Operating Rules

Notice

These rules:

- ***Are effective April 1, 2017.***
- Govern conditions and actions on railroads operated by CSX in the United States.
- Supersede all previous versions of *CSX Transportation Operating Rules & Signal Aspects and Indications*.
- Are dedicated to the men and women of CSX, to help us work as a team to provide our customers with the safest, most cost-effective, and environmentally responsible rail transportation services in the industry.

While every effort has been made to create a comprehensive set of operating rules, it is impossible to write a rule book that covers every circumstance. Therefore, where no specific rule applies, rely on good judgment and follow the safest course available.

THIS BOOK IS THE PROPERTY OF

CSX TRANSPORTATION

AND ITS RAILROAD SUBSIDIARIES

ISSUED TO:

NAME:	**JOB TITLE:**

THIS BOOK MUST BE RETURNED TO A SUPERVISOR UPON DEMAND OR WHEN LEAVING SERVICE.

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 CSX employee must be in possession of his or her own copy of the documents below. Foreign line employee operating on CSX tracks must have at least one of each of the below documents available for immediate use.

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.

101.2 The following applies to bulletins:

1. System bulletins implement changes in rules and system-wide operating practices,
2. Division bulletins implement changes in timetable special instructions, and
3. Procedural instruction manuals implement changes in train dispatching operating practices.

101.3 System and division bulletins and notices will:

1. Be numbered consecutively;
2. Expire at 2359 on the last day of March, June, September, and December; and
3. Be reissued, as necessary, effective 0001 on the first day of January, April, July, and October.

102 - CSX Standard Time

102.1 CSX standard time is equivalent to United States Eastern Time using the 24-hour clock system. CSX standard time can be determined by:

a. Time displayed by the dispatching system, or
b. Contacting the control station, or
c. Calling RNX 388-5000 or Bell 904-381-5000.

102.2 Employees governed by timetables, dispatcher messages, or Form EC-1 must carry a watch that:

1. Indicates hours, minutes, and seconds; and
2. Must not lose or gain more than one minute in a 12-hour period.

102.3 Employees who are required to carry a watch must verify the watch is set to CSX standard time before beginning work activity:

1. The ranking employee of the crew or working group is to set his or her watch to CSX standard time, and
2. Other members of the crew or working group are to set their watches to that of the ranking employee.

103 - CSX Property and Interest

103.1 Employees must keep CSX electronic devices, tools, keys, or other property:

1. In a safe, clean, and working condition;
2. Available for use as required; and
3. Protected against unauthorized use or theft.

103.2 Do not use CSX equipment or communication systems unnecessarily or for unauthorized personal business.

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.

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.

205.9 If a marker fails en route:

1. Report the occurrence to the train dispatcher, and
2. Proceed to the next location where the marker light can be repaired or replaced.

206 - Two-Way Telemetry

206.1 Freight trains must be equipped with armed and working two-way telemetry unless one of the following conditions is met:

a. Train is light locomotives only, or

b. A crewmember has the ability to initiate an emergency brake application from the rear third of the train, or

c. Train has 4,000 trailing tons or less and will not exceed 30 MPH or operate on a section of track where grade is 2% or more, or

d. Train has more than 4,000 trailing tons and will not exceed 30 MPH or operate on a section of track where grade is 1% or more.

206.2 Passenger trains must be equipped with tested, armed, and operable two-way telemetry unless one of the following conditions is met:

a. All cars are equipped with accessible emergency brake valves, or

b. The rear car is equipped with an accessible emergency brake valve and is occupied by a radio-equipped crewmember, or

c. The train has 24 cars or less and:

1. Equipped as described in the table below:

Number of Cars	Emergency Brake Valve Must Be In or In a Car Behind
4	2nd car
5 or 6	3rd car
7 or 8	4th car
9 or 10	5th car
11 or 12	6th car
13	9th car
14 or 15	10th car
16	11th car
17 or 18	12th car
19	13th car
20 or 21	14th car
22	15th car
23 or 24	16th car

2. Operating on a 2% grade or more:

1. Prior to descending, the locomotive operator must confirm through the conductor that a radio-equipped crewmember is stationed in the rearmost emergency-brake-valve equipped car, and

2. While descending, the crewmember located at the rearmost emergency brake valve must maintain constant radio communication with the locomotive operator until the train has descended the grade.

