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System Special Instructions

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**UNION PACIFIC RAILROAD
SYSTEM SPECIAL INSTRUCTIONS**

Effective 0900 CDT Friday, June 01, 2018

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This document supersedes:
Union Pacific Railroad
System Special Instructions
Effective June 1, 2017

- Direct communication with a crew member of the train.
or
- Receiving information about the train from the train dispatcher or control operator.

Rule : 6.3 Main Track Authorization

Add a new bullet reading:

- Rule 9.14.2 Controlled Block System (CBS).

Add the following paragraph under Joint Authority

When a train receives joint authority, movements must be made at restricted speed.

Rule : 6.4.1 Permission for Reverse Movement

Application:

In ATC territory "within same signaled block" only applies where continuous block signal territory is designated.

Rule : 6.4.2 Movements Within Control Points or Interlockings

Change Part A (Control Point or Manual Interlockings) to read:

Control Points Outside Manual Interlockings.

Except within track and time limits, if movement stops while the trailing end is between the outer opposing absolute signals of a control point, the movement must not change direction without permission from the control operator. However, after a job briefing has been conducted and the control operator has a clear understanding of all movements to be made and tracks to be used, the control operator may grant permission for all movements.

Manual Interlockings

If movement stops while the trailing end is between the outer opposing absolute signals of a manual interlocking, the movement must not change direction without permission from the control operator.

6.5 - Shoving Movements

Change entire rule to read:

A. Providing Protection Prior to Initiating Shoving Movement

Equipment must not be shoved until the engineer and the employee protecting the movement have completed a job briefing concerning how protection will be provided.

Equipment must not be shoved until it is visually determined that:

- Portion of track to be used is clear of equipment or conflicting movements.
- The track will remain clear to the location where movement will be stopped.

- Switches and derails are properly lined.

Employees may be relieved from providing visual protection when:

- Superintendent Bulletin specifies tracks that will be protected with shove lights or monitored cameras.
- Picking up a crew member in accordance with Rule 6.6 (Back Up Movements).

B. Providing Protection During Shoving Movement

When making a shoving movement, the employee protecting the movement must see the route is clear and:

- Be in a position to continuously observe the leading end of the equipment until it is stopped.
or
- Walk adjacent to or ride the leading end of the equipment.

Employee must be in position, provide visual protection of the equipment being shoved and participating crewmembers must not engage in unrelated tasks while making a shoving movement. The employee protecting the shove must not turn their back on the movement or walk backwards ahead of the movement.

Radio communications for shoving movements must specify the direction and distance and must be acknowledged when distance specified is more than four cars.

MOVEMENT MUST STOP WITHIN HALF THE DISTANCE SPECIFIED UNLESS ADDITIONAL INSTRUCTIONS ARE RECEIVED.

Shoving movements over road crossings must be made in accordance with Rule 6.32.1 (Providing Warning Over Road Crossings).

C. Speeds When Shoving

When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:

- 20 MPH for freight trains.
- 30 MPH for passenger trains.
- Maximum timetable speed for snow service unless the employee in charge authorizes a higher speed.

D. Job Briefing:

When making a shoving movement while riding cars, a radio job briefing must be conducted and include the following:

- Potential hazards.
- Type of car being ridden.
- Number of cars and slack action.
- Speed the shove will be made.

When not using hand signals, a radio job briefing must be conducted and include the following:

- Who will protect the shove.
- Which track is being shoved.

- How the shove will be protected.
- Distance and direction to be shoved.
- Position of switches and derails, if applicable.

6.5.1 - Remote Control Movements

Relief of Providing Protection

Change to read:

The remote control operator is relieved from providing protection and the requirement to stop within half the range of vision for movements with engine on leading end when:

1. The remote control zone has been activated.
2. The remote control zone has been properly verified / swept to determine:
 - Switches / derails are known to be properly lined.
 - Track(s) within the zone are known to be clear of other trains, engines, railroad cars, and men or equipment fouling track.
 - and
 - Pull back / stop protection (PSP) is operational by traversing at least one puck and observing the activation on the OCU when equipped with PSP.

* Pull back and stop protection must again be verified if PSP is overridden or disabled.

Note: These steps must be repeated each time the remote control zone is activated.

When operating in pitch and catch mode and making a shoving movement, the primary operator must be in position to protect point of movement.

The primary operator at the coupling may stretch the slack to ensure couplings are made or separate equipment to make coupler adjustments after a job briefing with the employee who will be protecting the point.

When requesting pin slack, the employee uncoupling the equipment is not required to be the primary operator.

Rule : 6.5.2 Movement of Light Remote Control Locomotive

Add new rule:

Unless relieved of providing protection, the primary operator must take a position on the leading end of a light remote control locomotive consist or be positioned on the ground clear of the movement and able to observe the entire movement before initiating the movement.

6.6 - Back Up Movements

Change rule to read:

After obtaining permission from the train dispatcher, a train may back up on any main track or on any track where CTC is in effect under the following conditions: