** Yellow and Red sign with station name in Blue background with White letters. **NOTE:** Yellow portion of sign is next to the track governed.**ADDITIONAL SIGNS**White Letters
on Blue
Background**NAME:** DCS Station Sign.**INDICATION:** Limit of Authority in DCS Territory when designated on Form D.**NOTE 1:** Location of DCS Stations is indicated by © in Timetable Station Page.**NOTE 2:** DCS Station sign may be mounted on a post or on a signal house.**295A-2. SIGNAL ASPECT NOT IN CONFORMITY****ASPECT:** "RCZ Begin" on one side, "RCZ End" on other side. Black letters on Lime Green BackgroundBlack Letters
on Lime
Green
Background**NAME:** Remote Control Zone Sign.**INDICATION:** Limit of Remote Control Zone. Trains and engines must not enter zone without permission of Remote Control Operator (RCO) or, in his absence, the Yardmaster.

405-1. POSITION OF MAIN TRACK SWITCHES

The following instruction applies to all Train and Engine service employees, Track Car Drivers and Employees in Charge of men or On-Track equipment, as well as Train Dispatchers and Operators. The intent of this instruction is to promote communication among train crew members, between train crews and Train Dispatchers and between Engineering Department employees and Train Dispatchers to check on and confirm the position of switches in non-signaled territory. This instruction follows from an Emergency Order (EO-24) issued by the Federal Railroad Administration.

This Emergency Order and procedures apply only to operation in non-signaled DCS territory. It does not apply to train movements against the current of traffic in ABS territory. However, it does apply to train operation in ABS territory when the signal system is suspended by Bulletin Order or Form D.

For Train & Engine Crews, Track Car Drivers, Employees in Charge of Workmen

Employees operating hand-operated main track switches in non-signaled territory must be qualified on the railroad's Operating Rules relating to their operation. No employee is permitted to operate or verify the position of a hand-operated main track switch in non-signaled territory unless that person is qualified on the railroad's Operating Rules relating to their operation.

Job briefings must be conducted by employees in connection with the operation of hand-operated main track switches in non-signaled territory before work is begun, each time a work plan is changed and at completion of the work.

Employees operating hand-operated main track switches in non-signaled territory are individually responsible for the proper operation of these switches, including restoration to their normal position after use. Employees operating hand-operated main track switches in non-signaled territory must visually ensure that:

1. Hand-operated main track switches are properly lined for the intended route.
2. The switch points fit properly and the switch target, if so equipped, corresponds with the switch position.

Procedures and Requirements

1. When a main track switch is first reversed, the crew member shall communicate with the Engineer by radio while physically at the switch location, stating the switch name and location, and the position of the switch (normal/reverse).
2. The time must be entered on the Switch Position Awareness Form (SPAF).
NOTE: Before any movement may occur, the Engineer must acknowledge that information by radio. If radios become inoperable, all crew members must conduct a job briefing regarding the use of hand-operated main track switches in non-signaled territory before use, noting the inoperable radio on the SPAF.
3. When a main track switch has finally been restored to normal position, that is, lined and locked for movement on the main track, the crew member shall communicate with the Engineer by radio while physically at the switch location, stating the switch name and location, and the position of the switch (normal/reverse).
4. Then the time must be entered on the Switch Position Awareness Form (SPAF).
5. All information required on the SPAF must be entered before an employee reports clear of the limits of the main track authority.

405-1. POSITION OF MAIN TRACK SWITCHES (CONT.)

6. Both the Conductor and Locomotive Engineer, or Track Car Driver or Employee in Charge must initial the form as soon as practical after the switch is reversed and as soon as practical after the switch is returned to its normal position, but BEFORE LEAVING THE LOCATION.
7. When switches are not being operated, they must be locked, hooked or latched if so equipped.
8. When reporting "Clear" of limits of Form D or Foul Time authority in territory governed by DCS Rules, the employee who is reporting must advise the Train Dispatcher or Operator of the following:
 - (a) The total number of hand-thrown main track switches that were operated within the Form D or Foul Time authority.
 - (b) The Name and Location of each main track switch that was operated.
 - (c) That each of the main track switches has been restored to normal position, that is, lined and locked for movement on the main track.
9. When operating in Yard Limits, as prescribed by NORAC Rule 93, employees are relieved from reporting switch position on this form.
10. The SPAF form must be signed at the end of the tour of duty, retained and held available for inspection for a period of seven (7) days.
11. The Conductor, Track Car Driver or Employee in Charge is responsible for completing the SPAF form in ink. A new form is to be initiated for each tour of duty and for each line segment on which a train or track car operates. Additional forms may be used as needed during a tour of duty.

Train Dispatcher's Responsibility

1. The Train Dispatcher must confirm the switch positions with the employee releasing the limits before clearing the limits of the authority.
2. Additionally, in the case of a train, the Train Dispatcher must confirm that both the Conductor and Engineer have initialed the SPAF as required.
3. If an employee reporting "clear" fails to report that fact, the Train Dispatcher or Operator must not consider the track clear until this information is obtained from the reporting employee.

Unless otherwise indicated in the Timetable, the normal position of a switch is lined for the Main Track. The switch must be lined and locked in that position when not in use, except when the switch is left in the charge of a crew member of another train or the Train Dispatcher directs otherwise.

The SPAF Form is available from FAX on Demand (BELL: (877) 439-9222, Option 1) and is attached to each Train Dispatcher's daily bulletin.

**CONRAIL
SPAF — SWITCH POSITION AWARENESS FORM
FOR USE IN DCS RULE TERRITORY**

Train Symbol / Track Car ID _____

Employee Names _____ **Employee Names**
Conductor _____ **Track Car Driver** _____

Engineer _____ **Employee in Charge** _____

Track Designation _____
(Example: Chemical Coast Secondary; Sterling Secondary; Penns Grove Secondary)

Date	Name/Location of Main Track Switches Used	Initial Time Switch Reversed	Confirmation Switch Secured Normal		
			Final Time Switch Lined Normal and Locked	Initial by Employee Handling Switch	Initial by Locomotive Engineer

NOTE: Additional copies of this form are available from "FAX on Demand" at (877) 439-9222, Option 1.

550-1. CAB SIGNAL EXCEPTIONS

The following exceptions authorized for trains and engines not equipped with cab signals:
Work, Wreck, and Ballast Cleaners to and from work; Engines moving to and from shops.

551-1. CAB SIGNALS

In the application of Rule 551, engines dispatched from points in Cab Signal territory to points where test circuits are not provided must have cab signal equipment cut in for the entire trip.
Engines dispatched from any point destined to Cab Signal territory must make departure test and have cab signal equipment cut in before departure.

551-2. CAB SIGNAL/LSL TEST FORM — EL 108

- Form EL108 — Cab Signal/LSL Test Form is used to report all Departure Tests.
- The signed, white copy of this form is to be placed in the three-compartment cab cardholder in the locomotive. The yellow copy is to be left at the test location, if there is a location or receptacle designated to receive them. Otherwise, the yellow copy will also be retained on the locomotive and placed in the three-compartment cab cardholder.
- When a copy of the cab signal test results cannot be left at the test location, the Train Dispatcher must be notified. The Train Dispatcher must record the engine number, location, name of person making the test and the results of the test on the record of train movements.
- Completed EL108 forms must be retained on the lead locomotive to its destination or until collected by Mechanical Department personnel or other designated employees.

554-1. LSL DEVICES

Locomotive Speed Limiter Devices (LSL) will be cut in and operating at all times while operating in Amtrak's Northeast Corridor.
LSL Devices should be cut out at other times. When personnel are not available to cut out LSL, train may be operated with LSL cut in.

601-1. INTERLOCKINGS — MAXIMUM SPEED CHANGES

When the Timetable maximum speed in effect changes at an interlocking, the lower speed will apply within interlocking limits unless a separate maximum speed is listed for the interlocking.

601-2. INTERLOCKINGS — TEMPORARY SPEED RESTRICTIONS

Speed restrictions at controlled points or interlockings apply between the home signals.

601-3. INTERLOCKINGS — HEAD-END PICKUPS

Unless otherwise instructed, when approaching interlocking signal where engine or cars are to be attached to head end, Engineer must stop at location that will permit head end of train to be in the rear of interlocking signal after coupling.

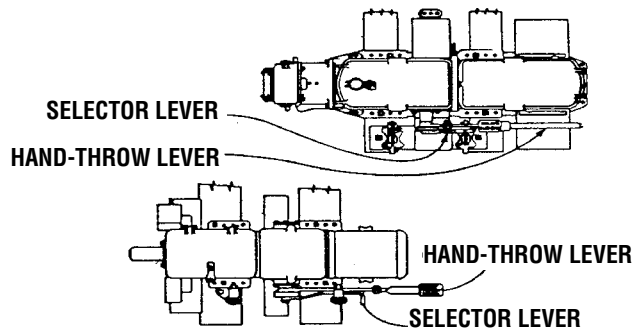
601-4. INTERLOCKINGS — REPORTING DEFECTS

In the application of NORAC Rule 601, defects must be reported promptly to the Train Dispatcher and to the C&S Service Desk (SMART 8-320-2282 or BELL (856) 231-2282).

604-1. POWER-OPERATED AND DUAL-CONTROL SWITCHES

When office indication shows interlocking switch unlocked or out of correspondence, switch points may open under movement. Before Train Dispatcher or Operator gives train permission to pass Stop Signal, the following actions must be taken:

1. If switch is power operated without hand-throw lever, the switch must be hand cranked and spiked, or wedged in the desired position.
2. If switch is dual controlled, the switch must be placed in hand operation mode and operating lever operated until switch points are engaged before switch is placed in the desired position.