206.3 Inspection trains operating with passenger equipment do not require two-way telemetry.

206.4 Perform the following procedure to arm two-way telemetry:

1. Enter the ID code of the EOT into the head-of-train device,

2. Press the TEST button on the EOT,

3. Press the appropriate ARM NOW button on the HTD, and

4. Make certain that emergency capability is established as indicated by an EMERG ENABLED or ARMED message.

206.5 When notified by the mechanical department that the emergency capability of telemetry passed a bench test, no further test is required. When telemetry is not bench tested, perform the following test:

1. Charge the brake pipe to the required pressure for the train,
2. Close the angle cock between the rear car and the EOT,
3. Activate the emergency feature on the HTD,
4. Make certain the air pressure immediately exhausts from the EOT and the readouts on the EOT and HTD indicate zero pressure, and
5. Open the angle cock between the rear car and the EOT and verify that air pressure is restored.

206.6 Two-way telemetry must be disarmed when the locomotive is cut off and will no longer be the controlling locomotive on the train. To disarm emergency capability:

1. Change the code in the HTD to 00000, and
2. Press the appropriate button to disarm.

206.7 Telemetry can be used to perform air brake tests and meet two-way equipped requirements when the following conditions are met:

1. The controlling locomotive has an operative HTD,
2. The rear car is equipped with an operative EOT capable of two-way communication, and
3. The readouts displayed by the EOT and HTD do not differ by more than three PSI.

206.8 When a helper locomotive is coupled ahead of the controlling locomotive of the train, the helper locomotive is not required to be equipped with an HTD capable of two-way telemetry or to be armed to the EOT as long as all of the following conditions are met:

1. Two-way radio communication is established and maintained between the locomotive operators of the helper locomotive and the locomotive of the train,
2. The locomotive operators of the helper locomotive and the train must confirm radio communication before the train resumes operation and before reaching the crest of the grade, and
3. The train must be stopped when radio communication is lost.

206.9 Two-way telemetry must be regarded as failed en route when it cannot be armed at a location other than the originating terminal or when messages indicating the following are displayed on the HTD:

a. Dead battery, or
b. Replace battery, or
c. Valve failure, or
d. Disarmed, or
e. Front-to-rear no communication.

NOTE: Rear-to-front no communication is not a failure message.

206.10 A freight train that has an en route failure of two-way telemetry must not exceed 30 MPH and must not traverse a 2% grade unless one of the following conditions are met:

a. An occupied helper locomotive or an occupied caboose or shoving platform equipped to initiate an emergency brake application is coupled to the rear of the train. The employees on the head and rear must:

1. Ensure radio communication is established and maintained,
2. Verify communication just prior to cresting the grade,
3. Stop the train if safe to do so if communication fails before cresting the grade, and
4. Initiate an emergency application of the air brakes if train speed exceeds authorized speed by 5 MPH or more.

b. A radio-controlled locomotive capable of initiating an emergency brake application from a command from the controlling locomotive is in the rear one-third of the train and under the control of the locomotive operator on the head end.

206.11 A passenger train that has an en route failure of two-way telemetry must not move on 2% grades and must correct the condition at the first location where repairs can be made or when an air brake test is required unless a radio-equipped crewmember is positioned in the rearmost car containing an accessible emergency brake valve. Periodic Passenger Train Running Air Brake tests must be performed until the failure is corrected.

206.12 Immediately report the EOT or HTD defect to the train dispatcher, yardmaster, or mechanical desk when any of the following below occur. Record HTD defects on the locomotive work report.

a. Low or failed battery; or

b. Loss of communication; or

c. Failure to establish or loss of emergency capability; or

d. Defective or inoperative marker, motion detector, or air pressure sensing equipment.

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-signaled 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.

