

Operating Rules



Chapter 1 - General Requirements

100 - Application of Rules and Special Instructions

100.1 Employees must know and comply with rules, instructions, and procedures that govern their duties. They must also comply with the instructions of supervisors. When there is uncertainty, employees must:

1. Take the safe course, and
2. Contact a supervisor for clarification.

100.2 When rules and special instructions conflict, the following apply:

1. Special instructions supersede rules;
2. Dispatcher messages supersede special instructions and rules; and
3. Form EC-1 instructions supersede dispatcher messages, special instructions, and rules.

100.3 When on duty, employees must have the rule books and special instructions that are in effect available for use.

100.4 Before entering, using, or dispatching controlled tracks, each employee and foreign line employee operating on CSX tracks must be in possession of his or her own current copy of the following documents:

1. Rule books specified by system bulletin,
2. Applicable timetable instructions,
3. System bulletins, and
4. Applicable division bulletins.

100.5 CSX employees performing service on foreign line tracks are governed by the foreign line and must carry the rules, timetables, and special instructions of that line.

100.6 When a rule book or timetable is reissued or amended, it supersedes all previous versions on the effective date and time. Employees must:

1. Obtain a copy,
2. Verify the document is complete, and
3. Have the documents available for use.

101 - System and Division Bulletins and Notices

101.1 Before beginning work, employees must determine if any bulletins or notices have been issued since their last tour of duty, and:

1. Read and comply with all of the bulletins that affect their tour of duty, and
2. Read and comply with the information contained in notices.

- 104.3** The following behaviors are prohibited while on duty, on CSX property, or when occupying facilities provided by CSX:
- a. Boisterous, profane, or vulgar language; or
 - b. Altercations; or
 - c. Practical jokes or horseplay; or
 - d. Carelessness, incompetence, or willful neglect of duties; or
 - e. Behavior that endangers life or property.
- 104.4** The following behaviors are prohibited at all times:
- a. Concealment of facts under investigation, or
 - b. Criminal conduct that may damage CSX's reputation or that endangers CSX property, employees, customers, or the public.
- 104.5** Employees are responsible for the actions of employees under their instruction. They must verify those employees are:
1. Familiar with their duties, and
 2. Provided proper instruction.
- 104.6** Employees must report for work at the designated time and place. Employees unable to work or who want time off must make the request:
1. To the proper authority, and
 2. Sufficiently in advance to allow the vacancy to be filled.
- 104.7** Employees must have the permission of a supervisor to:
- a. Leave work before designated off-duty time, or
 - b. Arrange for a substitute to perform their duties, or
 - c. Use a personal vehicle to perform assigned duties, or
 - d. Request assistance from a non-employee to perform assigned duties, except in cases of emergency.
- 104.8** Employees must keep the following information current with CSX:
1. Mailing address, and
 2. Phone number.
- 104.9** Employees subject to be called to perform service must:
1. Provide necessary contact information to the proper authority, and
 2. Be available to accept the call.

104.10 Pay must only be claimed:

1. For actual time or work performed,
2. By the employee to be paid or the employee authorized to make claims for the crew or group of workers, and
3. In accordance with agreed upon procedures.

104.11 An employee must not engage in any other type of work or business that:

- a. Interferes with the employee's ability to perform service with CSX, or
- b. Creates a conflict of interest with or is detrimental to CSX.

104.12 An employee must submit a completed Form MD-3 (Attending Physician's Return to Work Report) to the CSX medical department by fax to 904-245-3967 and must not return to work until cleared for duty by the medical department any time the employee:

- a. Has been off work for medical reasons for seven consecutive days or more, or
- b. Has been hospitalized due to a significant illness, or
- c. Has had surgical intervention, or
- d. Has any medical issue that could influence the employee's performance of safety on the job.

105 - Reporting Conditions

105.1 Protect trains and on-track equipment against any known condition that may interfere with safe operations. Immediately report the following conditions to the proper authority:

1. Accidents;
2. Defects in track, bridge, signal, or highway-rail crossing warning devices;
3. Fires on or near the right-of-way;
4. Loss, damage, or theft of CSX or customers' property; and
5. Any condition that may affect safe and efficient operations.

105.2 Any employee who observes a defect in highway-rail crossing warning devices and does not have access to a railroad radio must:

1. Contact the Public Safety Coordination Center (PSCC) via telephone at 1-800-232-0144, and
2. Provide the requested information.

- 105.3** Employees must provide the following applicable type of defect information to the train dispatcher when reporting defective brakes, hot journals, defective couplers, or other defects:
1. Timetable direction for end of car;
 2. A or B end of car;
 3. Coupler type (E/F);
 4. Possible damage to track, switches, or other structures; and
 5. Obstruction to adjacent tracks.

106 - Drugs and Alcohol (Rule G)

- 106.1** The illegal possession or use of a drug, narcotic, or other substance that affects alertness, coordination, reaction, response, or safety is prohibited both on and off duty.
- 106.2** An employee shall neither report for duty nor perform service while under the influence of nor use while on duty or on CSX property any drug, medication, prescription medication, or other substance that will in any way adversely affect the employee's alertness, coordination, reaction, response, or safety.
- 106.3** Employees are prohibited from possessing, using, or being under the influence of alcoholic beverages or intoxicants when:
- a. Reporting for duty, or
 - b. On duty, or
 - c. On CSX property, or
 - d. Occupying facilities provided by CSX.

107 - Use of Tobacco Products

- 107.1** When on duty, employees must not use any tobacco products, including electronic cigarettes, when:
- a. Serving customers, or
 - b. Uniformed employees are in the presence of customers or the public.
- 107.2** Smoking, including electronic cigarettes, is prohibited in all of the following locations:
- a. CSX buildings except when permitted in large mechanical shop areas, or
 - b. Locomotive cabs, or
 - c. CSX vehicles or any vehicle used to transport CSX employees, or
 - d. Areas designated by No Smoking signs, or
 - e. Where prohibited by law.

108 - Certification and Licenses

108.1 Assignments that require a certification or license must only be performed by employees who have:

1. Been issued the required certification or license,
2. Certification or license in their possession, and
3. Maintained required rule and territorial physical characteristics qualifications.

108.2 Employees with a certification or license are subject to the applicable federal or state regulations.

108.3 Employees holding FRA certification must report to their immediate supervisor and the certification center within 48 hours of the conviction or completed state action to cancel, suspend, or deny their motor vehicle driver's license for any of the following motor vehicle incidents:

- a. Operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance, or
- b. Refusal to undergo testing required by state law when a law enforcement officer seeks to determine whether a person is operating a motor vehicle while under the influence of alcohol or controlled substance.

108.4 Any FRA certified employee that has knowledge that his or her best correctable vision or hearing has deteriorated to the extent that the employee no longer meets the vision and hearing standards required by the federal regulations governing the certification must:

1. Immediately notify his or her supervisor and the CSX medical department, and
2. Not perform service that requires certification until cleared to do so by the CSX medical department.

108.5 The FRA vision and hearing requirements for certification are as follows:

1. Distant binocular acuity of at least 20/40 (Snellen) in both eyes with or without corrective lenses,
2. Distance viewing acuity of at least 20/40 (Snellen) in each eye without corrective lenses or separately corrected to at least 20/40 (Snellen) with corrective lenses,
3. Field vision of at least 70 degrees in the horizon meridian in each eye,
4. Ability to recognize and distinguish between colors of railroad signals, and
5. Not have an average hearing loss in the better ear greater than 40 decibels at 500Hz, 1000Hz, and 2000Hz with or without use of a hearing aid.

109 - Hours of Service Act Requirements

109.1 Employees whose work activities subject them to the Hours of Service Act must:

1. Have the required mandatory rest,
2. Inform the proper authority before accepting any call to work that requires reporting for duty before the completion of mandatory rest period,
3. Report to the proper authority any occurrence in which the maximum limits of the Hours of Service Act are exceeded, and
4. Accurately complete Hours of Service documentation with the required information in the prescribed format.

- 109.2** Employees whose activities place them under the requirements of train and engine Hours of Service must:
1. Report to the proper authority any interruption of mandatory undisturbed rest periods, including time rest was interrupted, name of person interrupting the rest, and circumstances of the interruption;
 2. When going on duty, notify the train dispatcher if 264 total hours on duty or 25 total hours of qualifying limbo time for the calendar month have been reached; and
 3. Notify the train dispatcher three hours prior to the expiration of their hours of service limits. This notification must include whether or not the train is a Key train.

110 - Trains and On-Track Equipment

- 110.1** Locomotives and on-track equipment must only be operated by authorized employees.
- 110.2** Employees must be qualified on the physical characteristics of the territories on which they are subject to work. Employees must pass a rules exam as required, and:
- a. Locomotive operators must:
 1. Pass a physical characteristics test as required, and
 2. Traverse the territory once every 12 months.
 - b. Conductors must:
 1. Pass a physical characteristics test as required, and
 2. Traverse the territory once every 24 months.
 - c. Employees qualified as an engineering department employee-in-charge (EIC) must traverse the territory once every 36 months.
- 110.3** The following people are authorized to ride on locomotives or on-track equipment:
- a. Employees and supervisors performing assigned duties, including those assigned for qualification or training purposes, or
 - b. Federal and state inspectors who are carrying and present proper credentials, or
 - c. Other persons who present proper authorization and identification.
- 110.4** Employees must ride in the operating cab of the lead locomotive of freight trains unless duties require otherwise. When sufficient seating is not available for all crewmembers in the operating cab of the lead locomotive, employees must contact a supervisor for instructions.
- 110.5** When a geometry car is operated with a locomotive, a crewmember must ride in the geometry car when instructed to do so by an engineering department supervisor.

111 - Sleeping and Napping While on Duty

- 111.1** Employees must not sleep while on duty, except train and engine service employees who are allowed to nap. An employee lying down or in a reclined position with eyes closed, covered, or concealed is considered to be sleeping or napping.

- 111.6** Before beginning any work activities after an employee has napped, all crewmembers must hold a job briefing to review:
1. Dispatcher bulletins,
 2. Form EC-1 instructions, if applicable,
 3. Authority for movement, and
 4. Work to be performed.

112 - Train and Engine Service Employees

- 112.1** Each crewmember is equally responsible for all of the following:
1. Complying with all rules,
 2. Ensuring cars and locomotives receive the required inspections and brake tests,
 3. Providing safe and efficient operation of trains,
 4. Keeping the operating cab of the locomotive clean and free of hazards, and
 5. Ensuring the train or locomotive is equipped with the required supplies.
- 112.2** Notify the train dispatcher of any of the following conditions:
- a. Defects in cars or locomotives, or
 - b. Scheduled stops to perform work, or
 - c. Any condition that delays train movement.
- 112.3** On trains and yard assignments with more than one employee, the conductor or yard foreman is the ranking crewmember.
- 112.4** The ranking crewmember is responsible for the following:
1. Complying with instructions for switching cars or serving customers,
 2. Informing other crewmembers and train dispatcher of cars that restrict train movement or require special handling,
 3. Accurately reporting work, using electronic reporting tools when assigned, and
 4. Ensuring proper documentation for the train is obtained and is accurate.
- 112.5** Locomotive operators assigned to a Key train must have in their possession or obtain a reverser prior to departing their on-duty location.
- 112.6** When locomotives are stopped or will be left standing on a track, considerations for noise and fumes must be taken into account for:
- a. Highway bridges, or
 - b. Offices, or
 - c. Occupied passenger cars.

202.2 Give hand, flag, or lantern signals as follows:

Motion	Indication
(a) Swing at right angle to the track.	Stop
(b) Slight horizontal movement at arm's length at right angle to the track.	Reduce Speed
(c) Raise and lower vertically.	Proceed
(d) Swing vertically in circle at right angle to the track.	Back
(e) Swing horizontally above the head at right angle to the track, when equipment is standing.	Apply air brakes
(f) Hold at arm's length above the head, when equipment is standing.	Release air brakes
(g) Any object waved violently by anyone on or near the track.	Stop

202.3 Employees giving hand, flag, or lantern signals must remain in a position to be clearly seen and give signals that:

1. Prevent misunderstanding, and
2. Correspond to the direction the locomotive is headed.

202.4 Employees receiving hand, flag, or lantern signals must keep a constant lookout for signals. If there is any doubt as to the meaning of the instructions or for whom the instructions are intended, the movement must:

1. Stop immediately, and
2. Not resume until the instructions are understood.

202.5 A hand, flag, or lantern signal to proceed does not relieve employees from compliance with rules or fixed signals that restrict movement or require a stop.

202.6 Before changing from hand, flag, or lantern signaling to radio signaling or from radio signaling to hand, flag, or lantern signaling, all crewmembers must:

1. Be notified, and
2. Acknowledge their understanding.

203 - Locomotive Bell and Horn

203.1 Ring the locomotive bell before moving a locomotive that has been stopped one minute or more, and while:

1. Approaching and passing passenger stations,
2. Approaching and passing over public crossings at grade,
3. Moving through tunnels,
4. Approaching persons on or around the track structure, and
5. Approaching and passing roadway workers identified by white or orange hard hats.