700-1. PROCEDURES TO CONTACT TRAIN DISPATCHER BY RADIO

To contact the Train Dispatcher by radio, the following procedure will govern.

Employees will be governed by the type of radio that they are using as follows:

1. On radios equipped with thumb wheel switches:
Dial thumb wheel to appropriate base station number and depress the "push to call" button once.
2. On radios equipped with a Touch Tone pad:
Press the appropriate Touch Tone access number.

When the Train Dispatcher's radio receiver has been activated, a tone burst will be heard.

After tone burst is heard, the employee must transmit initial message to the Train Dispatcher in accordance with Rule 708 of the Operating Rules.

A list of radio base station locations and the appropriate settings of transmitter clicks that are necessary to activate the Train Dispatcher's radio receiver will be shown in the Timetable.

Operations East — North Jersey District

When establishing radio communications with the Train Dispatcher using the click or tone method, do not follow the return tone burst with a voice message unless it is an emergency situation. Radio base stations in North Jersey are placed so closely together that voice messages tend to trigger several stations at once. The Train Dispatcher's communications panel will display the proper base station to be answered and you will be contacted as soon as possible. Once the communications link has been established by the return tone burst, you need only wait until contacted by the Train Dispatcher. After a reasonable time has passed and no contact has been established, repeat the click or tone method.

700-2. POSITIVE IDENTIFICATION OF LOCATIONS

When necessary to determine positive location, Track Car Drivers, Roadway Workers in charge and transportation employees, when requesting Form D Authority or permission to foul per Rule 140, must use the milepost location and add the Timetable direction from the nearest interlocking or station.

EXAMPLE: At MP 21.0, South of CP-Adams **or**
At MP 44.0, between CP-A and CP-B.

700-3. RADIO CHANNELS		
AAR Ch.	FREQUENCY	DESIGNATION
8	160.230	CSXT South & Road — Detroit
9	160.245	Oak Island Hump — Conrail
10	160.260	CSXT Yard — Ridgefield Park
14	160.320	CSXT North & Yard
16	160.350	SEPTA South
22	160.440	NS Road — Detroit
28	160.530	CSXT Yard & GTW Detroit, Manville Yard, South Philly Yard
31	160.575	Little Ferry Yard
32	160.590	D&H Yard & GTW Detroit
34	160.620	CSX N.I. Dispatcher — River Line / Trenton Line
35	160.635	CSXT Detroit
42	160.740	CSXT N.I. Dispatcher
46	160.800	CSXT & NS — Detroit, Frankford Jct.
49	160.845	Morrisville, Paulsboro
50	160.860	North Jersey — Conrail
54	160.920	Amtrak NEC CETC-6 MP 76.0—MP ZOO
55	160.935	South Jersey — Conrail, Chemical Coast Secondary, Port Reading Secondary
56	160.950	NJT Atlantic City Line
58	160.980	CSXT River Line — CR — Detroit & So. Jersey
60	161.010	AMTRAK New York Division
		AMTRAK NEC DOCK MP 8.3—MP 18.7
		AMTRAK NEC CETC-8 NY MP 18.7—MP 41.37
		AMTRAK NEC CETC-7 NY MP 41.37—MP 76.0
62	161.040	CSXT Jitney BL
63	161.055	Philadelphia / So. Jersey Jitney — Conrail
64	161.070	South Jersey & Detroit — Conrail / SNJLRTS
66	161.100	CSXT AV
70	161.160	Pavonia Hump
74	161.220	GTW Trenton
75	161.235	NJT Newark
81	161.325	Detroit Jitney — Conrail
84	161.370	CSXT Dispatcher — Detroit
86	161.400	NJT Hoboken
88	161.430	North Jersey Jitney — Conrail
90	161.460	SEPTA North
92	161.490	CSXT Intermodal (South Philadelphia)
94	161.520	D&H Dispatcher
	162.400	Weather Ch. (locations vary)
	162.475	Weather Ch. (locations vary)
	162.550	Weather Ch. (locations vary)

RADIO BASE STATIONS — TERMINAL LOCATIONS — CALL SIGNS			
<p>1. The following list indicates the radio channels to be used for yard operations and to contact the Yardmasters at these locations.</p> <p>Radio frequencies shown using AAR channel assignments.</p>			
Location	Radio Base	AAR Channel	Frequency
Croxtan Yd. (NS)	Yardmaster	50	160.860
Frankford Jct.	Yardmaster	46	160.800
Morrisville Yard	Yardmaster	49	160.845
N. Bergen Yd. (CSX)	Yardmaster	58	160.980
North Yard	Yardmaster	58	160.980
River Rouge	Yardmaster	50	160.860
Paulsboro Yard	Yardmaster	49	160.845
Pavonia Yard	Yardmaster	50	160.860
Pavonia Hump		70	161.160
South Kearny	Yardmaster	58	160.980
CSXT Intermodal		92	161.490
South Phila. Yard	Yardmaster	92	161.490
Stoney Creek Yard	Yardmaster	50	160.860
<p>2. The following radio call signs may be used in connection with operations as a short identification after the initial full transmission and acknowledgment consistent with FRA and FCC rules.</p>			
Title	Department	Radio Call Sign	
President & Chief Op. Officer	Operations	S-1	
AVP/Chief Engineer	Engineering	S-2	
Director	Train Operations	S-3	
Manager	Train Operations	S-4	
Chief Risk Officer	Risk Management	S-5	
Manager	Hazardous Materials	S-6	
Asst. Director	Locomotives	S-7	
Manager, Operating Rules	Operations Support	S-8	
DETROIT DISTRICT — TRANSPORTATION DEPARTMENT			
Title	Location	Department	Radio Call Sign
Area Superintendent	Livernois	Transportation	S-9
Manager, Field Operations	Livernois	Transportation	S-10
Manager, Operations Support	Livernois	Transportation	S-11
Lead Trainmaster	North Yard	Transportation	S-12
Trainmaster	North Yard	Transportation	S-13
Trainmaster	Livernois	Transportation	S-14
Trainmaster	River Rouge	Transportation	S-16
Road Foreman	Livernois	Transportation	S-17

RADIO BASE STATIONS — TERMINAL LOCATIONS — CALL SIGNS (CONT.)			
NORTH JERSEY DISTRICT — TRANSPORTATION DEPARTMENT			
Title	Location	Department	Radio Call Sign
Superintendent — OPS East	Mt. Laurel	Transportation	T-1
Asst. Superintendent	Oak Island	Transportation	T-2
Area Superintendent	Oak Island	Transportation	S-19
Manager, Field Operations	Oak Island	Transportation	S-20
Manager, Operations Support	Oak Island	Transportation	S-21
Senior Trainmaster	Oak Island	Transportation	S-22
Trainmaster	Oak Island	Transportation	S-23
Trainmaster	Port Newark	Transportation	S-24
Trainmaster	Browns Yard	Transportation	S-25
Trainmaster	Oak Island	Transportation	S-26
Senior Trainmaster	Metuchen	Transportation	S-27
Road Foreman — System	Mt. Laurel	Transportation	T-3
Road Foreman	Oak Island	Transportation	S-28
SOUTH JERSEY DISTRICT — TRANSPORTATION DEPARTMENT			
Title	Location	Department	Radio Call Sign
Area Superintendent	Camden	Transportation	S-30
Manager, Field Operations	Camden	Transportation	S-31
Manager, Operations Support	Camden	Transportation	S-32
Trainmaster	Paulsboro	Transportation	S-33
Senior Trainmaster	Pavonia	Transportation	S-34
Senior Trainmaster	Morrisville	Transportation	S-35
Trainmaster	Pavonia	Transportation	S-36
Trainmaster	Stoney Creek	Transportation	S-37
Road Foreman	Morrisville	Transportation	S-40
ENGINEERING DEPARTMENT			
Title	Location	Department	Radio Call Sign
Chief Engineer	Mt. Laurel	Engineering	S-2
Asst. Chief Engineer C&S	Mt. Laurel	Engineering	S-51
Signal Engineer	Mt. Laurel	Engineering	S-52
Comm. Engineer	Mt. Laurel	Engineering	S-54
Engineer B&B	Mt. Laurel	Engineering	S-55
Equipment Engineer	Mt. Laurel	Engineering	S-56
Construction Engineer	Mt. Laurel	Engineering	S-57
Dir. Engr. & Construction	Mt. Laurel	Engineering	S-58
Supr. Compliance	Mt. Laurel	Engineering	S-59

RADIO BASE STATIONS — TERMINAL LOCATIONS — CALL SIGNS (CONT.)			
DETROIT DISTRICT — ENGINEERING DEPARTMENT			
Title	Location	Department	Radio Call Sign
Terminal Engineer	Livernois	Engineering	S-510
Track Supervisor	Livernois	Engineering	S-511
Asst. Track Supervisor	Livernois	Engineering	S-512
Signal Supervisor	Livernois	Engineering	S-513
Supervisor B&B	Livernois	Engineering	S-515
NORTH JERSEY DISTRICT — ENGINEERING DEPARTMENT			
Title	Location	Department	Radio Call Sign
Terminal Engineer	Oak Island	Engineering	S-520
Track Supervisor	Oak Island	Engineering	S-521
Track Supervisor	Eport	Engineering	S-522
Track Supervisor	S.Plainfield	Engineering	S-523
Signal Supervisor	Oak Island	Engineering	S-524
Construction Supr. C&S	Oak Island	Engineering	S-525
Supervisor B&B	Eport	Engineering	S-526
Construction Engr.	Eport	Engineering	S-527
Construction Engr.	Eport	Engineering	S-528
Comm. Supr.	Eport	Engineering	S-529
SOUTH JERSEY DISTRICT — ENGINEERING DEPARTMENT			
Title	Location	Department	Radio Call Sign
Terminal Engineer	Pavonia	Engineering	S-530
Track Supervisor	Ann St.	Engineering	S-531
Track Supervisor	Pavonia	Engineering	S-532
Asst. Track Supr. Support	Pavonia	Engineering	S-533
Signal Supervisor	Woodbury	Engineering	S-534
Communications Supr. C&S	Woodbury	Engineering	S-535
Telecommunications Engr.	Mt. Laurel	Engineering	S-536
Supervisor B&B	Ann Street	Engineering	S-537
MECHANICAL DEPARTMENT			
Title	Location	Department	Radio Call Sign
Supt. Motive Power	Mt. Laurel	Mechanical	S-60
Diesel Shop Manager	Pavonia	Mechanical	S-62
Diesel Shop Manager	Oak Island	Mechanical	S-63