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.

308.4 When notified that a train has stopped by an emergency application of the air brakes, the train dispatcher must:

1. Inform the train crew of any adjacent controlled tracks that cannot be protected by the train dispatcher,
2. Not authorize trains on adjacent controlled tracks to pass until it is determined the train in emergency:
    a. Does not contain hazardous materials cars, or
    b. All hazardous materials cars have been inspected and found to be safe.
3. Advise the crew of the train stopped in emergency when other movements have been authorized to pass on adjacent controlled tracks, and
4. Grant permission for a train on adjacent controlled tracks to pass a train in emergency by issuing a Form EC-1 instructing the passing train crew to operate at restricted speed.

308.5 Key trains may proceed after:

1. A walking inspection of the entire train is performed. If stopped at a location where it is not possible to inspect the train safely, if safe to do so, the train may be moved not exceeding 5 MPH to the nearest place the inspection can be performed, and
2. The inspection reveals it is safe to proceed.

308.6 When there are adjacent tracks, the train may proceed after:

a. A walking inspection of the entire train is performed to ensure there are no conditions that would endanger the train or train movements on adjacent track(s), or
b. A roll-by inspection not exceeding 10 MPH may be performed by a crewmember or other qualified employee located on the ground provided all of the following conditions are met:
    1. Train is not a Key train,
    2. Train brakes release,
    3. Brake pipe pressure is restored at the rear of the train, and
    4. A visual inspection from the head end does not indicate any unsafe condition.
    5. Track adjacent to the train in emergency is not occupied,

308.7 When there are no adjacent tracks, a train stopped by an emergency application of the air brakes must not proceed until a walking inspection of the entire train is performed unless all of the following conditions are met:

1. Train is not a Key train,
2. Train brakes release,
3. Brake pipe pressure is restored at the rear of the train, and
4. A visual inspection from the head end does not indicate any unsafe conditions.

308.8 When performing an inspection of a train that was stopped by an emergency application of the air brakes, verify:

1. No cars are derailed,
2. No load has shifted,
3. Track structure appears to be undamaged,
4. No other conditions exist to prevent safe movement, and
5. Train dispatcher is informed of the results of the inspection.

308.9 When a walking inspection reveals a defect that can be repaired by the employee making the inspection, a roll-by inspection not exceeding 10 MPH may be performed on the remaining portion of the train by an employee on the ground after all of the following conditions are met:

1. Train is not a Key train,
2. Track adjacent to the train in emergency is not occupied,
3. Train brakes release,
4. Brake pipe pressure is restored at the rear of the train, and
5. A visual inspection does not indicate any unsafe condition.

308.10 If an inspection reveals a derailment, damage, or any condition that affects the safe movement of the train:

1. Stop the movement, if performing a roll-by inspection,
2. Inform the train dispatcher, and
3. Perform a walking inspection of the remaining portion of train, if safe to do so.

308.11 All trains operating on a controlled track that receive notification that a train is in emergency on an adjacent track must comply with the following:

a. A train moving in the same direction as a train in emergency must:

    1. Reduce to restricted speed before reaching the reported location,
    2. Stop before passing the rear of the train in emergency, and
    3. Not proceed past the train in emergency until permission is received from the train dispatcher.

b. A train moving in the opposite direction of a train in emergency must:

    1. Stop before passing the head end of the train in emergency using good train handling unless conditions require an emergency brake application, and
    2. Not proceed past the train in emergency until permission is received from the train dispatcher.

409 - Securement of Cars

409.1 Complete the following steps before applying hand brakes to cars that will be left unattended:

1. Bunch slack when applying hand brakes on the low end of a grade and stretch slack when applying on the high end,
2. Fully apply the independent brake, and
3. Make a full service application of the automatic brake.

409.2 Apply and test hand brakes on the required number of cars to be left unattended as follows:

a. The number specified in special instructions, or

b. On each car when one or two cars are to be left unattended, or

c. On a minimum of two cars if three or more cars are to be left unattended.