203.2 Sound the horn signals as follows:

0 = Short Sound - = Long Sound	When Required
(a) - - 0 -	Approaching public highway grade crossings. Sound the horn for at least 15 seconds, but no more than 20 seconds, before the lead locomotive enters the crossing. Trains or locomotives traveling at speeds greater than 45 MPH shall begin sounding the horn at or about, but not more than, one-quarter mile in advance of the nearest public crossing, even if the advance warning provided by the horn will be less than 15 seconds in duration. This signal is to be prolonged or repeated until the train or locomotive occupies the crossing or, where multiple crossings are involved, until the last crossing is occupied.
(b) - - 0 -	Approaching and passing roadway workers identified by white or orange hard hats.
(c) - - 0 -	Approaching tunnels, yards, or other points where railroad workers may be present.
(d) - - 0 -	Meeting and passing standing trains.
(e) 0	Approaching passenger stations.
(f) Succession of sounds	Warning to people and/or animals on or near the track.
(g) - -	Proceeding or reversing after being stopped for one minute or more. (Does not apply to switching movements.)
(h) 0 0	Acknowledging any signal not otherwise provided for.
(i) - 0	When running against the current of traffic: <ol style="list-style-type: none"> 1. Approaching stations, curves, or other points where view may be obscured; and 2. Approaching and passing passenger or freight trains.

203.3 The locomotive horn must:

1. Be sounded with intensity and duration to convey the intended warning, and
2. Not be used unnecessarily.

203.4 When the lead locomotive horn fails en route, notify train dispatcher or yardmaster, and:

- a. Move another locomotive with a working horn to the lead, or
- b. Stop and protect all highway-rail crossings at grade.

204 - Locomotive Lights

- 204.1** Locomotive number lights must only be illuminated on the locomotive identifying the train.
- 204.2** Leading end of trains must display headlight on bright unless otherwise specified by rule.
- 204.3** The headlight on the leading end of a train must be dimmed when:
- a. Required to provide for the safety of employees, or
 - b. At yards where switching is being done, or
 - c. Approaching passenger stations where stops are to be made, or
 - d. Standing behind a stopped train, or
 - e. Standing on a main track in non-signal territory, or
 - f. Approaching and passing a locomotive consist on the head end and rear end of a train on an adjacent track, or
 - g. Using hand signals.
- 204.4** Headlight may be turned off when:
- a. Standing on a controlled track in signaled territory, or
 - b. Standing on a track other than a main track, or
 - c. On the end of the locomotive coupled to cars.
- 204.5** If the headlight on leading end of a train fails en route, notify train dispatcher or yardmaster, and:
- a. Provided the lead locomotive has two working auxiliary lights, the train may continue unrestricted to the next point where headlight can be repaired, or
 - b. If lead locomotive does not have two working auxiliary lights, the train must operate under the following conditions:
 1. Display a white light on the leading end at night,
 2. Ring bell continuously when moving,
 3. Sound the horn frequently,
 4. Reduce train speed when necessary to ensure safety, and
 5. Continue to the next point where it can be repaired.
- 204.6** When the leading end of the lead locomotive of a train is equipped with auxiliary lights, both auxiliary lights must operate properly before departing the initial terminal. The auxiliary lights must be on when headlight is required to be on bright.
- 204.7** Auxiliary lights:
- a. Must be turned off when stopped, or
 - b. May be turned off when vision is impaired by reflection from smoke, fog, or other condition and the train is not approaching or passing over a highway-rail crossing at grade.

Chapter 3 - Movement of Trains

300 - Authorized Train Speed

300.1 Train speeds are authorized by:

- a. Rules, or
- b. Special instructions, or
- c. Train documents, or
- d. Dispatcher messages, or
- e. Form EC-1, or
- f. Signal indications.

300.2 Authorized train speed:

1. Must not be exceeded,
2. Applies to the entire train unless otherwise specified,
3. Must be observed even if wayside signs are not displayed, and
4. Must be the lowest of the specified speeds if a conflict exists between authorized speeds.

300.3 The following terms apply when used to authorize train speed:

- a. Limited Speed: A speed not exceeding 45 MPH.
- b. Medium Speed: A speed not exceeding 30 MPH.
- c. Slow Speed: A speed not exceeding 15 MPH.
- d. Restricted Speed: A speed that permits stopping within one-half the range of vision. It also permits stopping short of a train, a car, on-track equipment, an obstruction, a Stop signal, a derail, or an improperly lined switch. It permits looking out for broken rail. It is not to exceed 15 MPH.

300.4 Trains using other than main or signaled tracks must move at a speed that permits stopping within one-half the range of vision, short of a train, a car, on-track equipment, an obstruction, a Stop signal, a derail, or an improperly lined switch and must not exceed:

- a. 25 MPH on non-sigaled sidings; or
- b. 15 MPH when moving to and from the main track, operating through hand-operated switches not equipped with a signal; or
- c. 10 MPH when not moving to or from the main track, operating through hand-operated switches; or
- d. 10 MPH on other than main tracks or signaled tracks; or
- e. 5 MPH within designated locomotive service track or car shop repair track areas.

300.5 The following speeds must not be exceeded:

- a. 70 MPH for passenger trains with multi-level auto-racks or auto frame equipment, or
- b. 59 MPH for passenger trains operating within the limits of a signal suspension or against the current of traffic, or
- c. 49 MPH for freight trains operating within the limits of a signal suspension or against the current of traffic, or
- d. 10 MPH for trains operating on excepted track, or
- e. Restricted speed for 15 minutes for trains that encounter an unattended burning fusee near the track, unless the fusee is beyond the first rail of an adjacent track.

301 - Control of Train Speed

301.1 Crewmembers must notify the locomotive operator of any condition that requires the train to reduce speed or stop not more than five miles, but not less than two miles, before reaching the condition.

301.2 If the locomotive operator fails to control the train in accordance with authorized speed, other crewmembers must take action to ensure the safety of the train. When train speed exceeds authorized speed by:

- a. Less than 5 MPH, other crewmembers must direct the locomotive operator to slow the train to authorized speed, or
- b. 5 MPH or more, other crewmembers must direct the locomotive operator to stop the train and immediately report the occurrence to the proper authority. The train must not proceed until released.

301.3 Make an emergency air brake application to stop the train if the:

- a. Automatic braking system fails to respond as expected, or
- b. Locomotive operator fails to take action when the train is required to stop, or
- c. Locomotive operator becomes incapacitated.

301.4 On a descending grade designated in special instructions as steep grade, trains reaching 5 MPH above the authorized speed must be stopped using an emergency brake application. After the train stops, the following actions must be taken:

1. Report the occurrence to the train dispatcher,
2. Apply sufficient hand brakes to secure the train,
3. Fully recharge the air brakes and make a minimum reduction,
4. Visually inspect each car to determine that the brake shoes are against each wheel, and
5. Wait for authorization from a supervisor before resuming train movement.

303.2 Temporary track speed restrictions are designated by dispatcher message or Form EC-1 that specifies:

1. Authorized speed,
2. Limits of the restriction, and
3. If wayside signs are displayed.

304 - Wayside Signs

304.1 Wayside signs are only to be displayed next to the affected track. Signs located beyond the first rail of an adjacent track do not apply to the track on which the train is moving unless otherwise specified by rule, special instruction, dispatcher message, or Form EC-1.

304.2 Unless stated otherwise in a dispatcher message or Form EC-1, wayside signs are located at the beginning and end of the restriction as indicated by the chart below:

Number of Tracks	Sign Location
One controlled track	Next to the affected track.
Two controlled tracks	On the field side (outside) of the affected track.
Three or more controlled tracks	To the field side of the affected track for the outside track(s) and next to the affected track for middle track(s).

304.3 Warning signs for temporary track speed restrictions and working limits are located at least two miles, but not more than two and one-half miles, from the beginning of the restriction.

304.4 When working limits and the limits of a temporary speed restriction are the same, only one set of warning signs will be displayed.

304.5 Permanent Reduce Speed signs are not required for the following:

- a. City ordinances, or
- b. Permanent speeds on other than main tracks.

304.6 Notify the train dispatcher if a Conditional Stop sign is not located at the point designated by dispatcher message or Form EC-1. Signs for working limits may be placed up to 30 minutes before the limits become effective as long as the employee-in-charge can communicate with any train or equipment that is approaching the limits.

- 304.7** Trains encountering wayside signs not covered by a dispatcher message or Form EC-1 instruction that are displayed next to the track on which the train is operating must:
- a. Warning Sign: Proceed prepared to stop in two miles and promptly report the occurrence to the train dispatcher. If no Conditional Stop sign or Temporary Reduce Speed sign is encountered in two miles, train must operate at restricted speed for an additional mile, or
 - b. Conditional Stop Sign: Stop the train immediately, contact the train dispatcher and be governed by his or her instructions, or
 - c. Temporary Reduce Speed Sign: As soon as sign is visible, reduce train to a speed not exceeding 10 MPH, report the occurrence to the train dispatcher. Unless released by the train dispatcher, do not exceed 10 MPH until:
 - a. Two miles after the leading end of the train passes the Temporary Reduce Speed sign, or
 - b. The rear of the train passes a Temporary End Restriction sign.

305 - Working Limits on Controlled Tracks

- 305.1** Working limits are designated by dispatcher message or Form EC-1 that specifies:
1. Date and times in effect,
 2. Milepost of both ends of the working limits,
 3. Employee-in-charge, and
 4. Tracks on which the working limits are in effect.
- 305.2** Trains must not enter or move inside working limits within 30 minutes prior to the effective time unless:
- a. The head end of the train can clear limits prior to the effective time, or
 - b. The locomotive operator receives permission from the employee-in-charge to enter the limits.
- 305.3** When working limits are in effect, the locomotive operator must receive permission from the employee-in-charge before a train:
- a. Proceeds past the point designated, or
 - b. Makes an initial movement within the limits, or
 - c. Proceeds from a location within the limits where the train stopped, or
 - d. Makes a reverse movement within the limits.
- 305.4** The employee-in-charge may grant permission for a train to proceed to one intermediate milepost location within the working limits and stop. Permission to proceed beyond the intermediate milepost location must be through the remaining limits.

305.5 Permission from the employee-in-charge must include:

1. Locomotive number,
2. Name of employee-in-charge,
3. Milepost location of the working limits,
4. Limits the train may occupy or pass,
5. In multiple track territory, the track on which the train may operate, and
6. The speed permitted within the limits that must be one of the following:
 - a. Restricted speed, or
 - b. A specific speed, or
 - c. Authorized speed.

305.6 When working limits include multiple controlled tracks in signal territory, the permission of the employee-in-charge does not provide information about train routing.

305.7 Speed granted by the employee-in-charge does not relieve employees from complying with speeds authorized by:

- a. Signal indication, or
- b. Special instructions, or
- c. Dispatcher message, or
- d. Form EC-1 instruction.

305.8 A train that stops within working limits must:

1. Notify the employee-in-charge that the train has stopped and the location of the head end, and
2. Not make further movement until granted permission by the employee-in-charge.

305.9 A work train assigned to perform work for the employee-in-charge within working limits is considered as part of the work force. A work train working within the limits must:

1. Make all movements at restricted speed and only as directed by the employee-in-charge,
2. Not proceed outside of the working limits without authority from the train dispatcher,
3. Comply with fixed signal indications,
4. Not operate switches on a controlled track without the permission of the train dispatcher and employee-in-charge,
5. In TWC territory, release Form EC-1 authority while operating within the working limits. The on-track authority of the employee-in-charge applies to the work train, and
6. Not occupy sidings or wye tracks without the permission of the train dispatcher.

306 - Train Coordination

306.1 To establish protection under train coordination, the roadway worker must:

1. Visually confirm the train is stopped,
2. Confirm with the train crew that the train holds exclusive authority on the segment of track and will not release the authority until notified by the roadway worker that it is safe to do so,
3. Instruct the train crew to only make movements as directed by the roadway worker, and
4. Notify the train crew when train coordination is no longer required.

306.2 After being notified by the roadway worker that train coordination protection has been established, the train crew must:

1. Only make train movements as directed by the roadway worker, and
2. Not release authority on the segment of track until notified by the roadway worker that it is safe to do so.

307 - Out-of-Service Limits

307.1 Tracks may only be removed from service when:

- a. Rendered inoperative by storm or flood, or
- b. Unsafe for rail movement and cannot be promptly restored to service, or
- c. Required for construction work.

307.2 Each end of the out-of-service limits must be defined by:

- a. Whole milepost, or
- b. Station name, or
- c. Other point defined in the dispatching system.

307.3 The train dispatcher must not issue Form EC-1 authority until:

1. Track to be used is clear of opposing and conflicting movements not part of the work group,
2. It is verified that no opposing or conflicting movements have been authorized,
3. Controlled signals granting access to the affected track are in Stop position, and
4. Blocking devices have been applied to switches and signals that grant access to the affected track, if required.

307.4 Train dispatcher must not display signals to proceed nor grant authority for movement into out-of-service limits until a dispatcher message or Form EC-1 instruction has been issued.