RADIO BASE STATIONS — TERMINAL LOCATIONS — CALL SIGNS (CONT.)**DETROIT DISTRICT — MECHANICAL DEPARTMENT**

Title	Location	Department	Radio Call Sign
District Manager	Detroit	Mechanical	S-610
Lead Gen. Foreman	North Yard	Mechanical	S-611
Foreman	North Yard	Mechanical	S-612A
Wreckmaster	North Yard	Mechanical	S-613
Wreckmaster	Sterling	Mechanical	S-614
Wreckmaster Relief		Mechanical	S-615
Diesel Maintainer	River Rouge	Mechanical	S-616
Diesel Maintainer	North Yard	Mechanical	S-617
Diesel Maintainer	Sterling	Mechanical	S-618
Fuel Truck	Detroit	Mechanical	S-619
Safety Chairman	Detroit	Mechanical	S-18

NORTH JERSEY DISTRICT — MECHANICAL DEPARTMENT

Title	Location	Department	Radio Call Sign
District Manager	N. Jersey	Mechanical	S-620
Lead Gen. Foreman	N. Jersey	Mechanical	S-621
Wreckmaster	N. Jersey	Mechanical	S-623
Block Truck	Oak Island	Mechanical	S-624
Block Truck	Metuchen	Mechanical	S-625
Block Truck	Pt. Reading	Mechanical	S-626
1st Trick Foreman	Car Shop	Mechanical	S-627
1st Trick Foreman	Oak Island Yd.	Mechanical	S-628A
2nd Trick Foreman	Oak Island Yd.	Mechanical	S-628B
3rd Trick Foreman	Oak Island Yd.	Mechanical	S-628C

SOUTH JERSEY DISTRICT — MECHANICAL DEPARTMENT

Title	Location	Department	Radio Call Sign
General Foreman	S. Jersey	Mechanical	S-630
Foreman	S. Jersey	Mechanical	S-631
Wreckmaster	Pavonia	Mechanical	S-632
Wreckmaster	Stoney Creek	Mechanical	S-633
Block Truck	Pavonia	Mechanical	S-634
Block Truck	Stoney Creek	Mechanical	S-635
Block Truck	Morrisville	Mechanical	S-638

700-4. M-W RADIO/TELEPHONE INTERCONNECT

For Mobile to Base operation on M-W frequency:

1. Enter “*” plus access code for auto dial or “***” plus access code for manual.
2. Immediately after acknowledgment tone, enter desired telephone number. Use a pause “#” after each SMART access code (usually 8).
3. To disconnect base (hang up), enter “##” plus access code. Always disconnect when:
 - (a) Call is completed.
 - (b) Phone is not answered (between rings).
 - (c) A recording is received (between messages).

700-5. RADIO USE

Train and Engine Service Employees requiring a portable radio may contact their local Trainmaster.

Any employee transferring to another railroad (i.e., Amtrak, CSXT or NS), retiring, or off injured more than 30 days, is required to contact their supervisor and arrange return of their Conrail portable radio.

700-7. PROCEDURE TO CONTACT TRAIN DISPATCHER FOR FIELD EMERGENCY SITUATIONS

For purpose of immediately communicating with the Train Dispatcher, via radio transmission, a new feature is added to the radio call-in procedures. When an emergency situation arises, anyone transmitting 9-1-1 from their keypad of a locomotive radio (or other dial-pad-equipped radio) will transmit an “EMERGENCY” call to the Train Dispatcher. This emergency indication will be immediately displayed on all Train Dispatcher screens which display the activated base station(s). When the Train Dispatcher receives the 9-1-1 call on the monitor console, audio is also triggered, allowing access to the Train Dispatcher, who must immediately respond.

706-1. RADIO-DEADHEADING

While deadheading to work locations, train crews must monitor their portable radio for possible instructions or emergency transmissions. Radio must be set on proper channel for territory.

716. USE OF ELECTRONIC DEVICES

An employee shall not use an electronic device if that use would interfere with the employee's or another employee's performance of safety-related duties. No individual in the controlling locomotive cab or control compartment of a train or track car shall use an electronic device if that use would interfere with an employee's performance of safety-related duties.

A. Personal Electronic Devices

1. **Prohibited:** The unauthorized use of a personal electronic device to perform any function when required to perform service is prohibited. When use is not authorized, personal electronic devices must be turned off and stored out of sight, along with any earpieces, headphones or other similar peripheral devices.
2. **Authorized:** A stand alone calculator may be used for an authorized business purpose, provided this use does not interfere with the performance of any employee's safety-related duties. The use of the voice communication functions of a personal electronic device by an employee other than an employee controlling a moving train or track car is authorized, as follows, subject to the Restrictions governing the use of railroad-supplied devices:

(a) For All Employees:

- (1) To respond to or coordinate an emergency situation involving the operation of the railroad or to respond to an emergency encountered while on-duty;
- (2) To perform duties directly related to the operation of the railroad when radio communication fails; or
- (3) To perform duties directly related to the operation of the railroad when the railroad is not required by Federal Regulation to provide a working radio. When the railroad is not required by Federal Regulation to provide a working radio, an employee may use a personal electronic device for assigned duties after a Safety Briefing, provided all employees responsible for the movement of the train or track car agree that it is safe to do so.

(b) **For Roadway Workers:** To perform duties directly related to Roadway Worker activities.

(c) **For Members of a Train Crew:** To perform assigned tasks directly related to the operation of the railroad when:

- (1) The train is stopped;
- (2) No member of the crew is riding rolling equipment during a switching operation;
- (3) No member of the crew is on the ground;
- (4) No employee is assisting in the preparation of the equipment for movement; and
- (5) The Engineer and Conductor perform a Safety Briefing to confirm that it is safe to do so and other crew members are informed.

716. USE OF ELECTRONIC DEVICES (CONT.)

B. Railroad-Supplied Electronic Devices

An employee may use a railroad-supplied electronic device only for an authorized business purpose as prescribed below.

1. Authorized Business Purposes

Subject to the Restrictions below, the following are authorized business purposes for railroad-supplied electronic devices by an employee who is not controlling a moving train or track car:

- (a) **Emergencies:** Use is authorized for voice communication to respond to or coordinate an emergency situation involving the operation of the railroad or to respond to an emergency encountered while on-duty.
- (b) **Assigned Tasks Directly Related to Duties:** Use is authorized for revenue related functions, delay reporting, mechanical defect troubleshooting and reporting, roadway maintenance work, passenger service requests, and numerical calculations.
- (c) **Radio Communication Failure:** Use is authorized for voice communication:
 - (1) To perform duties directly related to the operation of the train or track car when radio communication has failed; or
 - (2) To perform duties directly related to the operation of the railroad when the railroad is not required by Federal Regulation to provide a working radio. When the railroad is not required by Federal Regulation to provide a working radio, an employee may use a railroad-supplied electronic device for assigned duties after a Safety Briefing, provided all employees responsible for the movement of the train or track car agree that it is safe to do so.
- (d) **Supplemental Reference Materials:** The use of digital and display functions of an electronic device is authorized as a supplemental means to refer to a railroad rule, Special Instruction, Timetable, or other directive.
- (e) **Documentation of a Safety Hazard:** Use is authorized for still photograph documentation of a safety hazard or a violation of a rail safety law, regulation, order, or standard provided the device is turned off immediately after the documentation has been made, unless its use is otherwise permitted.

2. Restrictions

(a) Use in Locomotive Cab or Control Compartment

- (1) Use of a railroad-supplied electronic device for an authorized business purpose by an employee controlling the movement of a train or track car is prohibited:
 - i. When the train or track car is moving;
 - ii. When any employee is assisting in the preparation of the equipment for movement; or
 - iii. When any train crew member is on the ground, or riding rolling equipment during a switching operation.

716. USE OF ELECTRONIC DEVICES (CONT.)

- (2) An employee, other than the employee operating the controls of a moving train or track car, may use a railroad-supplied electronic device in the controlling locomotive cab or control compartment of a moving train or track car for an authorized business purpose after a Safety Briefing, provided all employees in the controlling locomotive cab or control compartment responsible for the movement of the train or track car agree that it is safe to do so. Any other use in the controlling locomotive cab or control compartment is prohibited.
- (3) When use of an electronic device is authorized, audible ringers or alerts must be turned off and devices set to vibrate, if possible.

(b) Use in Body of Train or Trailing Locomotive

An employee may use a railroad-supplied electronic device for an authorized business purpose while on-duty within the body of a passenger train, in a trailing locomotive, or in a railroad business car. Such use must not interfere with any safety related duties.

(c) Use Other than When on a Train or Track Car

The use of a railroad-supplied electronic device for an authorized business purpose when required to perform service other than when on a train or track car is prohibited:

- (1) While fouling any track;
- (2) While participating in a switching operation;
- (3) While required to perform any other safety-related duty.