409.3 After applying the required number of hand brakes to the cars:

1. Verify hand brake chains are tight,
2. Instruct the locomotive operator to release the independent and automatic brakes, and
3. Verify the brake shoes on the B end of cars are against the wheels of cars with hand brakes applied.

409.4 To test that hand brakes are sufficient to hold the equipment, observe equipment for one minute with air brakes released:

a. Hand brakes are sufficient if no movement occurs after one minute, or

b. Hand brakes are not sufficient if movement occurs. Stop the movement by applying the independent brake and making a full service application of the automatic brake then apply additional hand brakes and repeat the test for sufficient hand brakes until no movement occurs during the one-minute observation.

409.5 To test that a hand brake on a single car is sufficient to hold the equipment, push against the car with the locomotive:

a. The hand brake is sufficient when a retarding effect is observed, or

b. The hand brake is not sufficient if no retarding effect is observed. Do not leave a single car that fails the test for sufficient hand brake unattended unless a minimum of two additional cars with tested hand brakes are coupled to the car.

409.6 Before cutting away from cars connected to air:

1. Make a full service brake pipe reduction,
2. Verify that the brake pipe exhaust stops before closing the angle cock, and
3. Ensure the angle cock is open on the equipment to be left unattended.

Chapter 5 - Centralized Train Dispatching and Authorities for Movement

500 - Dispatcher Bulletins, Dispatcher Messages, and Release Forms

500.1 Before occupying a controlled track, the locomotive operator and conductor, if assigned, must:

1. Obtain a legible dispatcher bulletin and release form that contains the correct names, employee IDs, and train ID;
2. Determine that all documents correspond with each other;
3. Confirm that all crewmembers read and understand the requirements; and
4. Retain and observe the dispatcher bulletins on all trips during a tour of duty.

500.2 Contact the train dispatcher when the release form:

a. Is not available when reporting for duty, or

b. Time shows that more than four hours have elapsed since the crew went on duty.

500.3 Do not occupy a subdivision that is not listed on the dispatcher bulletin until the locomotive operator or conductor contacts the train dispatcher and obtains:

a. A dispatcher bulletin containing dispatcher messages for the subdivision, or

b. Form EC-1 instructions for the subdivision.

500.4 When the train dispatcher transmits a release form verbally, the conductor or locomotive operator must:

1. Repeat the dispatcher bulletin number and total number of messages to the train dispatcher; and
2. Record the train dispatcher's OK, effective time, and initials on the dispatcher bulletin.

500.5 Each dispatcher message is in effect until fulfilled or canceled, only a dispatcher message specifying the name of an employee-in-charge or a particular locomotive number may be superseded. Each dispatcher message must be in the prescribed format that includes:

1. Sequential item number,
2. Dispatcher message number, and
3. Total number of lines in the dispatcher message.

500.6 When a dispatcher bulletin does not contain the correct conductor and locomotive operator names and employee IDs, the train dispatcher must be notified to confirm the dispatcher bulletin number. Yard assignments are not required to notify 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.

503.14 A sterile cab must be established when:

a. Obtaining Form EC-1 instructions, or

b. Receiving permission to pass a Stop signal, or

c. Required to operate at Restricted speed, or

d. Operating on a signal indication or by rule that requires approaching the next signal prepared to stop, or

e. A minimum of two miles from the end limits of an authority designated on a Form EC-1, or

f. A minimum of two miles from and maintained until the movement has cleared the following:

1. A 25 MPH or less temporary speed restriction, or
2. Working limits, or
3. Location of a reported malfunction of a Highway-Rail crossing at grade.

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-signaled territory, it will apply until:

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

509.6 Trains moving against the current of traffic must:

1. Approach fixed signals at a speed that permits compliance with the most restrictive aspect that such signals can display. Signal indications do not authorize movement against the current of traffic, and
2. Not change direction to move with the current of traffic unless authorized by the train dispatcher.

509.7 A train operating against the current of traffic must not make a reverse movement until the train receives verbal permission of the train dispatcher and:

1. The train dispatcher ensures the track to be used is clear of opposing movements, and
2. Form EC-1 authority to operate against the current of traffic is released.