307.5 When out-of-service limits are in effect, the locomotive operator must receive permission from the employee-in-charge before a train:

- a. Proceeds past the point designated, or
- b. Makes an initial movement within the limits, or
- c. Makes a reverse movement within the limits.

307.6 Movements within the out-of-service limits must:

1. Be made only as directed by the employee-in-charge and not exceed restricted speed,
2. Not proceed outside of the limits without authority from the train dispatcher,
3. Comply with fixed signal indications and not operate switches without the permission of the train dispatcher and employee-in-charge, and
4. In TWC territory, release Form EC-1 authority while operating within the limits. The on-track authority of the employee-in-charge applies to the train within the limits.

308 - Train in Emergency

308.1 When a train moving on a controlled track or adjacent to a controlled track has an emergency application of the air brakes, the train crew must:

1. Immediately initiate an emergency radio transmission on the proper operating channel,
2. Notify the train dispatcher using the emergency tone,
3. Provide protection to other trains, if required,
4. Perform the required inspections, and
5. When permitted to proceed, operate at a train speed not to exceed 10 MPH for one train length.

308.2 The crew of a train stopped by an emergency application of the air brakes must give the following information to the train dispatcher:

1. Train identification,
2. Location of the head and rear of the train after the train is stopped,
3. Milepost one mile behind the rear of the train when the emergency application began,
4. The presence of hazardous materials or status as a Key train,
5. Situation as it is known (such as injuries, damage, or other pertinent information), and
6. Presence of adjacent controlled tracks.

308.3 A crewmember of a train stopped in emergency must provide warning for any adjacent controlled track the train dispatcher cannot protect. Maintain warning until:

- a. It has been determined that the adjacent controlled tracks are not obstructed, or
- b. Relieved by the train dispatcher.

501.7 A Form EC-1 is released in its entirety on the same form, as follows:

1. The employee must state his or her intent to release Form EC-1;
2. The employee must state the Form EC-1 number and date;
3. The employee must copy the release time, date, and initials given by the train dispatcher;
and
4. The receiving employee must ensure that all employees affected receive the information and mark their Form EC-1 accordingly.

502 - Other than Main, Signaled, or Siding Tracks

502.1 Tracks other than main, signaled, or sidings may be used without permission or authority from the train dispatcher or control station.

502.2 When a remote control zone is active, permission from the remote control operator foreman must be received and repeated before:

- a. Fouling tracks within the zone with any equipment, or
- b. Crossing at a highway-rail or pedestrian crossing within the zone, or
- c. Roadway worker or blue signal protection is established within the zone.

503 - Main, Signaled, and Siding Tracks

503.1 Any crewmember may obtain permission or copy authorities from the train dispatcher when under the direct supervision of the conductor or locomotive operator.

503.2 Controlled tracks and the authority for movement on those tracks is designated in special instructions. The train dispatcher supervises and grants authority for movement for trains and on-track equipment on controlled tracks. The following track types are controlled tracks:

1. Main tracks,
2. Signaled tracks, and
3. Sidings.

503.3 Sidings are designated in special instructions and are used for the purpose of meeting and passing trains. The following siding designations apply:

- a. Controlled Siding: A track designated in special instructions as a controlled siding. In signal territory, signals do not govern movement on the siding. Entrance and exit signals only authorize trains to enter or leave the siding, or
- b. Signaled Siding: A track designated in special instructions as a signaled siding where movement on the siding is authorized by block signals and signal rules apply to movement on the siding.

503.4 Trains must not enter a siding unless authorized by:

- a. Signal indication, or
- b. The train dispatcher.

- 503.5** Trains instructed to take siding must enter sidings at the first switch unless directed otherwise by the train dispatcher. Movement must not be made beyond the first switch unless:
- a. Protection has been provided by the train dispatcher, or
 - b. The train has authority to occupy the main track beyond the first switch.
- 503.6** A train instructed to take siding in TWC-D or TWC-ABS territory must report clear to the train dispatcher once the train has cleared the main track and switches have been restored for movement on the main track.
- 503.7** Inform the train dispatcher of any condition that affects the use of a siding. Do not leave equipment unattended on a siding without permission of the train dispatcher.
- 503.8** Employees in the operating cab of the lead locomotive must communicate to each other the following conditions that govern the movement of their train when seen and confirm the actions to be taken by the locomotive operator when passing:
- a. Signal aspect names, or
 - b. Yard limit signs, or
 - c. Warning signs, or
 - d. Temporary speed restrictions, or
 - e. Conditional Stop signs, or
 - f. Burning fusees.
- 503.9** A crewmember located in the operating cab of the lead locomotive must announce by radio the following conditions or occurrences. The announcement must include the direction of travel and in multiple track territory, the track name or number.
- a. Signal aspect name and location, or
 - b. Entry into TWC authority, or
 - c. Departure from TWC authority after reported clear to the train dispatcher, or
 - d. Passenger train arrival and departure at stations, or
 - e. The presence of cars loaded with pulpwood or poles in the train when approaching trains and equipment on adjacent tracks, or
 - f. Entry into a siding.
- 503.10** The employee at the controls of the equipment must announce by radio the following conditions or occurrences. The announcement must include the direction of travel, and in multiple track territory, the track name or number.
- a. Signal aspect name and location of any signal that requires the train to approach the next signal prepared to stop, or
 - b. Signal aspect name and location of any signal that requires operating at restricted speed, or
 - c. Entry into work limits.

503.11 If a train stops on a controlled track, a crewmember must announce by radio:

1. Train has stopped,
2. Reason for the stop,
3. Location of the head end, and
4. The above information every 15 minutes.

503.12 Other crewmembers not in the operating cab of the lead locomotive:

- a. Must acknowledge the announcement of:
 - a. Signal aspect name and location, or
 - b. Entry into TWC authority, or
 - c. Departure from TWC authority, or
 - d. Entry into working limits on controlled track.
- b. If other crewmembers fail to acknowledge these announcements, a job briefing must be conducted at the next stop.

503.13 A train that is required to stop on a main track, signaled track, or siding to be met or passed must:

1. Stop a minimum of 500 feet from the clearance point, and
2. After stopping, if additional room is required to clear, the train may move past the 500 foot location but must not foul the clearance point.

504 - General Signal Rules

504.1 General signal rules apply where special instructions, dispatcher message, or Form EC-1 designate the following Authorities for Movement are in effect:

- a. Track Warrant Control with Automatic Block Signals (TWC-ABS), or
- b. Main Track Yard Limits Signaled (YL-S), or
- c. Current of Traffic (COT) - Track Signaled in One Direction, or
- d. Traffic Control (TC), or
- e. Control Point (CP) Signals.

504.2 Trains must approach the beginning of signaled territory prepared to comply with the first signal in service.

504.3 Movements not governed by fixed signal indication must receive authorization from the train dispatcher then proceed at restricted speed to the:

- a. Next signal, or
- b. End of signaled territory if the movement is to enter non-signal territory, or
- c. In cab signal territory, trains may proceed in accordance with cab signal indication after clearing limits.

504.4 Trains may operate according to the indication of the next fixed signal governing the movement when:

1. The next governing signal can be plainly seen,
2. The rear of the movement has passed through all crossovers and turnouts, and
3. The train is not required to operate at restricted speed.

504.5 A signal indication requiring restricted speed applies until the leading end of the train reaches the next governing signal. When a signal aspect requiring restricted speed is displayed by a signal governing movements into non-signalized territory, it will apply until:

1. The entire movement clears turnouts and crossovers, and
2. Leading end of the train reaches the end of signalized territory.

504.6 Employees must observe block signals. When a train fails to actuate a signal properly:

1. Stop the train immediately,
2. Attempt to stop other trains affected, and
3. Notify the train dispatcher.

504.7 When the leading end of a train stops less than one locomotive length on either side of an Absolute signal, the train must not proceed again without receiving permission from the train dispatcher.

504.8 If a train enters a block on a signal indication that does not require restricted speed then stops, the train must:

- a. In COT, TC, and CP Territory - Proceed prepared to stop at the next signal, and not exceed 40 MPH unless governed by a slower speed. The train must not exceed 40 MPH until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.
- b. In YL-S and TWC-ABS Territory - Trains must proceed at a speed that permits stopping within one-half the range of vision, stopping short of a train, a car, an obstruction, on-track equipment or a Stop signal and not exceed 40 MPH unless governed by a slower speed to the next signal. The train must not exceed 40 MPH until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.
- c. In Cab Signal Territory - The train may proceed in accordance with cab signal indication.

701 - On-Track Safety and Job Briefing Requirements

701.1 A Roadway Work Group is any group of workers, regardless of class or craft, working on a common task that involves fouling a track. One designated roadway worker in each group, referred to as the employee-in-charge, provides on-track safety for all members of the group. The employee-in-charge is responsible for ensuring the working group receives a job briefing on the type of on-track safety to be established.

701.2 Prior to starting work that will require an employee to foul a track, the employee-in-charge or other designated employee must perform a job briefing with the group to discuss:

1. Tasks to be performed,
2. Sequence of basic job steps,
3. Potential hazards,
4. Requirement to inspect tools and equipment before use,
5. Personal protective equipment required,
6. Type of on-track worker protection provided,
7. Track or tracks protected,
8. Time limits of protection,
9. Rules governing protection being provided, and
10. Confirmation that all members of the group understand the job briefing.

701.3 Before any member of a Roadway Work Group fouls a track, the employee-in-charge must inform each roadway worker:

1. Of the on-track safety protection established at the work location, and
2. That there will be no change in the type of on-track safety protection without notification of the change to each roadway worker.

701.4 At the beginning of each tour of duty, or when communications are not immediately available, a lone worker must conduct a job briefing and communicate his or her work plan and intended procedures for on-track safety as soon as possible with:

- a. His or her designated supervisor, or
- b. An employee designated by the supervisor.

702 - Reserved

703 - Reserved

704 - EC-1/EC-1e Line 1 Authority

704.1 Before occupying or fouling a controlled track to perform short-term work or move on-track equipment, the employee-in-charge must:

1. Have a copy of the current day dispatcher bulletin for the territory involved, and
2. Receive authority to occupy or foul track and copy the authority onto line 1 of Form EC-1/EC-1e.

- 704.2** Use radio communication, if possible, when requesting Form EC-1/EC-1e line 1 authority and provide the following to the control station:
1. Your name and ID number,
 2. Specific location and milepost of initial occupancy,
 3. Specific track name or number,
 4. Beginning and ending limits of the request,
 5. Direction of travel needed, and
 6. Length of time necessary to complete work and clear the track.
- 704.3** Copy Form EC-1/EC-1e line 1 authorities onto the prescribed form in the prescribed format.
- 704.4** A Form EC-1/EC-1e line 1 authority may be issued in cases of emergency when a conflicting train is stopped within the required limits provided the train dispatcher confirms that the train is stopped. The employee requesting authority must:
1. Hold a job briefing with the crewmembers of the stopped train, and
 2. Identify the train ID, locomotive number, and location and record that information on Form EC-1/EC-1e.
- 704.5** When receiving and copying Form EC-1/EC-1e line 1 authority, copy the following into the remarks section:
1. Required information not contained in dispatcher bulletin, and
 2. The following required information on any preceding train:
 1. Locomotive number,
 2. Train number,
 3. Direction of travel, and
 4. Location.
- 704.6** After receiving and copying Form EC-1/EC-1e line 1 authority:
1. Conduct a job briefing with all employees who will operate or work under the authority,
 2. In multiple track territory, ensure all employees covered by the protection acknowledge the specific track to be occupied or fouled,
 3. Ensure all occupants of on-track equipment initial the copied Form EC-1/EC-1e, and
 4. If it has been 30 minutes or more between the initial job briefing and time the track will be occupied or fouled, read Form EC-1/EC-1e aloud and conduct another job briefing.
- 704.7** When issued a Form EC-1/EC-1e line 1 authority to follow a preceding train, do not foul or occupy the track until confirming the preceding train has passed the initial point of occupancy by:
- a. Visually identifying the train by locomotive number, or
 - b. Verbal confirmation from the train crew or train dispatcher.

- 704.8** The employee who received EC-1/EC-1e line 1 authority may permit on-track equipment movements not associated with the working group within the limits of the authority after:
1. Establishing on-track safety for the employees, and
 2. Recording onto the proper form the name of the employee-in-charge of the other work group and the nature of the work to be performed.
- 704.9** Do not operate into any authority issued to another employee until that employee gives permission to occupy the track within the authority. If granted permission of opposing limits within the authority, operators of opposing equipment must:
1. Announce passing all mileposts, and
 2. Confirm understanding of any do not pass limit.
- 704.10** When operating within the limits of an EC-1/EC-1e line 1 authority, employees must:
1. Stop at each control point and conduct a job briefing to verify authority extends beyond the control point before proceeding,
 2. Not pass a preceding train without the permission and protection of the train dispatcher,
 3. Not occupy or foul any track not covered by the authority,
 4. Not move in a direction other than the one authorized, and
 5. Not occupy a section of track after that section has been released or reported by.
- 704.11** Employees operating within the limits of EC-1/EC-1e line 1 authority must make radio announcements:
1. Stating initial occupancy location prior to fouling or occupying the track,
 2. Prior to passing a control point, and
 3. In non-signal territory, prior to passing each end of siding locations.
- 704.12** When making required radio announcements, employees must use positive identification and state:
1. Track name or number,
 2. Direction of travel, and
 3. Name and milepost of location.
- 704.13** When instructed by the train dispatcher to report by specific locations, make sure:
1. The entire movement is clear of the location in the specified direction before reporting by the location, and
 2. To receive a new authority for those limits prior to occupying any portion of track reported by.
- 704.14** Promptly release EC-1/EC-1e line 1 authorities to the train dispatcher after the entire movement clears the limits of the authority. Make every effort to clear the limits before the expiration of the time authorized and do not consider the authority clear until the train dispatcher acknowledges his or her understanding.