EXCEPTION: A Roadway Worker fouling a track may use a railroad-supplied electronic device for an authorized business purpose when protected by On-Track safety procedures and not in an area where a distraction could result in being struck by machinery, tools or On-Track equipment.

C. Deadheading Employees

Deadheading employees are prohibited from using electronic devices within the controlling locomotive cab or control compartment of a train or track car. Employees in a deadhead status located outside the controlling locomotive cab or control compartment of a train or track car may use an electronic device only when such use does not interfere with an employee's personal safety or performance of safety-related duties.

D. Supervisors

Supervisors may use an electronic device for assigned tasks directly related to their duties provided this use does not interfere with the performance of any employee's safety-related duties. When necessary to foul a track, the supervisor must ensure protection against trains or other On-Track movements is established.

716. USE OF ELECTRONIC DEVICES (CONT.)

E. Penalties

Any individual who violates these prohibitions or uses any of the described devices without observing any of the restrictions is subject to federal civil penalties and/or disqualification, and company discipline up to and including discharge. If there are any questions or doubt regarding the authorized use of a personal or railroad-supplied electronic device, employees should refrain from any use until the proper authority can be consulted.

716-1. ELECTRONIC DEVICES

Non-Operating employees are permitted to use cell phones for company business provided:

- 1. The employee is **NOT** within 10 feet of any live track.
- 2. The employee is **NOT** operating any type of equipment on or off track.
- 3. The employee is **NOT** directing any movements.

NOTE: All electronic devices, including cell phones with all associated earpieces, must be stowed in vehicle to avoid distracting employees' focus on their duties.

Roadway Workers working as Lone Workers in compliance with 1, 2, and 3 above are permitted to carry a cell phone on their person.

805-1. TRACK CAR FOLLOWING OTHER MOVEMENTS

In application of Rule 805 any highway rail car with a GVW of 10,001 or more pounds must operate at Restricted Speed when following a train or another track car.

941-1. CONDUCTOR PAPERWORK

Conductors must accurately and legibly complete all required data on industry work order and wheel report documents. They must promptly forward these data to the appropriate customer operations center reporting location.

941-2. ON-BOARD WORK ORDER SYSTEM

The system uses a wireless On-Board Work Order reporting device (OBWO), whose ONLY purpose is to report industry work. The internal components cannot be modified or used for any other purpose. The device will be used to report industry work in lieu of filling out and faxing paperwork to the Customer Service Center. The OBWO device will be used exclusively, unless the work cannot be reported because the device is inoperative or not available.

Industrial switch crews and other specified crews will have an assigned OBWO device. Each device will be stationed in an appropriate yard office in a "Docking Cradle". While in the cradle, the unit will be communicating with the mainframe computer and will also be charging its internal battery. This battery charge will normally last 13 hours.

Just like any other piece of company property, ALL employees must protect the device as required in NORAC Rule L. This device must be kept dry. The device should remain in the locomotive cab when out with its assigned crew, especially in inclement weather. The device should be kept in a location where it will not fall and sustain damage while the locomotive is moving (i.e. Conductor's grip). Data entries should be performed while inside the locomotive cab.

At the end of the tour of duty, the crew will return the OBWO to the docking cradle. Unauthorized removal of a device from company property is prohibited. Devices must be secured in yard offices. When no employees will be in the yard office, devices will be secured by closing and locking the appropriate office doors. This is the responsibility of the last employee leaving the building.

In the application of NORAC Rule 941, the Conductor will have the ultimate responsibility for the OBWO device. Conductors must use the OBWO device to report industry work performed. The use of paper work orders is permissible ONLY in the case of a malfunctioning device or when a device is not available. Conductors must accurately and completely enter the data on work completed or not completed at industry sidings. The Conductor must enter data in a timely manner. To ensure this, the work should be entered as soon as practical after completion of each customer's drill. The Conductor can enter this information while the train is proceeding to the next siding.

941-3. INCLEMENT WEATHER CAR LIMITS

The following car limits are recommended in dispatching freight trains at subfreezing temperatures:

TRAINS WITH HEAD-END BRAKE PIPE SUPPLY ONLY

Ambient Temperature	Train Length	Maximum Number of Cars for Trains with Average Car Length of 50 feet	Maximum Number of Cars for Trains with Average Car Length of 90 feet
30 and below	8,000 ft.	160	89
25	7,500 ft.	150	84
20	7,000 ft.	140	78
15	6,250 ft.	125	70
10	5,500 ft.	110	61
5	5,000 ft.	100	56
0	4,750 ft.	95	53
-5	4,250 ft.	85	47
-10	4,000 ft.	80	45
-15	3,750 ft.	75	42
-20	3,500 ft.	70	39

Longer charging times should be expected and desired pressure at rear of train may not be obtainable if the above train lengths are exceeded.

942-1. EMPLOYEE POSITION — QUALIFYING

Conductors are responsible for positioning all crew members and others on board their trains. When an unassigned employee is riding to qualify on the physical characteristics, he or she should be positioned in the lead unit to the maximum extent possible. In certain circumstances there may be more persons on board than there are seats in the lead unit. In those situations, it is the Conductor's responsibility to prioritize seating consistent with the objective of qualifying from the head end.

942-2. EMPLOYEE POSITION — SHOVING PLATFORMS

The following instruction applies when riding push cars (Number series NYC 901000-901034) on the Amtrak Northeast Corridor or adjacent tracks:

1. Employees must locate themselves on the deck, on the end nearest their train or engine and on the side of the car away from a track where a passenger train may pass.
2. Employees must position themselves on the deck utilizing a braced position and secure handhold. Employees are to use only the walkways within areas designated by handrails.
3. Employees are prohibited from riding the stirrup step on the side of this car at all times and locations.
4. In the application of NORAC Rule 116, employees are relieved from riding the leading end of this car on the Northeast Corridor and adjacent tracks. This does not relieve employees from observing conditions ahead of the movement, taking action to properly control movement of the train and maintaining communication with the Engineer.

942-3. EMPLOYEE POSITION — HWY. CROSSINGS

Employees are prohibited from riding the side or end of equipment on movements across any road crossing. When riding the leading end of movements not headed by an engine, push car or caboose, employees must dismount equipment before movement occupies crossing. Employees must not again mount equipment on leading end until movement has occupied the entire crossing.

Employees are not required to dismount equipment before movement occupies crossing when movement is headed by an engine, push car or caboose, AND the crossing is provided with properly operating flashers or flashers and gates AND crew members are properly positioned inside the operating cab or properly positioned and braced on the deck or end platform.

Employees are prohibited from riding in step wells or on side ladders of any equipment moving over any road crossing, whether or not the crossing is provided with flashers and gates.

950-1. GE LOCOMOTIVE SPECIAL INSTRUCTIONS

- A.** The potential exists for inadvertent movement of a locomotive when cranking the diesel engine after a power contactor fails closed. Testing by GE has shown that a single locomotive can move on straight, tangent track at a low speed during engine cranking with a power contactor stuck closed. This problem can occur on microprocessor-controlled dash-8 or dash-9 locomotives.

Employees must apply hand brakes prior to starting the diesel engine on any single dead General Electric Locomotive listed below:

GE Model
B40-8
C39-8
C40-8
C32-8

B. General Electric Locomotive Cooling Water System — Proper Methods

The following instructions apply when filling the cooling system water tanks on **General Electric Locomotives**.

1. Water should be added to the cooling system of a General Electric locomotive **ONLY** if the locomotive has indicated a Hot Engine Alarm and the engine speed has been reduced to idle or the engine has been shut down.
2. Check the cooling water level only after the engine has been idling or shut down for at least 10 minutes and the temperature is below 170 degrees (F). Check cooling water temperature gauge on water storage tank which may be on side of locomotive opposite the water fill. This will ensure that all water has drained from the radiators back into the water storage tank.
3. The correct water level is between the "Full at Idle" and the "Low at Idle" marks in the water tank sight glass.
4. Do not add water cooling water unless the level is below the "Low at Idle" mark.
5. Do not fill the cooling water system above the "Full at Idle" mark.

Procedures for adding cooling water through the water fill pipe:

1. Train and Engine service employees must not remove the water fill pressure cap.
2. Attach water supply hose to water fill pipe connection (cone) found near bottom of water storage (expansion) tank in engine room or at ground level.
3. Turn on water supply.
4. Pull down spring loaded handle of water fill valve near pressure cap and hold open until the sight glass water level is at the "Full at Idle" mark.
5. Slowly return the spring loaded handle of the water fill valve to its normal position.
6. Shut off water supply. Remove water supply hose from water fill pipe connection.

All train and engine service employees must comply with these instructions and if unable to do so must contact a supervisor for further instructions.

