



NATIONAL TRANSPORTATION SAFETY BOARD
Investigative Hearing

Managing Safety on Passenger Railroads: Amtrak Overspeed Derailment – DuPont, Washington; and CSX and Amtrak Train Collision – Cayce, South Carolina.

GROUP	G
EXHIBIT	
9	

Agency / Organization

CSXT

Title

Operating Rule Changes

C S X T R A N S P O R T A T I O N
CSXT SYSTEM
MARCH 7, 2018

HEADQUARTERS SUB SYSTEM BULLETIN 019

TO: T&E CREWS AND ALL CONCERNED
SUBJECT: OPERATING RULE CHANGES: 401.14, 505.11, & 505.12
EFFECTIVE: 2359HRS, MARCH 7, 2018

ITEM 1 - OPERATING RULE CHANGES

OPERATING RULES 401.14, 505.11, & 505.12 ARE CHANGED AS FOLLOWS:

401.14 THE EMPLOYEE WHO RESTORES A HAND-OPERATED MAIN TRACK SWITCH TO THE NORMAL POSITION FOR THE PURPOSE OF RELEASING AN AUTHORITY OR REPORTING BY A SPECIFIC LOCATION WHERE TWC-D RULES ARE IN EFFECT MUST:

1. REMAIN AT THE SWITCH UNTIL VERBALLY CONFIRMING WITH EACH CREWMEMBER THE SWITCH WAS RESTORED AND LOCKED IN NORMAL POSITION,
2. COMPLETE THE SWITCH POSITION AWARENESS FORM (SPAF) IN INK, AND
3. RETAIN THE SPAF UNTIL THE NEXT TOUR OF DUTY.

505.11 PRIOR TO RELEASING AN AUTHORITY OR REPORTING BY A SPECIFIC LOCATION, ALL CREW MEMBERS MUST AGREE IT IS SAFE TO DO SO. ALL CREWMEMBERS MUST BE PRESENT AND HEAR THE AUTHORITY BEING RELEASED. A TRAIN MUST NOT RELEASE OR REPORT BY A SPECIFIC LOCATION UNTIL AT LEAST ONE OF THE FOLLOWING CONDITIONS CONFIRMING THE TRAIN HAS CLEARED THE SPECIFIED LIMITS IS MET:

- A. A CREWMEMBER OR OTHER EMPLOYEE OBSERVES THE REAR END MARKER OR CONFIRMS THE REAR CAR BY INITIAL AND NUMBER, OR
- B. THE TRAIN PASSES A DEFECT DETECTOR THAT GIVES AN AXLE COUNT THAT AGREES WITH THE COUNT OF A PREVIOUS DEFECT DETECTOR OR AN ACTUAL COUNT MADE BY A CREWMEMBER, OR
- C. THE TRAIN IS EQUIPPED WITH PROPERLY FUNCTIONING TELEMETRY THAT INDICATES:
 1. THE ENTIRE TRAIN IS INTACT,
 2. AIR PRESSURE READING ON THE REAR OF THE TRAIN IS EXPECTED READING, AND
 3. DISTANCE TRAVELED BY THE LEADING END OF THE TRAIN IS EITHER THE TRAIN'S LENGTH AS DETERMINED BY THE ODOMETER ON THE HTD OR AT LEAST THREE MILES BEYOND THE CLEARING POINT.

505.12 WHEN HAND-OPERATED SWITCHES ARE USED, SUCH SWITCHES MUST BE RESTORED TO NORMAL POSITION BEFORE RELEASING AUTHORITY OR REPORTING BY A SPECIFIC LOCATION. IF ANY CREWMEMBER HAS DOUBT OR UNCERTAINTY ABOUT THE POSITION OF SUCH SWITCHES, THE AUTHORITY MUST NOT BE RELEASED. IF DOUBT OR UNCERTAINTY ARISES AFTER RELEASING OR REPORTING BY A SPECIFIC LOCATION, THE CREW MUST IMMEDIATELY CONTACT THE TRAIN DISPATCHER. REPORT THE FOLLOWING TO THE TRAIN DISPATCHER WHEN RELEASING AUTHORITY OR REPORTING BY A SPECIFIC LOCATION:

1. ALL CREWMEMBERS AGREE SWITCH(ES) RESTORED AND LOCKED NORMAL,
2. MILEPOST LOCATION OF SWITCH(ES) OPERATED,
3. CONFIRMATION SWITCH(ES) RESTORED AND LOCKED IN NORMAL POSITION,
4. TIME SWITCH WAS INITIALLY REVERSED,
5. TIME SWITCH WAS RESTORED AND LOCKED IN NORMAL POSITION, AND
6. NAME OF EMPLOYEE WHO RESTORED AND LOCKED SWITCH IN NORMAL POSITION.

ISSUED BY OPERATING RULES DEPARTMENT