- 704.15** If unable to clear the limits of an authority before the time limit expires, contact the train dispatcher and request a time extension. If unable to contact the train dispatcher or if the train dispatcher does not grant a time extension, do not exceed restricted speed until the authority is cleared.

705 - Individual Train Detection, Train Approach Warning, and Train Coordination

705.1 A lone worker may use Individual Train Detection for on-track safety when he or she:

1. Knows the required sight distance and has completed a Statement of On-Track Safety (SOTS1) before fouling the track;
2. Has access to a working radio;
3. Is performing routine maintenance or minor repairs that will not affect the safe passage of trains or on-track equipment;
4. Has completed a required job briefing, when communication is available;
5. Is not performing work in an interlocking, control point, or remotely controlled hump yard;
6. Has established a place of safety;
7. Has the ability to see and hear the approach of a train or on-track equipment and that ability is not impaired by noise, lights, weather conditions, passing equipment on adjacent tracks, or any other condition;
8. Is not prevented from hearing the approach of a train or on-track equipment and no power-operated tools or roadway maintenance machinery is in use; and
9. Maintains the required sight distance and has the unrestricted ability to reach the predetermined place of safety at least 15 seconds before a train moving at the maximum authorized track speed reaches his or her location.

705.2 When using Individual Train Detection:

1. Do not perform any work that interferes with the ability to see or hear the approach of a train or on-track equipment,
2. Maintain a constant lookout for approaching trains and on-track equipment,
3. Keep the completed SOTS1 form in your possession at all times when fouling the track, and
4. When a train or on-track equipment approaches, move to the designated place of safety at least 15 seconds before the train or on-track equipment reaches the location.

705.3 Use Train Approach Warning for on-track safety only if:

1. At least two qualified roadway workers are working together and one of the employees is designated as the watchman,
2. All employees can reach an established place of safety at least 15 seconds before a train or on-track equipment reaches the location,
3. A method of communicating the approach of a train is established,
4. Employees hold a job briefing and all confirm their understanding and responsibilities,
5. Employees are performing routine maintenance or minor repairs that will not affect the safe passage of trains or on-track equipment,
6. Watchman/lookout knows and maintains required sight distance,
7. Watchman/lookout has unrestricted ability to see and hear approaching trains or on-track equipment, and
8. Watchman/lookout has access to a working radio.

705.4 The employee protected by Train Approach Warning must:

1. Remain in a position that allows receiving a train approach warning from the watchman, and
2. Immediately move to the predetermined place of safety when a warning is received.

705.5 When Train Approach Warning is used to protect more than one employee, the watchman must be equipped with and use the following devices to provide warning:

1. Whistle or air horn,
2. White disc or flag when visibility is good, and
3. White light or red fusee when visibility is poor.

705.6 When Train Approach Warning is used to protect only one employee, audible and visual warnings are not required when:

1. Advanced watchman is not required, and
2. Watchman can physically touch the employee being protected.

705.7 The employee providing watchman duties for Train Approach Warning must:

1. Not foul any track unless necessary to provide warning,
2. Not perform any tasks unrelated to providing warning or that interfere with providing warning to the employee being protected,
3. Provide warning as if every train or on-track equipment movement is approaching at the maximum authorized speed allowed, and
4. Provide warning sufficiently in advance to allow all workers and watchman to reach the predetermined place of safety at least 15 seconds before the train or on-track equipment reaches the location.

705.8 When necessary to establish on-track safety on controlled tracks with Train Coordination, the employee-in-charge must:

1. Visually determine the train is stopped,
2. Conduct a job briefing with the crew of the train,
3. Determine the limits of the train's authority,
4. Determine which method of operation and related rules are in effect,
5. Instruct the train crew not to move unless directed by the employee-in-charge, and
6. Instruct the train crew not to release any authority until notified by the employee-in-charge that it is safe to do so.

705.9 Once Train Coordination is established, the employee-in-charge must ensure no members of the working group foul any track outside of the train's authority.

705.10 When Train Coordination on-track safety is no longer required:

1. Ensure all roadway workers are clear of the track, and
2. Inform the train crew that protection is no longer required and the instructions of the train dispatcher will govern their movements.

706 - Working Limits on Non-Controlled Tracks

706.1 To establish working limits on non-controlled tracks:

1. Make prior arrangements with the employee responsible for the track or tracks involved,
2. Ensure the tracks are not occupied by any equipment not under the control of the employee-in-charge, and
3. Make the tracks inaccessible to all trains, locomotives, and on-track equipment.

706.2 Make non-controlled tracks inaccessible to all trains, locomotives, and on-track equipment by one of the following methods:

- a. A flagman posted with instructions and the capability to hold all movements clear of the limits, or
- b. Lining and locking switches with an effective locking device in a position that prevents movement into the tracks, or
- c. Applying a derail that is locked with an effective locking device at a location that prevents movement into the working limits, or
- d. Discontinuity of the rail to prevent movement into the working limits.

706.3 When remotely controlled switches provide access to non-controlled tracks, the employee-in-charge must verify all of the following with the employee responsible for operating the remotely controlled switches:

1. Switches are lined in a position that prevents access into the tracks,
2. Locking devices or blocking has been applied to the switches to prevent operation, and
3. Locking or blocking will not be removed until permission has been granted by the employee-in-charge.

706.4 Working limits are not required on non-controlled tracks when moving on-track equipment from the clearing location to the work site or back. When moving equipment on non-controlled tracks:

1. Make prior arrangements with the employee who is responsible for movement on the tracks, and
2. Make all movements prepared to stop within one-half the range of vision, not exceeding 10 MPH.

707 - Working Limits on Controlled Tracks (Conditional Stop)

707.1 When long-term working limits will be necessary, the employee-in-charge must request a dispatcher message to be issued. The request must be made at least 14 hours in advance and include:

1. Subdivision;
2. Date;
3. Time limits;
4. Name and initials of the employee-in-charge;
5. Specific track limits of either milepost, control point, or main track yard limits; and
6. Any instructions related to the posting of signs.

707.2 Before any member of the working group fouls or occupies the track within the working limits, the employee-in-charge must:

1. Obtain a current dispatcher bulletin that contains the dispatcher message governing the working limits for that day;
2. Contact the train dispatcher and confirm the dispatcher bulletin date and dispatcher message number for the working limits;
3. Inform the train dispatcher if the signal system will be affected;
4. When control points are within the work limits, confirm with the train dispatcher how trains will move through the control point;
5. In multiple track territory, confirm with the train dispatcher which track will be occupied by work forces and which track will be used to pass trains;
6. Confirm with the train dispatcher the use and position of switches within the work limits;
7. Receive from the train dispatcher and copy on the dispatcher bulletin an authority number, train dispatcher OK and initials, and time authorized; and
8. Ensure signs are properly posted.

707.3 Signs are required in conjunction with long-term working limits and must be:

1. Clean and easily recognizable, and
2. Posted no more than 30 minutes in advance of the effective time, as long as the employee-in-charge has the ability to communicate with any train or equipment that approaches the working limits.

707.4 If permanent conditions prevent the display of wayside signs as directed by rule:

1. Train dispatcher must be notified, and
2. A dispatcher message must be issued stating how signs are displayed.

707.5 Unless stated otherwise in a dispatcher message or Form EC-1, wayside signs will be placed at the beginning and end of the restriction as indicated by the chart below:

Number of Tracks	Sign Placement
One	Place signs next to the affected track.
Two	Place signs on the field side (outside) of the affected track.
Three or more	Place signs to the field side of the affected track for the outside track(s) and next to the affected track for middle track(s).

707.6 Place Warning signs at least two miles, but not more than two and one-half miles, from the beginning of the working limits on each end.

707.7 Place Conditional Stop signs in the following locations:

1. The beginning of the limits on each end,
2. Each junction point, and
3. Other locations as specified in dispatcher message.

707.8 The employee-in-charge is responsible for all train and on-track equipment movements within the working limits and must make a written record on the prescribed form of all movements permitted to enter and move within the working limits.

707.9 Before granting permission for movements not part of the working group to enter or move within the working limits, the employee-in-charge must:

1. Ascertain that all men and equipment of the working group are clear of the limits or that portion of the limits on which the movement will be authorized to operate, and
2. Determine the track or portion of track is safe for movement.

707.10 The employee-in-charge must communicate the following information when granting permission for a train or on-track equipment to enter long-term working limits using the following verbiage:

1. Locomotive number of a train or name of on-track equipment operator,
2. Name of the employee-in-charge of the working limits,
3. Milepost location of the working limits or specific portion of the working limits the train or on-track equipment may occupy, and
4. Permitted operating speed of the train or on-track equipment that must be one of the following:
 - a. Restricted speed, or
 - b. A specific speed, or
 - c. Authorized speed.

707.11 The employee-in-charge may permit a train or on-track equipment to proceed to one intermediate location within the working limits and stop. When safe to do so, the employee-in-charge must clear the movement through the entire remaining limits.

707.12 After granting permission to a train or on-track equipment that is not part of the working group to enter and move in the working limits, the employee-in-charge must not allow men and equipment in the working group to foul the track until verifying that the movement is clear of the limits.

707.13 The employee-in-charge must plan to have all employees and equipment clear of the working limits before the expiration time. Before clearing the authority, make certain:

1. All men and equipment of the working group are clear of the limits,
2. The track is safe for normal operation or the train dispatcher has been advised of any necessary restrictions for movement,
3. All trains and on-track equipment that were cleared to enter and move within the limits have cleared the limits, and
4. Promptly remove signs after the work authority expires or is canceled.

- 707.14** When employee-in-charge determines the track cannot be cleared before the expiration time, he or she must take one of the following actions at least five minutes before the expiration:
- a. Obtain a new authority from the train dispatcher, or
 - b. Post a flagman at each Warning sign.

708 - Flag Protection to Establish Emergency Working Limits

- 708.1** If unable to contact the train dispatcher to establish working limits, use flag protection in the following circumstances:
- a. In emergency situations; or
 - b. To protect defects in track, bridge, culvert, or other track structure; or
 - c. In unusual situations such as being unable to clear an authority before it expires.
- 708.2** Do not use flag protection when weather conditions obstruct or affect visibility, except in an emergency.
- 708.3** When using flag protection, maintain it in both directions until:
- a. The condition is corrected, or
 - b. Notified by the train dispatcher that protection has been provided and all affected trains have been notified.
- 708.4** Do not allow trains and on-track equipment to proceed beyond the point flagged until:
1. The employee-in-charge provides the flagman with written instructions, and
 2. The flagman shows the instructions to the locomotive operator or equipment operator.

709 - Maintenance Lock-Out, No-Check Functions, and Local Control

- 709.1** The electronic signal specialist (ESS) must give permission to place a control point in maintenance lock-out or no-check functions. Provide the following information to the ESS who must then provide the information to the train dispatcher:
1. Title and name of employee receiving the permission,
 2. Track designation,
 3. Track limits, and
 4. Time limits.
- 709.2** Before testing and inspecting the control point in maintenance lock-out or no-check functions:
1. The receiving employee must repeat the permission to the ESS,
 2. The ESS must confirm the repeated information is correct, and
 3. Proper on-track safety must be provided before fouling the track.

Chapter 8 - On-Track Worker Qualifications

800 - Prerequisites for Engineering Employee Qualification

800.1 Prior to seeking qualification, engineering employees must:

1. Have a valid driver's license appropriate for the vehicle to be operated, and
2. Attend an engineering department operating rules class and successfully complete all requirements.

801 - Responsibilities of Employee Seeking Qualification

801.1 Employees must be qualified on the physical characteristics of the territory. To become qualified, the employee must make two trips on two separate days:

1. With an employee who is qualified on the territory, and
2. Over the entire territory on which employee is to be qualified. If qualifying on the complete subdivision, the trip must be over the complete subdivision. If qualifying on a portion of a subdivision, the trip must include a minimum of four control points.

801.2 When making a qualifying trip, the employee must:

1. For practice purposes only, copy the movement authority onto the prescribed form. The authority received and copied by the employee-in-charge will be the document used to occupy and move,
2. Observe the job briefing between the train dispatcher and the employee-in-charge,
3. Conduct job briefings during the trip,
4. Demonstrate the ability to operate the on-track equipment throughout the trip, and
5. Observe and receive instruction from the employee-in-charge on the physical characteristics.