950-2. LOCOMOTIVE ENGINEER & REMOTE CONTROL OPERATOR CERTIFICATION					
It is the responsibility of each Locomotive Engineer & Remote Control Operator (RCO) to be in possession of the Locomotive Engineer's or RCO's license at all times while on duty. If an Engineer or RCO loses his license, he must notify a road foreman of engines, who can arrange for a temporary replacement.					
950-3. PORTABLE LOCOMOTIVE CONTROL TECHNOLOGY (REMOTE CONTROL)					
1. Prior to leaving the locomotive cab to operate the Remote Control Transmitter, a member of the Remote Control crew must place a warning tag on the throttle of the control stand stating that this locomotive is set up for Remote Control Operations. This warning tag indicates the locomotive is being used in remote mode and no changes or adjustments may be made to the locomotive settings without the permission of the Remote Control Operator assigned to that locomotive.					
2. This warning tag must be removed from the locomotive control stand when the locomotive is again setup for conventional operations.					
950-4. BACKING TRAINS WITH ROAD SWITCH AND/OR YARD-SWITCH-TYPE ENGINES HAULING OR IN TOW					
To minimize the possibility of jackknifing units, when necessary to back or push a train consisting of more than 50 cars, and there are any Road Switch and/or Yard-Switch-type units in the engine consist, the Engineer will be governed by the following maximum amperage ratings, unless all units are equipped with alignment control couplers or coupler stops:					
		Units Working			Amps
		3			800
		4			600
		5			500
		6			400
950-5. SPEED TABLE — SPEED INDICATOR					
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
0	44	80	1	30	40
0	48	75	1	43	35
0	51	70	2	00	30
0	55	65	2	24	25
1	00	60	3	00	20
1	05	55	4	00	15
1	12	50	6	00	10
1	20	45	12	00	5

950-6. SPEED INDICATOR CHECKING					
Engineer on each trip shall check the speed shown on speed indicator against lapse of time while equipment is being operated at constant speed, and report inaccuracies on Work Report. Locations of measured mileposts are shown on Station Pages.					
950-7. LOCOMOTIVE SHUTDOWN POLICY					
A. POLICY					
Due to the cost of fuel and the need to conserve this resource, locomotives must be shut down in accordance with the following:					
1. This policy will be in effect year-round at locations where there is a 24-hour workforce. Other locations will observe this policy April through October.					
2. All locomotives that will not be used for a period of 30 minutes or more must be shut down when the ambient temperature is above 40 degrees Fahrenheit.					
3. Locomotives must not be restarted more than 30 minutes before anticipated departure or crew call time.					
4. Locomotives must be restarted when the temperature falls below 40 degrees Fahrenheit.					
5. Locomotives must be properly secured, as outlined in Section B.					
6. Employees must observe appropriate Safety Rules including Three-Step and or Blue Signal Protection when shutting down or restarting locomotives.					
B. SHUTDOWN PROCEDURES					
1. In the application of these instructions at engine maintenance or servicing facilities, the departure time will be considered to be the crew call time.					
2. At maintenance or service facilities, locomotives must be shut down, except as necessary for specific inspection, repair, testing, and movement. At other locations, locomotives must be shut down except as outlined in Sections A. 2, 3 and 4 above.					
3. Locomotives must be shut down after completion of inspection, servicing consist makeup, or troubleshooting.					
4. It is the responsibility of the employee shutting down any locomotive to know that the locomotive is properly shut down and secured.					
5. Hand brake(s) must be applied to secure locomotive(s) against movement.					
6. Independent brake must be cut in and handle placed in full application position.					
7. Automatic brake must be cut in and handle placed in full service position. NOTE: Where conditions require, wheel chocks must be used.					
8. Reverser lever must be placed in neutral or centered position and handle removed from all units of locomotive consist. When reverser lever handle is not removeable, it must be locked in neutral position.					
9. Isolation switch must be placed in "Start-Stop-Isolate" position. NOTE: In areas of high crime or vandalism, local instructions may differ regarding removal of brake handles. Handles are to be stored according to these local instructions.					

950-7. LOCOMOTIVE SHUTDOWN POLICY (CONT.)

10. Depress Engine Stop button and hold for six seconds or until diesel engine stops. On units with a desktop-type controller, the MU shutdown buttons are located above the radio enclosure in the overhead console. These are "PUSH ON/PUSH OFF"-type switches with distinct ON-OFF buttons.
11. After locomotives are shut down, open all circuit breakers (except "Turbo Lube Pump" on EMD units so equipped) and battery knife switches.
12. Close all windows and doors.
During freezing weather, if a unit or units shuts down and cannot be restarted, and danger of freeze damage exists, the engine cooling system, cab heater, flush toilet, water cooler and water-cooled air compressor must be drained in compliance with instructions posted in the operating cab. This applies also if a unit(s) must be isolated while en route due to a mechanical problem. The automatic cooling system drain device must not be relied on to drain the unit and appurtenances. The Train Dispatcher must be notified as soon as practicable when an engine is shut down and cannot be restarted.

FOREIGN LOCOMOTIVE SHUTDOWN

Locomotives of many other railroads are not equipped with automatic water drain valves. Therefore, in the event that any locomotive from a foreign railroad is shut down and cannot be restarted, all water drain valves must be opened and the engine drained of all cooling water.

This requirement will apply when the ambient temperature is at or below 40 degrees Fahrenheit.

This action will prevent damage to these locomotives and eliminate liability for associated repair costs.

950-8. ENGINE EQUIPPED WITH DYNAMIC BRAKE

When descending grades where the dynamic brake is in use, the dynamic brake will be used, supplemented by the necessary automatic air brake applications to control the speed of the train.

When consist of the train is such that, in the opinion of the Engineer, he may be unable to control run out of slack when releasing train brake, such as when train is made up predominantly of heavy loads, on head portion of train and large block of empty cars on rear end of train, he may instruct Conductor or other member of the train crew to apply sufficient retainers on head portion of train to prevent run out of slack as head end releases. Slow direct exhaust position must be used for this purpose.

When trains are doubled on any grade, after entire train has been coupled together a test of the brakes on the cars which have been left standing must be made and it must be known that brakes apply and release on rear car of train.

Locomotive Engineers in addition to noting on the trip report portion of their EL 106-A's must verbally advise any relieving Engineer of the condition of dynamic brakes in the locomotive consist.

950-9. LOCOMOTIVE RESTRICTIONS

Locomotives with six (6) axles are prohibited as follows:

Detroit District

BASF Tracks, Beltline and Extension Tracks, Dearborn Steel Tracks, Delta Spur Track, Delta Yard Tracks, Detroit Terminal West Industrial Track, Exposition Spur Track, Highland Park Industrial Track, Lambler Packaging Track, Peerless Cement Track, Schwartz Iron and Metal Track, Detroit Steel (Trenton).

North Jersey District

All industrial sidings off: the Amboy Secondary Track, the Sayreville Running Track, the Hightstown Industrial Track, and the Reformatory Extension Track.

South Jersey District

Penns Grove Secondary Track — all industrial leads south of Shell and the Wye at Gibbstown, Paulsboro Packaging, Connectiv, Vineland Secondary Track south of Brown on all industrial leads, Beesleys Point Secondary Track at Weyerhaeuser and Owens Corning, Pemberton I.T. and the Sherman I.T., Dependable Warehouse, Ponte Lead, Shell, Gloucester, and Grenloch Industrial Tracks, all industrial leads off the Chester I.T., Delmoor I.T., Frankford Street Industrial Track, Port Richmond and Beltline Industrials, Goldman and Sterling Paper, Bleigh Street Yard, Atlantic Systems, Transcor, Budd Company — all tracks, all leads off the Beltline Industrial South and both loop tracks for the ore yard, all Philadelphia Regional Pier Tracks, Ashland Chemical, Swanson Street I.T. and Robbinsville I.T.

950-10. LOCOMOTIVE AIR BRAKE SETUP

In order to setup locomotive air brakes for proper operation, all Engineers must comply with the following instructions.

When more than one locomotive unit is coupled to a train, all automatic brake valves must be cut out except the one from which the train brakes are operated. Brake valve handles on all locomotives, except the one from which the train brakes are operated, must either be secured in the proper positions or removed.

Any locomotive coupled directly behind a single unit, or a multiple unit hauling consist, must be setup as a trailing unit.

After positioning air brake equipment for single, multiple unit or other service, the Engineer must know that the locomotive air brakes will apply and release before proceeding.

When coupling MU air hoses, care must be exercised to ensure that compatible hoses are connected, and that Independent Application and Release (A&R) hoses and Actuating (ACT) hoses are not crossed.

Condensate must be blown from hoses before coupling. A visual inspection of hoses and hose gaskets for defects must be made prior to coupling.

When changing operating stations, the change must be made without delay and precaution must be taken to ensure that locomotives do not move while change is being made.

950-10. LOCOMOTIVE AIR BRAKE SETUP (CONT.)

To set up 26L brake equipment for TRAIL, place handles and cocks in the following positions in the sequence listed:

1. Place the Independent Brake Valve Handle in FULL APPLICATION position.
2. Place the Automatic Brake Valve Handle in SUPPRESSION position and wait for the brake pipe exhaust to stop blowing.
3. Place the MU-2-A Valve in proper TRAIL position or Dual-Ported Cut-Out Cock in OUT or CLOSED position.
4. Depress and turn the Brake Valve Cut-Off Valve to OUT position.
5. Return the Independent Brake Valve Handle to RELEASE position and remove or secure handle.
6. Place the Automatic Brake Valve Handle in HANDLE OFF position and remove or secure handle.
7. Before leaving cab, check that brake cylinder pressure holds steady.
8. After coupling units in multiple, a test must be made to determine that brakes apply and release properly.

A locomotive handled at the rear of the train, such as in Push-Pull operation, must be setup as follows:

1. Brake Pipe hoses coupled and cocks open.
2. Air compressor must be operating.
3. Place the Independent Brake Valve Handle in FULL APPLICATION position.
4. Place the Automatic Brake Valve Handle in SUPPRESSION position and wait for the Brake Pipe exhaust to stop blowing.
5. The Independent Brake Valve must be Cut-In. Check that MU-2-A Valve is in LEAD OR DEAD position or that Dual-Ported Cut-Out Cock is in the IN or OPEN position.
6. Depress and turn the Brake Valve Cut-Off Valve to OUT position.
7. Return the Independent Brake Valve Handle to RELEASE position and remove or secure handle.
8. Place the Automatic Brake Valve Handle in HANDLE OFF position and remove or secure handle.
9. After setup is complete, a test must be made to determine that brakes apply and release properly.

950-11. CSXT LOCOMOTIVES BRAKE CYLINDER PRESSURES

The following information is provided to assist in determining the correct independent brake cylinder pressure on CSXT locomotives.