510 - Traffic Control (TC)

510.1 When the authority for movement on controlled tracks is designated in special instructions, dispatcher message, or Form EC-1 as TC, general signal rules are also in effect and signal indication authorizes and governs train movements in either direction.

510.2 Trains must not enter or make an initial movement on controlled tracks in TC territory unless authorized by signal indication or verbal authority from the train dispatcher.

510.3 The conductor or locomotive operator must have authority from the train dispatcher to enter a controlled track at a hand-operated switch and must promptly operate the switch(es) once authorized to do so.

510.4 A train must not clear at a hand-operated switch unless:

a. Equipped with a signal or electric lock, or
b. Permanent authorized speed over the switch does not exceed 20 MPH, or
c. On a signaled siding with no intermediate signals and authorized speed does not exceed 30 MPH.

510.5 A train, using a track on which it is not permitted to clear, must leave part of the train on the connecting signaled track or leave the switch open until the work is completed.

510.6 When a train clears the track at a hand-operated switch and the switch(es) have been restored to normal position:

1. The conductor or locomotive operator must report clear to the train dispatcher, and
2. The train must not re-enter that block without authorization of the train dispatcher.

511 - Controlled Point (CP) Signals

511.1 When the authority for movement on controlled tracks is designated in special instructions, dispatcher message, or Form EC-1 as CP, general signal rules are also in effect and signal indication authorizes and governs train movements in either direction.

511.2 Trains must not enter or make an initial movement on controlled tracks in CP territory unless authorized by signal indication or verbal authority from the train dispatcher.

511.3 When the rear of the movement is stopped between the home signals of a controlled point or railroad crossing at grade, signal indication or permission of the train dispatcher is required to:

a. Make a reverse movement, or

b. To make a forward movement after making a reverse movement.

511.4 If a signal aspect permitting a train to proceed changes to a Stop signal before it is reached, the train crew must:

1. Stop using safe train handling techniques unless conditions require an emergency brake application, and
2. Report the signal change to the train dispatcher.

511.5 If the train dispatcher stops a train while it is moving through a control point, the train must not move in either direction until receiving:

a. A proper signal, or

b. Authorization from the train dispatcher.

511.6 When the leading end of a train stops less than one locomotive length on either side of a signal associated with a control point, the train must not proceed again without receiving permission from the train dispatcher.

512 - Cab Signal System (CSS) - General

512.1 Cab Signal System (CSS) rules apply where designated in special instructions, dispatcher message, or Form EC-1.

512.2 The movement of a train not equipped with cab signal apparatus is prohibited, except when authorized in special instructions or Form EC-1 as follows:

1. Movement is governed by fixed signal indication, and
2. Movement is made at restricted speed unless the train dispatcher authorizes an alternate method of operation.

Chapter 6 - Train Dispatching

600 - General Train Dispatcher Rules

600.1 The following positions report to the chief train dispatcher and must also comply with instructions of other company officers:

1. Train dispatchers, and
2. Assistant chief train dispatchers.

600.2 The assistant chief train dispatcher has the authority of the chief train dispatcher when the chief train dispatcher is absent.

600.3 Train dispatchers and assistant chief train dispatchers are accountable for the following:

1. Directing the movement of trains and on-track equipment in a safe and efficient manner in accordance with rules and special instructions,
2. Preventing any trains from going on the hours of service on single main track,
3. The accuracy of instructions and information repeated by employees,
4. The proper operation of signals and appliances,
5. Recording their hours of service properly,
6. Employees assigned under their direction, and
7. The management of the office and dispatching console.

600.4 Train dispatchers must:

1. Give clear and direct instructions,
2. Take prompt action to provide protection against any known condition that could affect safety,
3. Maintain information and records as required,
4. Keep a record of trains and on-track equipment, and
5. Record and report to the chief train dispatcher:
    a. Unsafe conditions; or
    b. Defects in locomotives, cars, track, signals, wayside detectors, and related equipment; or
    c. Delays, including trains that cannot operate at normal speed; or
    d. Other unusual occurrences.