801.3 The employee seeking qualification must demonstrate knowledge and ability on the following procedures:

1. Basic operation of hi-rail equipment and on-track equipment,
2. Electronically requesting an authority for long-term working limits,
3. Obtaining the authority using a dispatcher bulletin and 707 forms,
4. Conducting a job briefing with the train dispatcher,
5. Placing signs,
6. Conducting a job briefing with the working group,
7. Complying with operating rules governing the operation of switches on controlled tracks,
8. Managing others using long-term working limit protection, and
9. Clearing trains and on-track equipment movements through working limits.

801.4 During the qualification trips, the employee must demonstrate proficiency and knowledge of timetable and special instructions and physical characteristics of the territory.

802 - Responsibilities of Examining Employee

- 802.1** The examining employee must obtain an Initial Operating Rules Qualification Form and Territory Qualification Form before beginning a qualification trip. He or she must also make certain the qualifying employee demonstrates proficiency on:
1. Electronically requesting an authority for long-term working limits, and
 2. Properly requesting and copying an authority from the train dispatcher.
- 802.2** The examining employee must verbally test the qualifying employee on his or her knowledge of the:
1. Timetable and method of operation on the territory,
 2. Operating rules, and
 3. On-track worker rules.
- 802.3** During the qualification trip, the examining employee must:
1. Permit the employee to operate the on-track equipment, and
 2. Record the employee's performance against the criteria contained on the Initial Operating Rules Qualification Form.
- 802.4** During the qualification trip, the examining employee must confirm the employee's ability to:
1. Properly apply the operating and on-track worker rules,
 2. Communicate effectively with the train dispatcher,
 3. Apply understanding of the applicable rules and procedures for obtaining authorities,
 4. Conduct a job briefing with the team regarding the method of on-track safety, and
 5. Describe the sign placement requirements.

803 - Responsibilities of Supervisor

- 803.1** Only a non-contract supervisor may determine if an employee is qualified on a territory. The manager must accompany the employee on a trip over the territory and supervise the employee's performance of the following:
1. Identifying the specific method(s) of operation for the territory,
 2. Obtaining the movement authority from the train dispatcher,
 3. Operating the on-track equipment, and
 4. Demonstrating knowledge of the physical characteristics of the territory.
- 803.2** An engineering department manager qualified on rules and the territory must verbally test the qualifying employee on timetable special instructions and physical characteristics for the desired territory. After the employee has successfully demonstrated knowledge of the territory and proficiency in the application of the appropriate operating and on-track worker rules, the manager must complete the Territory Qualification Form, file it with the employee's supervisor, and provide a copy to the employee.
- 803.3** If the qualifying employee successfully completes all the requirements, the manager will complete the Initial Operating Rules Qualification Form and enter the qualification into the appropriate computer system.

804 - Qualification As Employee-in-Charge

804.1 Do not perform service as an employee-in-charge unless all of the following conditions are met:

1. Employee has attended an engineering department operating rules class and successfully completed all requirements,
2. Employee has been qualified as an employee-in-charge, and
3. Employee has completed a trip over the territory in the previous 36 months. If the employee has not completed a trip over the territory in the previous 36 months, the employee must be re-qualified.

805 - Short-Term Project Procedure

805.1 If necessary to provide short-term qualification for an employee-in-charge, the designated supervisor is responsible for:

1. Qualifying the employee-in-charge on the required portion of the territory,
2. Entering the qualification of the employee in the appropriate system, and
3. Removing the qualification when the project ends.

805.2 The employee-in-charge of a short-term project must be qualified on:

1. The physical characteristics of the specific work location to include a minimum of two additional control points or, in TWC-D territory, a minimum of two additional miles on each side of the project limits; and
2. CSX operating rules and on-track safety rules.

805.3 The employee-in-charge is responsible for the following:

1. Contacting the responsible signal supervisor to obtain current timetable and dispatcher bulletins for the territory,
2. Placing signs for establishing long-term working limits, and
3. Conducting a job briefing with the maintainer responsible for the territory that includes addressing the physical characteristics of the territory.

1002 - Use of Railroad Supplied Electronic and Electrical Devices

- 1002.1** No individual located in the cab of a controlling locomotive shall use a railroad supplied electronic or electrical device unless all crewmembers hold a job briefing and all agree the use is safe. The only authorized use of these devices is to perform railroad business functions directly related to the duty of employees. Special instructions specify the purposes of the device and its authorized business.
- 1002.2** No employee operating the controls of a train or locomotive shall use a railroad supplied electronic or electrical device when:
- a. Train or locomotive is moving, or
 - b. Any member of the crew is on the ground during a switching operation, or
 - c. Any railroad employee is assisting in preparation of the train for movement.
- 1002.3** A railroad operating employee outside the cab of a controlling locomotive may use a railroad supplied electronic or electrical device only when all of the following conditions are met:
1. All crewmembers hold a job briefing and all agree the use of the device will not interfere or distract from safety or performance of duties,
 2. The employee is not engaged in a switching operation,
 3. The employee is not fouling a track, and
 4. The employee is not within four feet of the nearest rail.
- 1002.4** No part of this rule restricts the use of the following devices:
- a. Electronic control systems and information displays, either fixed or portable, within the locomotive cab, or
 - b. Remote control transmitter necessary to operate a train or conduct switching operations, or
 - c. Railroad issued radios, or
 - d. Railroad approved electronic devices to monitor air quality, noise, or other environmental conditions.

1003 - General Radio Rules

- 1003.1** Use radios only:
- a. To perform company business, or
 - b. To contribute to safety.
- 1003.2** Employees must not knowingly transmit any:
- a. False emergency communications; or
 - b. Obscene, indecent, or profane remark; or
 - c. Unnecessary, irrelevant, or unidentified communication.
- 1003.3** Do not use radio communications to convey instructions that would have the effect of overriding the indication of a fixed signal, except in the case of a train dispatcher providing permission to pass a Stop indication in accordance with the operating rules.

1003.4 Only a member of the same crew may transmit information about the position or aspect displayed by a fixed signal to train and engine employees.

1003.5 Employees must keep radios:

1. In the ON position with volume adjusted to receive communications, and
2. Set for the proper channel.

1003.6 Special instructions designate:

1. Location of base and wayside stations,
2. Hours of operation, and
3. Channels assigned to stations.

1003.7 If non-railroad communication interferes with radio or other wireless communications, the employee must attempt to determine the origin or identity of the interference and report the occurrence to the proper authority. The report must include:

1. Exact date and time,
2. Nature of the interference, and
3. Origin or identification of the interference.

1003.8 Only persons authorized by the Federal Communications Commission (FCC) can make internal adjustments to a radio.

1003.9 Employees must permit FCC representatives to inspect radio equipment and required FCC documents.

1004 - Radio Requirements for Trains and On-Track Equipment

1004.1 Before departing an originating terminal, each train must be equipped with the following:

1. A working radio in the occupied controlling locomotive, and
2. One of the following:
 - a. Working radio on another locomotive in the consist, or
 - b. Other means of wireless communications.

- 1004.2** When roadway workers are present and trains have access to work locations or adjacent tracks, the following apply:
- a. Each employee-in-charge and lone worker must:
 1. Have immediate access to or be equipped with a working radio, and
 2. Monitor transmissions from train movements in the vicinity.
 - b. Maintenance of way equipment traveling together under the same authority without locomotive assistance must have:
 1. A working radio on at least one piece of equipment,
 2. Capability to communicate between the equipment traveling together, and
 3. Intra-group communications capability upon reaching the work site.

1005 - Testing Radio Equipment

- 1005.1** Test each radio and wireless voice communication device prior to beginning a work assignment by:
1. Initiating a voice transmission with another radio, and
 2. Receiving a confirmation of clarity.
- 1005.2** When a radio or wireless voice communication device fails a required test, the employee must:
1. Remove the device from service,
 2. Report the failure to the dispatcher or yardmaster, and
 3. Establish other means of communication to ensure safety and reduce delay.
- 1005.3** If a working radio on an occupied, controlling locomotive fails en route, the train can continue until the earlier of the following:
- a. Next calendar day inspection is performed, or
 - b. Reaching the next forward location where facilities are available to repair or replace the radio.

Chapter 3 - Movement of Trains

300 - Authorized Train Speed

300.1 Train speeds are authorized by:

- a. Rules, or
- b. Special instructions, or
- c. Train documents, or
- d. Dispatcher messages, or
- e. Form EC-1, or
- f. Signal indications.

300.2 Authorized train speed:

1. Must not be exceeded,
2. Applies to the entire train unless otherwise specified,
3. Must be observed even if wayside signs are not displayed, and
4. Must be the lowest of the specified speeds if a conflict exists between authorized speeds.

300.3 The following terms apply when used to authorize train speed:

- a. Limited Speed: A speed not exceeding 45 MPH.
- b. Medium Speed: A speed not exceeding 30 MPH.
- c. Slow Speed: A speed not exceeding 15 MPH.
- d. Restricted Speed: A speed that permits stopping within one-half the range of vision. It also permits stopping short of a train, a car, on-track equipment, an obstruction, a Stop signal, a derail, or an improperly lined switch. It permits looking out for broken rail. It is not to exceed 15 MPH.

300.4 Trains using other than main or signaled tracks must move at a speed that permits stopping within one-half the range of vision, short of a train, a car, on-track equipment, an obstruction, a Stop signal, a derail, or an improperly lined switch and must not exceed:

- a. 25 MPH on non-sigaled sidings; or
- b. 15 MPH when moving to and from the main track, operating through hand-operated switches not equipped with a signal; or
- c. 10 MPH when not moving to or from the main track, operating through hand-operated switches; or
- d. 10 MPH on other than main tracks or signaled tracks; or
- e. 5 MPH within designated locomotive service track or car shop repair track areas.

300.5 The following speeds must not be exceeded:

- a. 70 MPH for passenger trains with multi-level auto-racks or auto frame equipment, or
- b. 59 MPH for passenger trains operating within the limits of a signal suspension or against the current of traffic, or
- c. 49 MPH for freight trains operating within the limits of a signal suspension or against the current of traffic, or
- d. 10 MPH for trains operating on excepted track, or
- e. Restricted speed for 15 minutes for trains that encounter an unattended burning fusee near the track, unless the fusee is beyond the first rail of an adjacent track.

301 - Control of Train Speed

301.1 Crewmembers must notify the locomotive operator of any condition that requires the train to reduce speed or stop not more than five miles, but not less than two miles, before reaching the condition.

301.2 If the locomotive operator fails to control the train in accordance with authorized speed, other crewmembers must take action to ensure the safety of the train. When train speed exceeds authorized speed by:

- a. Less than 5 MPH, other crewmembers must direct the locomotive operator to slow the train to authorized speed, or
- b. 5 MPH or more, other crewmembers must direct the locomotive operator to stop the train and immediately report the occurrence to the proper authority. The train must not proceed until released.

301.3 Make an emergency air brake application to stop the train if the:

- a. Automatic braking system fails to respond as expected, or
- b. Locomotive operator fails to take action when the train is required to stop, or
- c. Locomotive operator becomes incapacitated.

301.4 On a descending grade designated in special instructions as steep grade, trains reaching 5 MPH above the authorized speed must be stopped using an emergency brake application. After the train stops, the following actions must be taken:

1. Report the occurrence to the train dispatcher,
2. Apply sufficient hand brakes to secure the train,
3. Fully recharge the air brakes and make a minimum reduction,
4. Visually inspect each car to determine that the brake shoes are against each wheel, and
5. Wait for authorization from a supervisor before resuming train movement.

303.2 Temporary track speed restrictions are designated by dispatcher message or Form EC-1 that specifies:

1. Authorized speed,
2. Limits of the restriction, and
3. If wayside signs are displayed.

304 - Wayside Signs

304.1 Wayside signs are only to be displayed next to the affected track. Signs located beyond the first rail of an adjacent track do not apply to the track on which the train is moving unless otherwise specified by rule, special instruction, dispatcher message, or Form EC-1.

304.2 Unless stated otherwise in a dispatcher message or Form EC-1, wayside signs are located at the beginning and end of the restriction as indicated by the chart below:

Number of Tracks	Sign Location
One controlled track	Next to the affected track.
Two controlled tracks	On the field side (outside) of the affected track.
Three or more controlled tracks	To the field side of the affected track for the outside track(s) and next to the affected track for middle track(s).

304.3 Warning signs for temporary track speed restrictions and working limits are located at least two miles, but not more than two and one-half miles, from the beginning of the restriction.

304.4 When working limits and the limits of a temporary speed restriction are the same, only one set of warning signs will be displayed.

304.5 Permanent Reduce Speed signs are not required for the following:

- a. City ordinances, or
- b. Permanent speeds on other than main tracks.

304.6 Notify the train dispatcher if a Conditional Stop sign is not located at the point designated by dispatcher message or Form EC-1. Signs for working limits may be placed up to 30 minutes before the limits become effective as long as the employee-in-charge can communicate with any train or equipment that is approaching the limits.