1. Brake cylinder pressure on CSXT locomotives is dependent on the type of J-Relay Valve used in the locomotive brake system. The type of J-Relay Valve is based on the model of truck applied to the locomotive. Presently, CSX designates 12 different truck models for EMD locomotives and 12 models for General Electric locomotives. Locomotives within the same class or model designation may be equipped with different model trucks and therefore, will require different pressure settings.
2. The amount of locomotive brake cylinder pressure that should develop when the independent brake is fully applied is posted inside the locomotive cab by a stencil, decal or badge plate.
3. If the pressure reading differs from the posted pressure by 3 PSI or more, report the condition on the Locomotive Inspection Report (Form EL 106-A, side 1 or side 2, as appropriate). Do not attempt to alter the locomotive brake cylinder pressure adjustment. CSXT locomotives are equipped with independent brake valves that are preset at the factory. Further, the adjustment screw in this valve is coated with an epoxy to prevent field adjustment of brake cylinder pressure.
4. Employees must not remove this epoxy material. This action will be considered the same as tampering with a safety device and will result in disciplinary action.

953-1. LOCOMOTIVE INSPECTION**DAILY INSPECTION REPORTING — END-OF-TRIP REPORTING**

Each Conrail Engineer and Remote Control Operator (RCO) is required to transmit completed Daily Inspection and End-of-Trip reports (Form EL 106-A) to a designated FAX number no later than the end of his or her tour of duty. In so doing, reports will be sent to a central location for collection, response and filing. However, each Engineer and RCO will still be required to leave completed forms at the off duty point to be addressed and collected by Mechanical Department personnel.

The following instructions apply regarding completion of Form EL 106-A:

1. Engineer or RCO must complete and sign the Calendar Day Inspection in accordance with FRA Rule 229.21 and NORAC Rule 953. Check appropriate box on this form and list defects found.
2. Engineer or RCO must complete and sign a Trip Report at the end of tour of duty for each locomotive. Check appropriate box on this form and list defects found.
3. Each unit in a consist or used during a tour of duty must be listed on a separate Form EL 106-A for each Calendar Day Inspection and for each Trip Report.
4. Form MP 13 must be completed and retained on each locomotive in proper holder, in accordance with NORAC Rule 952.
5. At the end of tour of duty, each Engineer or RCO is to FAX all completed EL 106-A forms to the appropriate SMART number listed below.
6. The Engineer or RCO will leave originals of these forms at the off-duty point in the designated location.
7. Immediately report any defects that prevent using the locomotive to Yardmaster, Train Dispatcher or other authority.

FAX Numbers:

Detroit	SMART 8-320-7164	BELL (856) 231-7164
North Jersey	SMART 8-320-7162	BELL (856) 231-7162
South Jersey	SMART 8-320-7163	BELL (856) 231-7163

When there is no Yardmaster or other authority on duty at the crews' register location, the Engineer will report to the appropriate Train Dispatcher any FRA non-complying defect noted during the Daily Locomotive Inspection and/or noted on the Engineer End of Trip Report that would prevent using the locomotive.

NORTH JERSEY DISTRICT YARDS

South Jersey Train Dispatcher (Bayway, Metuchen, S. Amboy, Port Reading Yards)
Company Line: 8-320-2312 Outside Line: (856) 231-2312

North Jersey Train Dispatcher (Bayonne, Manville, Oak Island, Port Newark Yards)
Company Line: 8-320-2310 Outside Line: (856) 231-2310

SOUTH JERSEY DISTRICT — ALL YARDS

South Jersey Train Dispatcher
Company Line: 8-320-2313 Outside Line: (856) 231-2313

DETROIT DISTRICT — ALL YARDS

Detroit Train Dispatcher
Company Line: 8-320-2326 Outside Line: (856) 231-2326

**CONSOLIDATED RAIL CORPORATION
MT. LAUREL, NJ
EFFECTIVE 6:01 P.M., JUNE 20, 2011**

(A) SYSTEM OPERATING INSTRUCTIONS NO. 9 IN EFFECT

Employees must examine each page of Timetable No. 9 to ensure that it is complete and provide the required information on the Qualification Pages. Timetable No. 8 is obsolete and is to be discarded.

The Special Instructions section applies to the entire system except as noted. Instructions relating to Equipment Restrictions and Special Speeds have been removed from the Special Instructions and included in the Restricted Equipment Rules (RE-1), with the exception of Special Instructions 109-2, 119-2, 119-3 and 950-9.

(B) NORAC OPERATING RULES

Ninth Edition of the NORAC Operating Rules, dated April 6, 2008, in effect.

(C) RESTRICTED EQUIPMENT RULES

Restricted Equipment Rules (RE-1), dated Rev May 1, 1999, in effect.

(D) OTHER PUBLICATIONS IN EFFECT

NS-1	Rules for Equipment Operation and Handling, dated October 1, 2007.
HM-1	Hazardous Materials Instructions, dated April 1, 2009.
S-7	Safety Rules and General Responsibilities, dated June 2001.
S-55	Roadway Worker On-Track Safety Manual, dated February 2011 (R3 6-01).
E.R.G.	2008 Edition.
R.C.O.	Rules For Remote Control Operations (R-1 11/10).

(E) CONRAIL CORPORATE COMPLIANCE POLICIES**1. FRA Accident/Incident Regulations****Harassment/Intimidation Policy**

The company will not tolerate actions or behaviors, which intimidate/harass or discourage employees from reporting injuries. All company personnel (employees, supervisors, managers and officers) will be accountable for instances of non-compliance.

Reporting Policy

Compliance with federal regulations concerning the reporting of industry accident data is a responsibility that the corporation takes seriously. Sanctions imposed for noncompliance represent a major exposure for the company, and compliance is a central requirement of corporate risk management.

Conrail is committed to the accurate recording of data concerning accident and injury rates at the company and to meeting our regulatory obligations. Interference with accident/incident reporting procedures is prohibited. All company personnel are precluded from conduct or actions, which by their nature or effect constitute noncompliance with this policy.

Actions or behaviors, defined as constituting violations of this policy include, but are not limited to, the following:

- Actions designed to discourage employees from receiving proper medical treatment
- Harassment and intimidation or discipline designed to discourage reporting
- Making or preserving a false record
- Changing or falsifying a record
- Failure to update a record with accurate information
- Destruction or mutilation of records

Violations

Allegations that any employee, supervisor, manager or officer acted in violation of this policy will be investigated fully. The corporation will provide “whistle blower” protection from retaliation against individuals bringing forth information of any irregularity.

Individuals aware of possible violations of this policy may notify the reporting office by one of two methods:

1. Contacting the Office of Manager — Government Reporting, 1000 Howard Blvd., Suite 400, Mount Laurel, NJ 08054-2355. Govt. Reporting: (856) 231-2074, SMART: 320-2074, Fax: (856) 231-2347.
2. Contacting the Corporate Compliance Hotline at (856) 231-2091, or SMART: 320-2091.

Consequences

Where evidence is found that supports a finding of noncompliance with reporting policy, a full report will be made to the President & Chief Operating Officer. Individuals found to be in violation of the policy will be subject to disciplinary action, up to and including dismissal from the company.

Questions may be addressed to the Manager, Government Reporting

Manager, Government Reporting — (856) 231-2074

2. Equal Employment and Sexual Harassment

Conrail’s **POLICY ON EQUAL EMPLOYMENT** prohibits the use in the workplace of racial or sexual epithets and stereotypes, slang words or names, as well as any other language or actions which, by their nature or effect, degrade, insult, intimidate, or harass persons on the basis of race, color, religion, gender, sexual orientation, national origin, age, disability or veteran status.

Conrail’s **POLICY ON SEXUAL HARASSMENT** prohibits physical or verbal conduct of a sexual nature which has the purpose or effect of unreasonably interfering with an individual’s work performance or creating an intimidating, hostile or offensive work environment.

Specifically prohibited by Conrail’s policies on Equal Employment and Sexual Harassment are the following actions:

- Oral or written use in the workplace of derogatory or offensive race, gender or sexual words or names;
- Marking or defacing Conrail equipment or property with race, gender or sexual graffiti or pictures;
- Making derogatory or offensive racial, gender or sex-based comments using Conrail radio, fax or e-mail equipment.

Violation of Conrail policies on Equal Employment and Sexual Harassment in the above-cited manner will be considered a major offense and will be handled accordingly in the application of Conrail’s Discipline Policy.

(F) RAIL SECURITY SENSITIVE MATERIALS (RSSM)

The United States Department of Homeland Security (DHS) now requires that all freight rail carriers ensure the positive handoff of security sensitive materials as well as establish security protocols for custody transfers of security sensitive material rail cars between receivers of these materials that are located in high threat urban areas.

Freight carrier must not leave the rail shipment of Toxic Inhalation (TIH) or Poison Inhalation (PIH) unattended in a non-secure area until the consignee (“receiver”) accepts custody of the shipment and Transfer of Custody documentation between the delivering freight carrier and the receiver/consignee has been completed.

The Conductors work orders will have the Chain-of-Custody form preprinted with his work order showing:

1. Car initial and number.
2. Name(s) and employee number(s) of personnel attending the transfer.
3. Location of transfer.
4. Date and time transfer accomplished.