600.5 When instructions are misunderstood or questions develop, the train dispatcher is to provide a clear explanation. If there is a failure to reach mutual understanding, notify the chief train dispatcher for definitive instructions.

600.6 When notified of an injury or illness to an employee or the public, an emergency, an unsafe condition, or a situation that compromises the security of a freight train, passenger train, or on-track equipment, the train dispatcher must:

1. Determine the nature of the emergency and identify the necessary support personnel required,
2. Use available information and determine the:
    1. Geographical area, including state and county;
    2. Specific location, including street or highway name and milepost location; and
    3. Rail lines within the area.
3. When necessary, protect and apply blocking, and
4. Notify:
    1. Trains and employees affected,
    2. Chief train dispatcher, and
    3. PSCC.

601 - Train Dispatching System

601.1 During the transfer of dispatching duties, train dispatchers must:

1. Review the CSX Procedural Instruction Manual (PIM), System Bulletins, Division Bulletins, Dispatcher Transfer Report and the reading file for updates;
2. Understand all blocking protection, the movement of trains, on-track equipment, and work forces;
3. Use the Dispatcher Transfer to sign on to the Computer Aided Dispatch (CAD) system; and when applicable, in the presence of the train dispatcher being relieved.

601.2 It is the responsibility of the train dispatcher to ensure blocking is properly applied to all routes and devices and maintained until no longer needed.

601.3 When a problem exists with the communication system or CADS, the train dispatcher must:

1. Report the problem to the:
    1. Chief dispatcher, and
    2. Electronic Signal Specialist (ESS), and
2. Record the problem in dispatcher remarks, and
3. Make it a part of the dispatcher transfer until the problem is resolved.

601.4 When applying blocking protection a detailed description of the affected area must be included in the remarks section and updated accordingly.

602 - Managing Dispatcher Bulletins, Dispatcher Messages, and Form EC-1

602.1 When creating an EC-1 track authority or if the editable wording on the read back of a Form EC-1 line 1 is changed:

1. Ensure proper blocking is applied, and
2. Maintain the blocking until no longer needed.

602.2 To ensure accuracy of the Form EC-1 read back, the train dispatcher must:

1. Ensure that the blocking preview matches the limits being communicated,
2. Tab through, in sequential order, the yellow highlighted data fields on the readback screen. This must be done simultaneously while the employee provides a repeat of the readback information, and
3. Not engage in unrelated tasks.

602.3 Train dispatchers will give the dispatcher message number to the employee requesting a dispatcher message for the following:

a. Temporary speed restrictions, or

b. Malfunction of automatic grade crossing warning devices.

602.4 Any dispatcher message with an effective time must be issued 14 hours prior to the requested time unless authorized by the proper authority or in the case of an emergency.

602.5 Only send one dispatcher bulletin and release form, consisting of two copies, to a train at any one station. If a bulletin is requested you must ensure a previous bulletin has not been sent. If necessary to send an additional set of bulletins, a release form must not be sent.

602.6 Send a corrected dispatcher bulletin only after the conductor or locomotive operator notifies the train dispatcher that the original dispatcher bulletin has been destroyed.

602.7 When a new dispatcher bulletin is created for the same designated train with the same origin and destination at any one station, take the following steps to activate the dispatcher bulletin:

1. Confirm the new dispatcher bulletin number with the train crew,
2. Do not activate the new dispatcher bulletin until the train crew is on the train, and
3. Verify the new dispatcher bulletin is properly activated.

602.8 When necessary to use one train crew to move more than one train with one dispatcher bulletin, the train dispatcher must apply the dispatcher bulletin to each train to be moved.

603 - Managing Signals and Signal Appliances

603.1 When a requested signal does not clear, the train dispatcher must not request the signal to Stop until it is recalled and the indication is observed on the overview.

603.2 Do not operate or clear signals and signal appliances for opposing or conflicting movements, except in an emergency. When necessary to change a signal or route for which signals are cleared, the affected train must be stopped unless it is confirmed the train can comply.