- 304.7** Trains encountering wayside signs not covered by a dispatcher message or Form EC-1 instruction that are displayed next to the track on which the train is operating must:
- a. Warning Sign: Proceed prepared to stop in two miles and promptly report the occurrence to the train dispatcher. If no Conditional Stop sign or Temporary Reduce Speed sign is encountered in two miles, train must operate at restricted speed for an additional mile, or
 - b. Conditional Stop Sign: Stop the train immediately, contact the train dispatcher and be governed by his or her instructions, or
 - c. Temporary Reduce Speed Sign: As soon as sign is visible, reduce train to a speed not exceeding 10 MPH, report the occurrence to the train dispatcher. Unless released by the train dispatcher, do not exceed 10 MPH until:
 - a. Two miles after the leading end of the train passes the Temporary Reduce Speed sign, or
 - b. The rear of the train passes a Temporary End Restriction sign.

305 - Working Limits on Controlled Tracks

- 305.1** Working limits are designated by dispatcher message or Form EC-1 that specifies:
1. Date and times in effect,
 2. Milepost of both ends of the working limits,
 3. Employee-in-charge, and
 4. Tracks on which the working limits are in effect.
- 305.2** Trains must not enter or move inside working limits within 30 minutes prior to the effective time unless:
- a. The head end of the train can clear limits prior to the effective time, or
 - b. The locomotive operator receives permission from the employee-in-charge to enter the limits.
- 305.3** When working limits are in effect, the locomotive operator must receive permission from the employee-in-charge before a train:
- a. Proceeds past the point designated, or
 - b. Makes an initial movement within the limits, or
 - c. Proceeds from a location within the limits where the train stopped, or
 - d. Makes a reverse movement within the limits.
- 305.4** The employee-in-charge may grant permission for a train to proceed to one intermediate milepost location within the working limits and stop. Permission to proceed beyond the intermediate milepost location must be through the remaining limits.

305.5 Permission from the employee-in-charge must include:

1. Locomotive number,
2. Name of employee-in-charge,
3. Milepost location of the working limits,
4. Limits the train may occupy or pass,
5. In multiple track territory, the track on which the train may operate, and
6. The speed permitted within the limits that must be one of the following:
 - a. Restricted speed, or
 - b. A specific speed, or
 - c. Authorized speed.

305.6 When working limits include multiple controlled tracks in signal territory, the permission of the employee-in-charge does not provide information about train routing.

305.7 Speed granted by the employee-in-charge does not relieve employees from complying with speeds authorized by:

- a. Signal indication, or
- b. Special instructions, or
- c. Dispatcher message, or
- d. Form EC-1 instruction.

305.8 A train that stops within working limits must:

1. Notify the employee-in-charge that the train has stopped and the location of the head end, and
2. Not make further movement until granted permission by the employee-in-charge.

305.9 A work train assigned to perform work for the employee-in-charge within working limits is considered as part of the work force. A work train working within the limits must:

1. Make all movements at restricted speed and only as directed by the employee-in-charge,
2. Not proceed outside of the working limits without authority from the train dispatcher,
3. Comply with fixed signal indications,
4. Not operate switches on a controlled track without the permission of the train dispatcher and employee-in-charge,
5. In TWC territory, release Form EC-1 authority while operating within the working limits. The on-track authority of the employee-in-charge applies to the work train, and
6. Not occupy sidings or wye tracks without the permission of the train dispatcher.

306 - Train Coordination

306.1 To establish protection under train coordination, the roadway worker must:

1. Visually confirm the train is stopped,
2. Confirm with the train crew that the train holds exclusive authority on the segment of track and will not release the authority until notified by the roadway worker that it is safe to do so,
3. Instruct the train crew to only make movements as directed by the roadway worker, and
4. Notify the train crew when train coordination is no longer required.

306.2 After being notified by the roadway worker that train coordination protection has been established, the train crew must:

1. Only make train movements as directed by the roadway worker, and
2. Not release authority on the segment of track until notified by the roadway worker that it is safe to do so.

307 - Out-of-Service Limits

307.1 Tracks may only be removed from service when:

- a. Rendered inoperative by storm or flood, or
- b. Unsafe for rail movement and cannot be promptly restored to service, or
- c. Required for construction work.

307.2 Each end of the out-of-service limits must be defined by:

- a. Whole milepost, or
- b. Station name, or
- c. Other point defined in the dispatching system.

307.3 The train dispatcher must not issue Form EC-1 authority until:

1. Track to be used is clear of opposing and conflicting movements not part of the work group,
2. It is verified that no opposing or conflicting movements have been authorized,
3. Controlled signals granting access to the affected track are in Stop position, and
4. Blocking devices have been applied to switches and signals that grant access to the affected track, if required.

307.4 Train dispatcher must not display signals to proceed nor grant authority for movement into out-of-service limits until a dispatcher message or Form EC-1 instruction has been issued.

307.5 When out-of-service limits are in effect, the locomotive operator must receive permission from the employee-in-charge before a train:

- a. Proceeds past the point designated, or
- b. Makes an initial movement within the limits, or
- c. Makes a reverse movement within the limits.

307.6 Movements within the out-of-service limits must:

1. Be made only as directed by the employee-in-charge and not exceed restricted speed,
2. Not proceed outside of the limits without authority from the train dispatcher,
3. Comply with fixed signal indications and not operate switches without the permission of the train dispatcher and employee-in-charge, and
4. In TWC territory, release Form EC-1 authority while operating within the limits. The on-track authority of the employee-in-charge applies to the train within the limits.

308 - Train in Emergency

308.1 When a train moving on a controlled track or adjacent to a controlled track has an emergency application of the air brakes, the train crew must:

1. Immediately initiate an emergency radio transmission on the proper operating channel,
2. Notify the train dispatcher using the emergency tone,
3. Provide protection to other trains, if required,
4. Perform the required inspections, and
5. When permitted to proceed, operate at a train speed not to exceed 10 MPH for one train length.

308.2 The crew of a train stopped by an emergency application of the air brakes must give the following information to the train dispatcher:

1. Train identification,
2. Location of the head and rear of the train after the train is stopped,
3. Milepost one mile behind the rear of the train when the emergency application began,
4. The presence of hazardous materials or status as a Key train,
5. Situation as it is known (such as injuries, damage, or other pertinent information), and
6. Presence of adjacent controlled tracks.

308.3 A crewmember of a train stopped in emergency must provide warning for any adjacent controlled track the train dispatcher cannot protect. Maintain warning until:

- a. It has been determined that the adjacent controlled tracks are not obstructed, or
- b. Relieved by the train dispatcher.

501.7 A Form EC-1 is released in its entirety on the same form, as follows:

1. The employee must state his or her intent to release Form EC-1;
2. The employee must state the Form EC-1 number and date;
3. The employee must copy the release time, date, and initials given by the train dispatcher;
and
4. The receiving employee must ensure that all employees affected receive the information and mark their Form EC-1 accordingly.

502 - Other than Main, Signaled, or Siding Tracks

502.1 Tracks other than main, signaled, or sidings may be used without permission or authority from the train dispatcher or control station.

502.2 When a remote control zone is active, permission from the remote control operator foreman must be received and repeated before:

- a. Fouling tracks within the zone with any equipment, or
- b. Crossing at a highway-rail or pedestrian crossing within the zone, or
- c. Roadway worker or blue signal protection is established within the zone.

503 - Main, Signaled, and Siding Tracks

503.1 Any crewmember may obtain permission or copy authorities from the train dispatcher when under the direct supervision of the conductor or locomotive operator.

503.2 Controlled tracks and the authority for movement on those tracks is designated in special instructions. The train dispatcher supervises and grants authority for movement for trains and on-track equipment on controlled tracks. The following track types are controlled tracks:

1. Main tracks,
2. Signaled tracks, and
3. Sidings.

503.3 Sidings are designated in special instructions and are used for the purpose of meeting and passing trains. The following siding designations apply:

- a. Controlled Siding: A track designated in special instructions as a controlled siding. In signal territory, signals do not govern movement on the siding. Entrance and exit signals only authorize trains to enter or leave the siding, or
- b. Signaled Siding: A track designated in special instructions as a signaled siding where movement on the siding is authorized by block signals and signal rules apply to movement on the siding.

503.4 Trains must not enter a siding unless authorized by:

- a. Signal indication, or
- b. The train dispatcher.

- 503.5** Trains instructed to take siding must enter sidings at the first switch unless directed otherwise by the train dispatcher. Movement must not be made beyond the first switch unless:
- a. Protection has been provided by the train dispatcher, or
 - b. The train has authority to occupy the main track beyond the first switch.
- 503.6** A train instructed to take siding in TWC-D or TWC-ABS territory must report clear to the train dispatcher once the train has cleared the main track and switches have been restored for movement on the main track.
- 503.7** Inform the train dispatcher of any condition that affects the use of a siding. Do not leave equipment unattended on a siding without permission of the train dispatcher.
- 503.8** Employees in the operating cab of the lead locomotive must communicate to each other the following conditions that govern the movement of their train when seen and confirm the actions to be taken by the locomotive operator when passing:
- a. Signal aspect names, or
 - b. Yard limit signs, or
 - c. Warning signs, or
 - d. Temporary speed restrictions, or
 - e. Conditional Stop signs, or
 - f. Burning fusees.
- 503.9** A crewmember located in the operating cab of the lead locomotive must announce by radio the following conditions or occurrences. The announcement must include the direction of travel and in multiple track territory, the track name or number.
- a. Signal aspect name and location, or
 - b. Entry into TWC authority, or
 - c. Departure from TWC authority after reported clear to the train dispatcher, or
 - d. Passenger train arrival and departure at stations, or
 - e. The presence of cars loaded with pulpwood or poles in the train when approaching trains and equipment on adjacent tracks, or
 - f. Entry into a siding.
- 503.10** The employee at the controls of the equipment must announce by radio the following conditions or occurrences. The announcement must include the direction of travel, and in multiple track territory, the track name or number.
- a. Signal aspect name and location of any signal that requires the train to approach the next signal prepared to stop, or
 - b. Signal aspect name and location of any signal that requires operating at restricted speed, or
 - c. Entry into work limits.

503.11 If a train stops on a controlled track, a crewmember must announce by radio:

1. Train has stopped,
2. Reason for the stop,
3. Location of the head end, and
4. The above information every 15 minutes.

503.12 Other crewmembers not in the operating cab of the lead locomotive:

- a. Must acknowledge the announcement of:
 - a. Signal aspect name and location, or
 - b. Entry into TWC authority, or
 - c. Departure from TWC authority, or
 - d. Entry into working limits on controlled track.
- b. If other crewmembers fail to acknowledge these announcements, a job briefing must be conducted at the next stop.

503.13 A train that is required to stop on a main track, signaled track, or siding to be met or passed must:

1. Stop a minimum of 500 feet from the clearance point, and
2. After stopping, if additional room is required to clear, the train may move past the 500 foot location but must not foul the clearance point.

504 - General Signal Rules

504.1 General signal rules apply where special instructions, dispatcher message, or Form EC-1 designate the following Authorities for Movement are in effect:

- a. Track Warrant Control with Automatic Block Signals (TWC-ABS), or
- b. Main Track Yard Limits Signaled (YL-S), or
- c. Current of Traffic (COT) - Track Signaled in One Direction, or
- d. Traffic Control (TC), or
- e. Control Point (CP) Signals.

504.2 Trains must approach the beginning of signaled territory prepared to comply with the first signal in service.

504.3 Movements not governed by fixed signal indication must receive authorization from the train dispatcher then proceed at restricted speed to the:

- a. Next signal, or
- b. End of signaled territory if the movement is to enter non-signal territory, or
- c. In cab signal territory, trains may proceed in accordance with cab signal indication after clearing limits.

504.4 Trains may operate according to the indication of the next fixed signal governing the movement when:

1. The next governing signal can be plainly seen,
2. The rear of the movement has passed through all crossovers and turnouts, and
3. The train is not required to operate at restricted speed.

504.5 A signal indication requiring restricted speed applies until the leading end of the train reaches the next governing signal. When a signal aspect requiring restricted speed is displayed by a signal governing movements into non-signalized territory, it will apply until:

1. The entire movement clears turnouts and crossovers, and
2. Leading end of the train reaches the end of signalized territory.

504.6 Employees must observe block signals. When a train fails to actuate a signal properly:

1. Stop the train immediately,
2. Attempt to stop other trains affected, and
3. Notify the train dispatcher.

504.7 When the leading end of a train stops less than one locomotive length on either side of an Absolute signal, the train must not proceed again without receiving permission from the train dispatcher.

504.8 If a train enters a block on a signal indication that does not require restricted speed then stops, the train must:

- a. In COT, TC, and CP Territory - Proceed prepared to stop at the next signal, and not exceed 40 MPH unless governed by a slower speed. The train must not exceed 40 MPH until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.
- b. In YL-S and TWC-ABS Territory - Trains must proceed at a speed that permits stopping within one-half the range of vision, stopping short of a train, a car, an obstruction, on-track equipment or a Stop signal and not exceed 40 MPH unless governed by a slower speed to the next signal. The train must not exceed 40 MPH until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.
- c. In Cab Signal Territory - The train may proceed in accordance with cab signal indication.