All train crews delivering Toxic Inhalation (TIH) or Poison Inhalation (PIH) shipments to the following customers must complete a positive hand off form and fax the completed form to **(856) 231-2347**:

Detroit

BASF
City of Detroit
Jones Chemical
PVS

North Jersey

Hercules / Ashland
Kuehne Chemical
Infineum

South Jersey

- Honeywell
- Sunoco
- Ferro
- Solvay Solexis

The Chain-of-Custody and control requirements for interchange of Rail Security Sensitive Materials (RSSM) shipments within a High Threat Urban Area (HTUA) do not apply at the following locations provided:

The interchange occurs between Conrail and NS, or CSXT
and

The interchange takes place within the following monitored and staffed rail yards:

North Jersey — Oak Island, Croxton, and South Kearny

South Jersey — Pavonia and Stoney Creek

Detroit — Livernois, North Yard, River Rouge and Sterling

(G) FRA HUMAN FACTORS REGULATIONS — GOOD FAITH CHALLENGE

The Federal Railroad Administration (FRA) has issued certain regulations that pertain to railroad Operating Rules and operating practices, intending to reduce and/or eliminate accidents and incidents caused by the mishandling of equipment, switches and fixed derails.

The following information is issued to implement a procedure to enable an employee to make a Good Faith Challenge as provided in the regulations and to clarify its application on Conrail.

1. Employee Right to Challenge a Directive Regarding Operating Procedures

- (a) A Conrail employee has an absolute right to challenge in good faith whether procedures to be used to accomplish a specific task comply with the requirements of NORAC Operating Rules, Conrail Special Instructions, Safety Rules or Federal Regulations relating to the following specific operations:
- Shoving movements.
 - Leaving equipment in the foul of an adjacent track.
 - Handling of hand-operated switches or fixed derails.

The employee making such a good faith challenge shall not be required to comply with the directive in question until the challenge is resolved as provided herein and may refuse any directive to violate an Operating Rule.

The employee may be required to perform tasks unrelated to the challenge until the challenge is resolved.

Another employee may be directed to perform the challenged task prior to the challenge being resolved as long as this other employee is informed of the challenge and does not also make a good faith determination that the challenged task would violate FRA regulations regarding the handling of equipment, switches, and fixed derails.

- (b) Prior to initiating a challenge, the employee shall discuss the operating procedures at the job location with the supervisor, clarify any misunderstanding about those procedures, and attempt to resolve any difference of opinion concerning those procedures.
- (c) A Conrail employee who has decided to challenge the operating procedures to be applied at his job location must:
- Do so in good faith, i.e., have an honest concern over whether the operating procedures requirements of NORAC Operating Rules, Conrail Special Instructions, Safety Rules or Federal Regulations regarding the handling of equipment, switches and fixed derails and such concern is of such a nature that a reasonable person under the same circumstances would also have such a concern.
 - Immediately notify the supervisor who will promptly notify his supervisor (or his/her designee).
 - Notify any fellow employees of potential danger.
 - Be able to explain concerns regarding the Operating procedures being applied.

2. Procedure for Prompt and Equitable Resolution of Challenges

- (a) An employee making a good faith challenge that the operating procedures being applied at the job location do not comply with requirements of NORAC Operating Rules, Conrail Special Instructions, Safety Rules or Federal Regulations regarding the handling of equipment, switches and fixed derails shall explain the basis for those concerns to his immediate supervisor (or designee.) This explanation shall be written on a "Human Factors Regulation Good Faith Challenge Form" and shall include:
- Identification of the employee, the supervisor and work location.
 - A full description of the operating procedure and challenge.
 - A citation of the applicable NORAC Operating Rules, Conrail Special Instructions, Safety Rules or Federal Regulations regarding the handling of equipment, switches and fixed derails.
 - A full description of the employee's basis for challenging the operating procedures applied at the job location.
 - The names of other employees (including supervisors) with knowledge of the facts applicable to the challenge at that job location.
- (b) The employee's immediate supervisor shall review the employee's statement of facts and:
- Determine if the employee's statement of the applicable operating procedures at the job location is accurate.
 - Determine if the procedures applicable at the job location comply with requirements of NORAC Operating Rules, Conrail Special Instructions, Safety Rules or Federal Regulations regarding the handling of equipment, switches and fixed derails.

- (c) The involved employee and supervisor shall attempt to resolve the challenge. Where the challenge is not resolved, and the supervisor determines that the operating procedures being applied at the job location comply with requirements of NORAC Operating Rules, Conrail Special Instructions, Safety Rules or Federal Regulations regarding the handling of equipment, switches and fixed derails, he/she shall so notify the employee and document the determination on the Challenge Form. If resolved, the supervisor shall forward the Challenge Form to the office of the Assistant Superintendent and the office of the Manager, Operating Rules.
- (d) Where the employee's challenge has not been resolved he/she shall progress it via the supervisor to the Assistant Superintendent (or designee) for review. The Assistant Superintendent shall be provided information previously provided to the supervisor and an explanation of why the supervisor's determination was rejected.
- (e) The Assistant Superintendent (or designee) will review the challenge to determine if the operating procedure being applied at the job location is in compliance with the requirements of NORAC Operating Rules, Conrail Special Instructions, Safety Rules or Federal Regulations regarding the handling of equipment, switches and fixed derails. He/she shall be responsible to contact those parties, as necessary, in order to make a determination. If he/she determines that the operating procedures at the job location are inadequate, he/she shall arrange for rule compliance before allowing the employee to resume the task. If he determines that the operating procedures comply with the requirements of NORAC Operating Rules, Conrail Special Instructions, Safety Rules or Federal Regulations regarding the handling of equipment, switches and fixed derails, he shall explain to the employee that the challenge is not valid and the reasons therefore. For purposes of this program the challenge shall be deemed resolved. The employee shall then be instructed to resume his assigned duties.

Federal Law may protect the employee from retaliation if the employee nevertheless refuses to work and if the employee's refusal is a lawful good faith act.
- (f) If necessary, the employee will be afforded an opportunity to document electronically or in writing any protest to the final decision before the tour of duty is complete. This protest is to be forwarded to the Assistant Superintendent and to the Manager, Operating Rules. The employee will be afforded the opportunity to retain a copy of the protest.
- (g) Upon written request to the Chief Risk Officer or the Manager, Operating Rules, an employee may seek further review within 30 days after the expiration of the calendar month during which the challenge occurred, for the purpose of verifying proper application of the regulation, law, procedure or rule in question. The verification decision will be made in writing to the employee.

3. Federal Railroad Safety Act

Nothing contained herein shall diminish or enlarge any rights or obligations contained in Section 20109 of the Federal Railroad Safety Act, as amended, 49 U.S.C. §20109.

4. Collective Bargaining Agreement

Nothing contained herein shall diminish or enlarge any rights or obligations contained in any collective bargaining agreement.

5. Human Factors Regulation Good Faith Challenge Form (Sample Form)
(Additional copies are available from Trainmasters and Road Foremen)

Name: _____

Employee Number: _____

Job Position: _____

On Duty Point: _____

Supervisor's Name/Title: _____

Date and Time of Occurrence: _____

Work Location

Track and Mile Post: _____

Nearest City/Town: _____ State: _____

Operating Procedures applied (or lacking) at this Work Location:

NORAC Operating Rules, Special Instructions, Safety Rules or Federal Regulations not being complied with:

Reason for Challenge:

Other Employees with Information Regarding the Situation:

Signature: _____ Date: _____

Determination by Supervisor:

Signature: _____ Supervisor _____ Date _____

INSTRUCTIONS: The employee making challenge is to complete this form, sign and date it, and give it to his supervisor who shall document his determination, sign and forward form to his respective Assistant Division Superintendent. The Assistant Division Superintendent will forward a copy to the Manager, Operating Rules.

A challenge in good faith may be made with regard to whether procedures to be used to accomplish a specific task comply with the requirements of NORAC Operating Rules, Conrail Special Instructions, Safety Rules or Federal Regulations only regarding the handling of equipment, switches and fixed derails. The employee making such a good faith challenge shall not be required to comply with the directive in question until the challenge is resolved as provided herein and may refuse any directive to violate an Operating Rule.

The employee may be required to perform tasks unrelated to the challenge until the challenge is resolved.

Questions, about the Good Faith Challenge should be directed to your supervisor or to the Manager, Operating Rules & Regulatory Compliance at SMART 8-320-2165.

RULES FOR REMOTE CONTROL OPERATIONS

PORTABLE LOCOMOTIVE CONTROL TECHNOLOGY

A. DEFINITIONS (INCLUDING ABBREVIATIONS)

Remote Control Locomotive (RCL)

A Remote Control Locomotive is as set forth in 49CFR229.5, and is one which, through use of a radio transmitter and receiver system can be operated without a person physically within the confines of the locomotive cab. For purposes of this definition, a RCL is a locomotive equipped and configured to be controlled by a Remote Control Operator utilizing an Operator Control Unit (OCU).

NOTE: A locomotive may consist of one or more engines operated from a single remote control.

Remote Control Operator (RCO)

An employee who has control of a Remote Control Locomotive (RCL) by means of an Operator Control Unit (OCU).

Remote Control Operator Conductor (RCOC)

A Remote Control Operator in charge of a remote control crew and all persons assigned as members of that crew.

Remote Control Receiver (RCR)

A system on-board a Remote Control Locomotive which receives commands from the Operator Control Unit (OCU), processes them and directs the locomotive to execute them.

Operator Control Unit (OCU) or Beltpack

A mobile radio transmitter used to send commands for movement (direction, speed, braking) or for operation (bell, horn, sand) to a Remote Control Locomotive.

Remote Control Zone (RCZ)

When activated, a Remote Control Zone is a designated area in which a Remote Control Locomotive may operate without the leading end of the movement being protected. A Remote Control Zone is identified in the Timetable or Bulletin Order with clearly defined limits established by time and/or location(s).

Remote Control Zone Signs

Signs placed at the entrance tracks leading to a Remote Control Zone. These signs prohibit all movements, other than the Remote Control Locomotive, from entering the Remote Control Zone without the permission of the Remote Control Operator Conductor (RCOC) during the time Remote Control Operations are in progress.

