

Conductor Pilot Job Briefing for Evanston Sub. Granger Cutover.

Discuss suspension limits for Day1

First Suspended signal on eastward on eastward main

First Suspended signal eastward on Pocatello Sub. at G002

First Suspended signals westward at G844 on #1 & #2 mains

Open up the green and yellow aspects at each location going into the suspension.

Place red boards on each track at the first suspended signals.

Location of Conductor Pilots

Track OOS of Service Bulletin

Limits

Conductor Pilots would be able to designate the speed through the OOS up to 49 mph

Dispatcher would control switches at the limits and clear signals out of the suspension limits at G002 on Pocatello Sub. and at G844 East Granger on the Evanston Sub.

Pilot at G844 & G002 would need to job brief with the dispatcher to discuss the switch and if it needed to be blocked or when it needed to be thrown.

Signal indication would govern movements out of the signal suspension.

Conductor Pilot would need to verify the position of the switches before talking a train into the suspension limits at G002 & G844

Discuss how we would protect the switches in the limits. Signal Department would clamp and tag switches OOS.

High Locks on Pocatello Sub. and in G847 OS would have signal locks to replace switch locks and tagged OOS.

G847 power switches would be left unclamped, but Signal Department would disconnect the power to each switch in the appropriate signal cabin.

Signal Department and Conductor Pilots together place each switch Hand Select lever into "Hand". Ensure the switch handle was engaged and then lock with a signal lock each switch Hand Select lever. Ensure that the switch thrown handle can still be thrown.

Conductor Pilot would be responsible for verifying position of all switches before talking a train through the OS.