603.3 When using signals and signal appliances to protect against conflicting movements, the train dispatcher must:

1. Ensure the track segment is clear of other movements. The CAD may be used to determine the track segment is clear if the movement is continuously observed and there is no other practical way of identifying the location of the movement; and
2. Apply blocking after properly lining, coding, and ensuring the indication in the field corresponds with controlled Absolute signal(s) and/or switch(es).

603.4 When signals and signal appliances controlled by another employee are used to protect against conflicting movements, the train dispatcher will:

1. Instruct the employee to provide the proper blocking to prevent conflicting movements, and
2. Record the following in the remarks portion of the track block form:
    1. Initials of the employee providing the blocking,
    2. Location, and
    3. Date and time blocking was applied and removed.

603.5 Do not operate signals or control point appliances that are occupied by a train. Restore switches, derails, and movable-point frogs to the normal position only after the movement has cleared the appliances.

604 - Controlled Point (CP) Signals

604.1 Controlled point signals govern the use of the routes of a controlled point. They must be operated sufficiently in advance of approaching trains to avoid unnecessary delay.

604.2 Keep controlled absolute block signals in Stop position, except when displayed for a movement.

605 - Controlled Point Appliances

605.1 Observe indications from the field to ensure the controlled point appliances and the controlled point functions agree.

605.2 Do not use controlled point functions to provide protection if indications from the field are not observed.

605.3 When the position of controlled point appliances are unknown:

1. Apply blocking, and
2. Notify the employee in the field to properly line and secure the appliance as follows:
    a. For dual-controlled appliances, lock in hand position, or
    b. For non-dual-controlled appliances, physically secure against unintentional movement.

605.4 Before authorizing an employee to place a dual-controlled power-operated switch in hand position, the train dispatcher must ensure that:

1. Proper blocking has been applied, and
2. There are no conflicting movements, and
3. None have been authorized.

606 - Permission to Pass a Stop Signal

606.1 Before giving permission to pass the Stop signal, the train dispatcher must:

1. Determine the specified track is clear of conflicting movements and no conflicting movements have been authorized;
2. Properly position affected appliances and if any show as Out-of-Correspondence, Code Failure, or Low Air Activated, movement over the appliance must be made by;
    a. Instructing the crew to place the switch in the “hand’ position, or
    b. Ensure affected appliance is physically secured against unintentional movement
3. When conditions allow, request the signal the same as if it could be displayed to proceed;
4. Apply blocking devices;
5. After implementing the above procedures and issuing instructions concerning any power-operated switches, the train dispatcher will instruct the train:
    1. "After stopping, proceed by Stop signal at _____ (location) from track _____ to _____ track in the _____ direction, switches in motor or hand," and
    2. When permission is given to pass a Stop signal in order to couple to cars or to move to location short of a block signal, include this information in the instructions.
6. Confirm instructions to receiving employee when the employee repeats authorization correctly.

607 - Managing Train Movements

607.1 Train dispatchers must furnish information relating to the movement of trains to company officers and those authorized by the chief train dispatcher.

607.2 If a train passes a Stop signal without permission, the train dispatcher must immediately:

1. Stop that train and other trains affected, and
2. Report the incident to the chief train dispatcher and Network Operations.

607.3 When the train dispatcher is electronically or verbally notified of information related to a train that is no longer on his or her territory, inform the chief train dispatcher and appropriate train dispatcher.

607.4 When notified of an alert that does not contain any information, the train dispatcher must notify the chief train dispatcher of this occurrence.

608 - Train Authorities

608.1 Before granting an authority, the train dispatcher must ensure the specified track:

a. Where main track yard limits non-signaled (YL) is in effect the portion of yard limits being authorized is clear of track authorities, or

b. Where TWC-D is in effect, is clear and no movements have been authorized.

608.2 The train dispatcher may grant a single direction authority to enter non-signal territory in order to shove out on to the main track to clear the switch and proceed in the opposite direction of the shove movement. For PTC active subdivisions the authority must match the direction of each movement or a bi-directional authority must be used.