Pullback Stop Protection (PSP)

Pullback Stop Protection prevents the RCL from going beyond the end of a designated Pullback Track.

PSP uses two independent control sub-systems. The primary sub-system uses a combination of sensing equipment on the locomotive and track mounted transponders to reduce movement speed and/or stop the movement as it moves toward the end of a Pullback track. The secondary sub-system is GPS-based and does real time computation of RCL speed, direction, and position to control the movement.

Safety Stop

Stop the equipment at least 50 feet but not more than 250 feet before coupling to equipment. Make certain that:

- Any employee that is not seated in the locomotive dismounts until coupling is made.
- Couplers are aligned.
- At least one of the knuckles is open.

Stopping to line a switch or derail is considered as the required Safety Stop, if the stop is made within the prescribed distance limitations.

B. RULES

1. Employees assigned to a remote control crew are governed by these Rules and must have a current copy available to them while on duty.
2. Remote Control Operators (RCOs) will be issued an Operator's Manual, which governs the operation of a remote control system.
3. All rules or instructions contained in other company publications will remain in effect unless specifically amended or revised in these Rules.
4. Prior to commencing a remote control assignment, a Job Safety Briefing must be held among all crew members. Activation of the Remote Control Zone will be discussed during this Job Safety Briefing.
5. At locations under the jurisdiction of a Yardmaster, the Yardmaster must be involved in the Job Safety Briefing.
6. In the application of Conrail Safety Rule 9.4.1 (Three-Step Protection) the following will apply when using portable locomotive control technology.
 - Before fouling, going between, or going under standing equipment and a Remote Control Locomotive is attached or on the same track, 3-step protection must be obtained from the employee controlling the movement.
 - When employees, other than members of the remote control crew, require 3-step protection there must be positive identification of each individual requesting protection.
 - When employees, other than members of the remote control crew providing protection, request protection using the radio they must provide proper identification including their occupation.

- Whenever protection is being provided the speed selector on the Operator Control Unit (OCU) must be in Stop position, Direction Selector (Reverser) must be in Neutral, and the automatic train brake must be placed in Full position.
- When 3-step protection is requested it must be maintained until the employee(s) requesting the protection informs the Remote Control Operator that protection is no longer required.

7. Each RCO shall be equipped with an operative holstered portable radio with which communications can be maintained with other railroad employees.
8. Each RCO shall be equipped with an approved Remote Control Transmitter Vest. The RCO must secure the waist straps around the belt line of the hips and the Operator Control Unit (OCU) must be attached with 4 clips. This vest must not be worn so that the tilt feature fails to activate when in a tilt position.
9. When cars or engines are being moved, and conditions require, a crew member must provide protection on the leading end of the movement unless the route can be determined to be clear as required by NORAC Rule 80, and Conrail Timetable Special Instruction 80-1. When operating within the limits of a Remote Control Zone the obligation to protect the leading end is suspended provided that:
 - (a) The route is known to be properly lined.
 - (b) Any road or pedestrian crossings must be made inaccessible.
 - (c) The movement will not exceed the limits of the Remote Control Zone.
10. Movements past any signal, regardless of indication, or through an interlocking will be made only when a crew member has taken a position where the signal aspect can be observed and complied with.
11. When operating in PSP equipped areas, the RCL (Remote Control Locomotive) must be at the head end of the movement when entering the pullback track.
12. Do not operate past Speed Selector 4 while pushing or pulling cars until the entire train is observed moving.

C. SETUP AND TESTING

1. Prior to operating the RCL, the RCO must ensure the equipment is properly set up and tested in accordance with the procedures as described in the Operator's Manual. If two OCUs are to be utilized in a "shared" or "pitch and catch" mode, a tilt and Reset Safety Control (RSC) test must be performed on both OCUs.
2. The RCL Operator must verify the Pullback Stop Protection (PSP) is working before depending on the PSP to stop the movement. On initial movement into the PSP limits the RCO Operator must monitor the remote control transmitter message to verify the PSP is functioning as intended. If the remote control transmitter message verifies the PSP is operative when entering the limits, the PSP is functioning as designed.

D. OPERATING THE EQUIPMENT

1. Only certified Remote Control Operators, or student Remote Control Operators, under the guidance of an instructor, may operate an OCU.
2. An RCO shall operate only one RCL consist at a time and shall not operate simultaneously any other equipment or machinery.

3. An RCO must maintain visual contact with a portion of the train or locomotive being operated and not engage in any activity that could distract the attention of the RCO from the immediate task.
4. When using OCUs in “shared” or “pitch and catch” mode, the procedure for changing Operators will be discussed during the Job Safety Briefing. Pitches must be verbally communicated.
5. When operating in “pitch and catch” mode and not in a RCO Zone, the RCO best positioned to observe the leading end of the movement must be in control.
6. A Safety Stop must be made prior to coupling to equipment.
7. When an RCO relieves another RCO, the relieving RCO must test the equipment in accordance with the prescribed procedures.
8. Movements over public highway crossings at grade must be made only when a RCL crew member or other designated employee has:
 - (a) Taken a position where the crossing and crossing signals can be observed,
 - (b) See the way is clear and free of obstruction,
 - (c) Crossing protection is known to be operating properly or protected under the Provisions of Timetable Special Instruction 138-2, and
 - (d) Provide the proper warning to the public.
9. Damage to an OCU must be reported immediately to your supervisor.
10. A defective OCU must be:
 - (a) Taken out of service immediately,
 - (b) Reported to supervision,
 - (c) Tagged and placed in secure location
 - (d) Complete Remote Control Failure Report form, and
 - (e) Not used until repaired.
11. A RCL crew member will not operate a RCL while riding in a moving vehicle or other machinery that is not connected to their consist.

E. SECURING EQUIPMENT

1. Remote Control Locomotives (RCLs) and Operator Control Unit (OCU) devices must not be left unattended unless properly secured and the OCU is turned off.
2. Spare OCUs must not be stored while linked with a Remote Control Locomotive (RCL).
3. To secure an unattended Remote Control Locomotive (RCL) for less than 60 minutes, apply and test hand brake on locomotive, place the Isolation switch in the Isolate position and turn off both Remote Control Units (RCU).
4. To secure an unattended Remote Control Locomotive (RCL) for more than 60 minutes, apply and test hand brake on locomotive, return changeover switch to Manual position, place the Isolation switch in the Isolate position, recover and set Locomotive Air brakes in Lead position.
5. When going off duty, the RCO must place the Remote Control Receiver (RCR) changeover switch in the MANUAL mode and remove remote tag from the throttle unless being relieved by another Remote Control crew.

F. MOVEMENT WITHIN REMOTE CONTROL ZONES

1. A Remote Control Zone (RCZ), when activated, is a designated area in which a Remote Control Locomotive (RCL) may operate without protecting the leading end of the movement. RCZs are identified in the Bulletin Order or Timetable.
2. A RCZ must not be considered active until a conditioning run has been made to confirm that all switches are properly lined for the intended movement. Where transponders are used to limit the travel of a RCL, the locomotive and transponder must be tested together to ensure that the system functions as intended.
3. Remote Control Zones (RCZs) will be designated by physical characteristic locations or signs. If signs are used they must be displayed at the entrances to the RCZ as identified in the Bulletin Order or Timetable.
4. The Conductor of a RCL assignment working under the jurisdiction of a Yardmaster must notify the Yardmaster in charge that the RCZ has been activated.
5. The Conductor of a RCL assignment working under the jurisdiction of a Yardmaster utilizing the RCZ must notify the Yardmaster in charge when the RCZ is no longer required.
6. Permission to enter the RCZ must be obtained from the Remote Control Operator (RCO) or in his absence or unavailability, the Yardmaster in charge.
7. When additional equipment is permitted to enter a RCZ, the RCZ is no longer active and a RCL crew must protect the leading end of the movement until the RCZ is re-established.
8. An RCL crew going off duty may transfer an activated RCZ to the relieving RCL crew provided that a Job Safety Briefing occurs between the two crews. When under the jurisdiction of a Yardmaster, that Yardmaster must be informed of the transfer.

G. MECHANICAL DEPARTMENT EMPLOYEES WITHIN THE REMOTE CONTROL ZONE (RCZ)

1. Mechanical Department employees must obtain permission from the RCOC before establishing Blue Signal Protection within the RCZ.
2. The Mechanical Department employee establishing protection must inform the RCOC of the location of blue signals, derails, and switches involved in establishing protection.
3. After all protection has been removed, the Mechanical Department employee must inform the RCOC that the protection is no longer in place.
4. When Blue Signal Protection is required on the locomotive, the Remote Control Locomotive (RCL) must be placed in the Manual Mode and properly secured.

I CHOSE TO LOOK THE OTHER WAY

*I could have saved a life that day, but I chose to look the other way.
It wasn't that I didn't care, I had the time, and I was there.
But I didn't seem to want to fool, or argue over a safety rule.*

*I knew he'd done the job before, if I called it wrong he might be sore.
The chances didn't seem that bad. I've done the same, he knew I had.
So I shook my head and walked on by, he knew the risks as well as I.
He took the chance, I closed an eye, and with that act, I let him die.*

*I could have saved a life that day, but I chose to look the other way.
Now every time I see his wife, I'll know I should have saved his life.
That guilt is something I must bear, but it isn't something you need to share.*

*If you see a risk that others take, that puts their health or life at stake,
The question asked, or thing you say, could help them live another day.
If you see a risk and walk away, then hope you never have to say,
I could have saved a life that day, but I chose to look the other way.*

Remember this poem the next time you may be tempted to cut corners and ignore a safety rule or observe one of your co-workers acting in an unsafe manner. When it comes to protecting life and limb, silence is not golden.