701 - On-Track Safety and Job Briefing Requirements

701.1 A Roadway Work Group is any group of workers, regardless of class or craft, working on a common task that involves fouling a track. One designated roadway worker in each group, referred to as the employee-in-charge, provides on-track safety for all members of the group. The employee-in-charge is responsible for ensuring the working group receives a job briefing on the type of on-track safety to be established.

701.2 Prior to starting work that will require an employee to foul a track, the employee-in-charge or other designated employee must perform a job briefing with the group to discuss:

1. Tasks to be performed,
2. Sequence of basic job steps,
3. Potential hazards,
4. Requirement to inspect tools and equipment before use,
5. Personal protective equipment required,
6. Type of on-track worker protection provided,
7. Track or tracks protected,
8. Time limits of protection,
9. Rules governing protection being provided, and
10. Confirmation that all members of the group understand the job briefing.

701.3 Before any member of a Roadway Work Group fouls a track, the employee-in-charge must inform each roadway worker:

1. Of the on-track safety protection established at the work location, and
2. That there will be no change in the type of on-track safety protection without notification of the change to each roadway worker.

701.4 At the beginning of each tour of duty, or when communications are not immediately available, a lone worker must conduct a job briefing and communicate his or her work plan and intended procedures for on-track safety as soon as possible with:

- a. His or her designated supervisor, or
- b. An employee designated by the supervisor.

702 - Reserved

703 - Reserved

704 - EC-1/EC-1e Line 1 Authority

704.1 Before occupying or fouling a controlled track to perform short-term work or move on-track equipment, the employee-in-charge must:

1. Have a copy of the current day dispatcher bulletin for the territory involved, and
2. Receive authority to occupy or foul track and copy the authority onto line 1 of Form EC-1/EC-1e.

- 704.2** Use radio communication, if possible, when requesting Form EC-1/EC-1e line 1 authority and provide the following to the control station:
1. Your name and ID number,
 2. Specific location and milepost of initial occupancy,
 3. Specific track name or number,
 4. Beginning and ending limits of the request,
 5. Direction of travel needed, and
 6. Length of time necessary to complete work and clear the track.
- 704.3** Copy Form EC-1/EC-1e line 1 authorities onto the prescribed form in the prescribed format.
- 704.4** A Form EC-1/EC-1e line 1 authority may be issued in cases of emergency when a conflicting train is stopped within the required limits provided the train dispatcher confirms that the train is stopped. The employee requesting authority must:
1. Hold a job briefing with the crewmembers of the stopped train, and
 2. Identify the train ID, locomotive number, and location and record that information on Form EC-1/EC-1e.
- 704.5** When receiving and copying Form EC-1/EC-1e line 1 authority, copy the following into the remarks section:
1. Required information not contained in dispatcher bulletin, and
 2. The following required information on any preceding train:
 1. Locomotive number,
 2. Train number,
 3. Direction of travel, and
 4. Location.
- 704.6** After receiving and copying Form EC-1/EC-1e line 1 authority:
1. Conduct a job briefing with all employees who will operate or work under the authority,
 2. In multiple track territory, ensure all employees covered by the protection acknowledge the specific track to be occupied or fouled,
 3. Ensure all occupants of on-track equipment initial the copied Form EC-1/EC-1e, and
 4. If it has been 30 minutes or more between the initial job briefing and time the track will be occupied or fouled, read Form EC-1/EC-1e aloud and conduct another job briefing.
- 704.7** When issued a Form EC-1/EC-1e line 1 authority to follow a preceding train, do not foul or occupy the track until confirming the preceding train has passed the initial point of occupancy by:
- a. Visually identifying the train by locomotive number, or
 - b. Verbal confirmation from the train crew or train dispatcher.

704.8 The employee who received EC-1/EC-1e line 1 authority may permit on-track equipment movements not associated with the working group within the limits of the authority after:

1. Establishing on-track safety for the employees, and
2. Recording onto the proper form the name of the employee-in-charge of the other work group and the nature of the work to be performed.

704.9 Do not operate into any authority issued to another employee until that employee gives permission to occupy the track within the authority. If granted permission of opposing limits within the authority, operators of opposing equipment must:

1. Announce passing all mileposts, and
2. Confirm understanding of any do not pass limit.

704.10 When operating within the limits of an EC-1/EC-1e line 1 authority, employees must:

1. Stop at each control point and conduct a job briefing to verify authority extends beyond the control point before proceeding,
2. Not pass a preceding train without the permission and protection of the train dispatcher,
3. Not occupy or foul any track not covered by the authority,
4. Not move in a direction other than the one authorized, and
5. Not occupy a section of track after that section has been released or reported by.

704.11 Employees operating within the limits of EC-1/EC-1e line 1 authority must make radio announcements:

1. Stating initial occupancy location prior to fouling or occupying the track,
2. Prior to passing a control point, and
3. In non-signal territory, prior to passing each end of siding locations.

704.12 When making required radio announcements, employees must use positive identification and state:

1. Track name or number,
2. Direction of travel, and
3. Name and milepost of location.

704.13 When instructed by the train dispatcher to report by specific locations, make sure:

1. The entire movement is clear of the location in the specified direction before reporting by the location, and
2. To receive a new authority for those limits prior to occupying any portion of track reported by.

704.14 Promptly release EC-1/EC-1e line 1 authorities to the train dispatcher after the entire movement clears the limits of the authority. Make every effort to clear the limits before the expiration of the time authorized and do not consider the authority clear until the train dispatcher acknowledges his or her understanding.

- 704.15** If unable to clear the limits of an authority before the time limit expires, contact the train dispatcher and request a time extension. If unable to contact the train dispatcher or if the train dispatcher does not grant a time extension, do not exceed restricted speed until the authority is cleared.

705 - Individual Train Detection, Train Approach Warning, and Train Coordination

705.1 A lone worker may use Individual Train Detection for on-track safety when he or she:

1. Knows the required sight distance and has completed a Statement of On-Track Safety (SOTS1) before fouling the track;
2. Has access to a working radio;
3. Is performing routine maintenance or minor repairs that will not affect the safe passage of trains or on-track equipment;
4. Has completed a required job briefing, when communication is available;
5. Is not performing work in an interlocking, control point, or remotely controlled hump yard;
6. Has established a place of safety;
7. Has the ability to see and hear the approach of a train or on-track equipment and that ability is not impaired by noise, lights, weather conditions, passing equipment on adjacent tracks, or any other condition;
8. Is not prevented from hearing the approach of a train or on-track equipment and no power-operated tools or roadway maintenance machinery is in use; and
9. Maintains the required sight distance and has the unrestricted ability to reach the predetermined place of safety at least 15 seconds before a train moving at the maximum authorized track speed reaches his or her location.

705.2 When using Individual Train Detection:

1. Do not perform any work that interferes with the ability to see or hear the approach of a train or on-track equipment,
2. Maintain a constant lookout for approaching trains and on-track equipment,
3. Keep the completed SOTS1 form in your possession at all times when fouling the track, and
4. When a train or on-track equipment approaches, move to the designated place of safety at least 15 seconds before the train or on-track equipment reaches the location.

705.3 Use Train Approach Warning for on-track safety only if:

1. At least two qualified roadway workers are working together and one of the employees is designated as the watchman,
2. All employees can reach an established place of safety at least 15 seconds before a train or on-track equipment reaches the location,
3. A method of communicating the approach of a train is established,
4. Employees hold a job briefing and all confirm their understanding and responsibilities,
5. Employees are performing routine maintenance or minor repairs that will not affect the safe passage of trains or on-track equipment,
6. Watchman/lookout knows and maintains required sight distance,
7. Watchman/lookout has unrestricted ability to see and hear approaching trains or on-track equipment, and
8. Watchman/lookout has access to a working radio.

705.4 The employee protected by Train Approach Warning must:

1. Remain in a position that allows receiving a train approach warning from the watchman, and
2. Immediately move to the predetermined place of safety when a warning is received.

705.5 When Train Approach Warning is used to protect more than one employee, the watchman must be equipped with and use the following devices to provide warning:

1. Whistle or air horn,
2. White disc or flag when visibility is good, and
3. White light or red fusee when visibility is poor.

705.6 When Train Approach Warning is used to protect only one employee, audible and visual warnings are not required when:

1. Advanced watchman is not required, and
2. Watchman can physically touch the employee being protected.

705.7 The employee providing watchman duties for Train Approach Warning must:

1. Not foul any track unless necessary to provide warning,
2. Not perform any tasks unrelated to providing warning or that interfere with providing warning to the employee being protected,
3. Provide warning as if every train or on-track equipment movement is approaching at the maximum authorized speed allowed, and
4. Provide warning sufficiently in advance to allow all workers and watchman to reach the predetermined place of safety at least 15 seconds before the train or on-track equipment reaches the location.

705.8 When necessary to establish on-track safety on controlled tracks with Train Coordination, the employee-in-charge must:

1. Visually determine the train is stopped,
2. Conduct a job briefing with the crew of the train,
3. Determine the limits of the train's authority,
4. Determine which method of operation and related rules are in effect,
5. Instruct the train crew not to move unless directed by the employee-in-charge, and
6. Instruct the train crew not to release any authority until notified by the employee-in-charge that it is safe to do so.

705.9 Once Train Coordination is established, the employee-in-charge must ensure no members of the working group foul any track outside of the train's authority.

705.10 When Train Coordination on-track safety is no longer required:

1. Ensure all roadway workers are clear of the track, and
2. Inform the train crew that protection is no longer required and the instructions of the train dispatcher will govern their movements.

706 - Working Limits on Non-Controlled Tracks

706.1 To establish working limits on non-controlled tracks:

1. Make prior arrangements with the employee responsible for the track or tracks involved,
2. Ensure the tracks are not occupied by any equipment not under the control of the employee-in-charge, and
3. Make the tracks inaccessible to all trains, locomotives, and on-track equipment.

706.2 Make non-controlled tracks inaccessible to all trains, locomotives, and on-track equipment by one of the following methods:

- a. A flagman posted with instructions and the capability to hold all movements clear of the limits, or
- b. Lining and locking switches with an effective locking device in a position that prevents movement into the tracks, or
- c. Applying a derail that is locked with an effective locking device at a location that prevents movement into the working limits, or
- d. Discontinuity of the rail to prevent movement into the working limits.

706.3 When remotely controlled switches provide access to non-controlled tracks, the employee-in-charge must verify all of the following with the employee responsible for operating the remotely controlled switches:

1. Switches are lined in a position that prevents access into the tracks,
2. Locking devices or blocking has been applied to the switches to prevent operation, and
3. Locking or blocking will not be removed until permission has been granted by the employee-in-charge.

706.4 Working limits are not required on non-controlled tracks when moving on-track equipment from the clearing location to the work site or back. When moving equipment on non-controlled tracks:

1. Make prior arrangements with the employee who is responsible for movement on the tracks, and
2. Make all movements prepared to stop within one-half the range of vision, not exceeding 10 MPH.

707 - Working Limits on Controlled Tracks (Conditional Stop)

707.1 When long-term working limits will be necessary, the employee-in-charge must request a dispatcher message to be issued. The request must be made at least 14 hours in advance and include:

1. Subdivision;
2. Date;
3. Time limits;
4. Name and initials of the employee-in-charge;
5. Specific track limits of either milepost, control point, or main track yard limits; and
6. Any instructions related to the posting of signs.

707.2 Before any member of the working group fouls or occupies the track within the working limits, the employee-in-charge must:

1. Obtain a current dispatcher bulletin that contains the dispatcher message governing the working limits for that day;
2. Contact the train dispatcher and confirm the dispatcher bulletin date and dispatcher message number for the working limits;
3. Inform the train dispatcher if the signal system will be affected;
4. When control points are within the work limits, confirm with the train dispatcher how trains will move through the control point;
5. In multiple track territory, confirm with the train dispatcher which track will be occupied by work forces and which track will be used to pass trains;
6. Confirm with the train dispatcher the use and position of switches within the work limits;
7. Receive from the train dispatcher and copy on the dispatcher bulletin an authority number, train dispatcher OK and initials, and time authorized; and
8. Ensure signs are properly posted.

707.3 Signs are required in conjunction with long-term working limits and must be:

1. Clean and easily recognizable, and
2. Posted no more than 30 minutes in advance of the effective time, as long as the employee-in-charge has the ability to communicate with any train or equipment that approaches the working limits.

707.4 If permanent conditions prevent the display of wayside signs as directed by rule:

1. Train dispatcher must be notified, and
2. A dispatcher message must be issued stating how signs are displayed.

707.5 Unless stated otherwise in a dispatcher message or Form EC-1, wayside signs will be placed at the beginning and end of the restriction as indicated by the chart below:

Number of Tracks	Sign Placement
One	Place signs next to the affected track.
Two	Place signs on the field side (outside) of the affected track.
Three or more	Place signs to the field side of the affected track for the outside track(s) and next to the affected track for middle track(s).

707.6 Place Warning signs at least two miles, but not more than two and one-half miles, from the beginning of the working limits on each end.

707.7 Place Conditional Stop signs in the following locations:

1. The beginning of the limits on each end,
2. Each junction point, and
3. Other locations as specified in dispatcher message.

707.8 The employee-in-charge is responsible for all train and on-track equipment movements within the working limits and must make a written record on the prescribed form of all movements permitted to enter and move within the working limits.

707.9 Before granting permission for movements not part of the working group to enter or move within the working limits, the employee-in-charge must:

1. Ascertain that all men and equipment of the working group are clear of the limits or that portion of the limits on which the movement will be authorized to operate, and
2. Determine the track or portion of track is safe for movement.

707.10 The employee-in-charge must communicate the following information when granting permission for a train or on-track equipment to enter long-term working limits using the following verbiage:

1. Locomotive number of a train or name of on-track equipment operator,
2. Name of the employee-in-charge of the working limits,
3. Milepost location of the working limits or specific portion of the working limits the train or on-track equipment may occupy, and
4. Permitted operating speed of the train or on-track equipment that must be one of the following:
 - a. Restricted speed, or
 - b. A specific speed, or
 - c. Authorized speed.

707.11 The employee-in-charge may permit a train or on-track equipment to proceed to one intermediate location within the working limits and stop. When safe to do so, the employee-in-charge must clear the movement through the entire remaining limits.

707.12 After granting permission to a train or on-track equipment that is not part of the working group to enter and move in the working limits, the employee-in-charge must not allow men and equipment in the working group to foul the track until verifying that the movement is clear of the limits.

707.13 The employee-in-charge must plan to have all employees and equipment clear of the working limits before the expiration time. Before clearing the authority, make certain:

1. All men and equipment of the working group are clear of the limits,
2. The track is safe for normal operation or the train dispatcher has been advised of any necessary restrictions for movement,
3. All trains and on-track equipment that were cleared to enter and move within the limits have cleared the limits, and
4. Promptly remove signs after the work authority expires or is canceled.

- 707.14** When employee-in-charge determines the track cannot be cleared before the expiration time, he or she must take one of the following actions at least five minutes before the expiration:
- a. Obtain a new authority from the train dispatcher, or
 - b. Post a flagman at each Warning sign.

708 - Flag Protection to Establish Emergency Working Limits

- 708.1** If unable to contact the train dispatcher to establish working limits, use flag protection in the following circumstances:
- a. In emergency situations; or
 - b. To protect defects in track, bridge, culvert, or other track structure; or
 - c. In unusual situations such as being unable to clear an authority before it expires.
- 708.2** Do not use flag protection when weather conditions obstruct or affect visibility, except in an emergency.
- 708.3** When using flag protection, maintain it in both directions until:
- a. The condition is corrected, or
 - b. Notified by the train dispatcher that protection has been provided and all affected trains have been notified.
- 708.4** Do not allow trains and on-track equipment to proceed beyond the point flagged until:
1. The employee-in-charge provides the flagman with written instructions, and
 2. The flagman shows the instructions to the locomotive operator or equipment operator.

709 - Maintenance Lock-Out, No-Check Functions, and Local Control

- 709.1** The electronic signal specialist (ESS) must give permission to place a control point in maintenance lock-out or no-check functions. Provide the following information to the ESS who must then provide the information to the train dispatcher:
1. Title and name of employee receiving the permission,
 2. Track designation,
 3. Track limits, and
 4. Time limits.
- 709.2** Before testing and inspecting the control point in maintenance lock-out or no-check functions:
1. The receiving employee must repeat the permission to the ESS,
 2. The ESS must confirm the repeated information is correct, and
 3. Proper on-track safety must be provided before fouling the track.

Chapter 8 - On-Track Worker Qualifications

800 - Prerequisites for Engineering Employee Qualification

800.1 Prior to seeking qualification, engineering employees must:

1. Have a valid driver's license appropriate for the vehicle to be operated, and
2. Attend an engineering department operating rules class and successfully complete all requirements.

801 - Responsibilities of Employee Seeking Qualification

801.1 Employees must be qualified on the physical characteristics of the territory. To become qualified, the employee must make two trips on two separate days:

1. With an employee who is qualified on the territory, and
2. Over the entire territory on which employee is to be qualified. If qualifying on the complete subdivision, the trip must be over the complete subdivision. If qualifying on a portion of a subdivision, the trip must include a minimum of four control points.

801.2 When making a qualifying trip, the employee must:

1. For practice purposes only, copy the movement authority onto the prescribed form. The authority received and copied by the employee-in-charge will be the document used to occupy and move,
2. Observe the job briefing between the train dispatcher and the employee-in-charge,
3. Conduct job briefings during the trip,
4. Demonstrate the ability to operate the on-track equipment throughout the trip, and
5. Observe and receive instruction from the employee-in-charge on the physical characteristics.

801.3 The employee seeking qualification must demonstrate knowledge and ability on the following procedures:

1. Basic operation of hi-rail equipment and on-track equipment,
2. Electronically requesting an authority for long-term working limits,
3. Obtaining the authority using a dispatcher bulletin and 707 forms,
4. Conducting a job briefing with the train dispatcher,
5. Placing signs,
6. Conducting a job briefing with the working group,
7. Complying with operating rules governing the operation of switches on controlled tracks,
8. Managing others using long-term working limit protection, and
9. Clearing trains and on-track equipment movements through working limits.

801.4 During the qualification trips, the employee must demonstrate proficiency and knowledge of timetable and special instructions and physical characteristics of the territory.

802 - Responsibilities of Examining Employee

- 802.1** The examining employee must obtain an Initial Operating Rules Qualification Form and Territory Qualification Form before beginning a qualification trip. He or she must also make certain the qualifying employee demonstrates proficiency on:
1. Electronically requesting an authority for long-term working limits, and
 2. Properly requesting and copying an authority from the train dispatcher.
- 802.2** The examining employee must verbally test the qualifying employee on his or her knowledge of the:
1. Timetable and method of operation on the territory,
 2. Operating rules, and
 3. On-track worker rules.
- 802.3** During the qualification trip, the examining employee must:
1. Permit the employee to operate the on-track equipment, and
 2. Record the employee's performance against the criteria contained on the Initial Operating Rules Qualification Form.
- 802.4** During the qualification trip, the examining employee must confirm the employee's ability to:
1. Properly apply the operating and on-track worker rules,
 2. Communicate effectively with the train dispatcher,
 3. Apply understanding of the applicable rules and procedures for obtaining authorities,
 4. Conduct a job briefing with the team regarding the method of on-track safety, and
 5. Describe the sign placement requirements.

803 - Responsibilities of Supervisor

- 803.1** Only a non-contract supervisor may determine if an employee is qualified on a territory. The manager must accompany the employee on a trip over the territory and supervise the employee's performance of the following:
1. Identifying the specific method(s) of operation for the territory,
 2. Obtaining the movement authority from the train dispatcher,
 3. Operating the on-track equipment, and
 4. Demonstrating knowledge of the physical characteristics of the territory.
- 803.2** An engineering department manager qualified on rules and the territory must verbally test the qualifying employee on timetable special instructions and physical characteristics for the desired territory. After the employee has successfully demonstrated knowledge of the territory and proficiency in the application of the appropriate operating and on-track worker rules, the manager must complete the Territory Qualification Form, file it with the employee's supervisor, and provide a copy to the employee.
- 803.3** If the qualifying employee successfully completes all the requirements, the manager will complete the Initial Operating Rules Qualification Form and enter the qualification into the appropriate computer system.

804 - Qualification As Employee-in-Charge

804.1 Do not perform service as an employee-in-charge unless all of the following conditions are met:

1. Employee has attended an engineering department operating rules class and successfully completed all requirements,
2. Employee has been qualified as an employee-in-charge, and
3. Employee has completed a trip over the territory in the previous 36 months. If the employee has not completed a trip over the territory in the previous 36 months, the employee must be re-qualified.

805 - Short-Term Project Procedure

805.1 If necessary to provide short-term qualification for an employee-in-charge, the designated supervisor is responsible for:

1. Qualifying the employee-in-charge on the required portion of the territory,
2. Entering the qualification of the employee in the appropriate system, and
3. Removing the qualification when the project ends.

805.2 The employee-in-charge of a short-term project must be qualified on:

1. The physical characteristics of the specific work location to include a minimum of two additional control points or, in TWC-D territory, a minimum of two additional miles on each side of the project limits; and
2. CSX operating rules and on-track safety rules.

805.3 The employee-in-charge is responsible for the following:

1. Contacting the responsible signal supervisor to obtain current timetable and dispatcher bulletins for the territory,
2. Placing signs for establishing long-term working limits, and
3. Conducting a job briefing with the maintainer responsible for the territory that includes addressing the physical characteristics of the territory.

1002 - Use of Railroad Supplied Electronic and Electrical Devices

- 1002.1** No individual located in the cab of a controlling locomotive shall use a railroad supplied electronic or electrical device unless all crewmembers hold a job briefing and all agree the use is safe. The only authorized use of these devices is to perform railroad business functions directly related to the duty of employees. Special instructions specify the purposes of the device and its authorized business.
- 1002.2** No employee operating the controls of a train or locomotive shall use a railroad supplied electronic or electrical device when:
- a. Train or locomotive is moving, or
 - b. Any member of the crew is on the ground during a switching operation, or
 - c. Any railroad employee is assisting in preparation of the train for movement.
- 1002.3** A railroad operating employee outside the cab of a controlling locomotive may use a railroad supplied electronic or electrical device only when all of the following conditions are met:
1. All crewmembers hold a job briefing and all agree the use of the device will not interfere or distract from safety or performance of duties,
 2. The employee is not engaged in a switching operation,
 3. The employee is not fouling a track, and
 4. The employee is not within four feet of the nearest rail.
- 1002.4** No part of this rule restricts the use of the following devices:
- a. Electronic control systems and information displays, either fixed or portable, within the locomotive cab, or
 - b. Remote control transmitter necessary to operate a train or conduct switching operations, or
 - c. Railroad issued radios, or
 - d. Railroad approved electronic devices to monitor air quality, noise, or other environmental conditions.

1003 - General Radio Rules

- 1003.1** Use radios only:
- a. To perform company business, or
 - b. To contribute to safety.
- 1003.2** Employees must not knowingly transmit any:
- a. False emergency communications; or
 - b. Obscene, indecent, or profane remark; or
 - c. Unnecessary, irrelevant, or unidentified communication.
- 1003.3** Do not use radio communications to convey instructions that would have the effect of overriding the indication of a fixed signal, except in the case of a train dispatcher providing permission to pass a Stop indication in accordance with the operating rules.

1003.4 Only a member of the same crew may transmit information about the position or aspect displayed by a fixed signal to train and engine employees.

1003.5 Employees must keep radios:

1. In the ON position with volume adjusted to receive communications, and
2. Set for the proper channel.

1003.6 Special instructions designate:

1. Location of base and wayside stations,
2. Hours of operation, and
3. Channels assigned to stations.

1003.7 If non-railroad communication interferes with radio or other wireless communications, the employee must attempt to determine the origin or identity of the interference and report the occurrence to the proper authority. The report must include:

1. Exact date and time,
2. Nature of the interference, and
3. Origin or identification of the interference.

1003.8 Only persons authorized by the Federal Communications Commission (FCC) can make internal adjustments to a radio.

1003.9 Employees must permit FCC representatives to inspect radio equipment and required FCC documents.

1004 - Radio Requirements for Trains and On-Track Equipment

1004.1 Before departing an originating terminal, each train must be equipped with the following:

1. A working radio in the occupied controlling locomotive, and
2. One of the following:
 - a. Working radio on another locomotive in the consist, or
 - b. Other means of wireless communications.

- 1004.2** When roadway workers are present and trains have access to work locations or adjacent tracks, the following apply:
- a. Each employee-in-charge and lone worker must:
 1. Have immediate access to or be equipped with a working radio, and
 2. Monitor transmissions from train movements in the vicinity.
 - b. Maintenance of way equipment traveling together under the same authority without locomotive assistance must have:
 1. A working radio on at least one piece of equipment,
 2. Capability to communicate between the equipment traveling together, and
 3. Intra-group communications capability upon reaching the work site.

1005 - Testing Radio Equipment

- 1005.1** Test each radio and wireless voice communication device prior to beginning a work assignment by:
1. Initiating a voice transmission with another radio, and
 2. Receiving a confirmation of clarity.
- 1005.2** When a radio or wireless voice communication device fails a required test, the employee must:
1. Remove the device from service,
 2. Report the failure to the dispatcher or yardmaster, and
 3. Establish other means of communication to ensure safety and reduce delay.
- 1005.3** If a working radio on an occupied, controlling locomotive fails en route, the train can continue until the earlier of the following:
- a. Next calendar day inspection is performed, or
 - b. Reaching the next forward location where facilities are available to repair or replace the radio.