608.3 Before authorizing a train to enter or to foul a signaled track or controlled siding or to cross from one such track to another, the train dispatcher must ascertain that:

1. The track section is clear of any conflicting movements and no conflicting movements have been authorized, and
2. The signals or the switches or both are blocked and coded in position to prevent any conflicting movements into such track sections and remain so until the train occupies the track.

608.4 The train dispatcher may grant permission for movement against the current of traffic at a control point. Before authorizing such movement on Form EC-1, the train dispatcher must determine that:

1. The specified track is clear of conflicting, or
    a. Conflicting movements are controlled by Form EC-1
2. Signals governing conflicting movements are in Stop position at the point of restriction and 1 signal proceeding the point of restriction.
3. Blocking is applied to protect against opposing movements, and
4. Blocking devices remain applied until the movement against the current of traffic is complete.

608.6 When a siding is occupied, the train dispatcher must notify the train or on-track equipment entering the siding that the siding is occupied.

608.7 To change or cancel an authority, the train dispatcher must first:

1. Contact the train,
2. Determine the train has not entered the limits of the authority before canceling the authority, and
3. Receive acknowledgment that the locomotive operator understands the authority will change or be canceled.

608.8 Before permitting a locomotive to enter the block or authority of a standing train to assist the standing train, the train dispatcher must:

1. Issue a Form EC-1 instruction to prevent the standing train from moving, and
2. Receive confirmation that a clear understanding as to the location of the standing train exists between both crews.

608.9 When hand-operated switches are used in Track Warrant Control non-signal territory (TWC-D), the train dispatcher must use the train dispatcher radio to confirm:

1. Location of the switch(es) operated,
2. Switch(es) were restored and locked in normal position,
3. Time switch(es) were initially reversed,
4. Time switch(es) were restored and locked in normal position,
5. Name of the employee who operated the switch(es), and
6. The Switch Position Awareness Form (SPAF) was initialed by both the conductor and locomotive operator.

609 - Permission to Make a Reverse Movement

609.1 Before authorizing a reverse movement train dispatcher must ensure:

1. The track is clear or conflicting movements are controlled by:
    a. Absolute signal, or
    b. Dispatcher message, or
    c. Form EC-1, or
    d. Withholding authority.
2. Proper blocking is applied, and
3. Train will remain within the authorized limits.

623 - Signals Not Functioning Properly and Unexplained Occupancy Lights

623.1 When informed of an improper signal, the train dispatcher must:

1. Stop all train movements;
2. Notify the signal specialist of the location and the aspect observed by the train;
3. Not attempt to move trains beyond the location, change the signal aspect, or change signal appliances until a signal specialist arrives; and
4. Be governed by the instructions of the signal specialist.

623.2 A signal aspect that changes from one indication to another more than once is considered as functioning erratically and the train dispatcher must:

1. Discontinue operation of the signal,
2. Block control point signal, and
3. Promptly report the condition to the signal specialist.

623.3 Promptly report to the signal specialist when track occupancy lights:

a. Are unexplained, or

b. Remain on behind a train, or

c. Remain on after track or signal work.

623.4 When a train leaves two or more track occupancy lights on or the last track occupancy light on when leaving signal territory, the train dispatcher must:

1. Stop the train, and
2. Instruct the crew to make a complete inspection of both sides of the train and report the results of the inspection to the train dispatcher. Instruct the crew to inspect the train by:

    a. Walking inspection, or

    b. Roll-by inspection not to exceed 5 MPH.

623.5 When the employee responsible for inspecting or repairing the reported problem gives notification of arrival at the location, the train dispatcher must promptly issue a track authority to the employee.

624 - Weather

624.1 The train dispatcher must contact the engineering department when conditions caused by weather may interfere with switches, derails, or movable-point frogs.

624.2 When an authorized employee provides notification that he or she is ready to perform heat inspections or flash flood warning inspections, the train dispatcher must promptly issue a track authority.

1000.6 The use of the following electrical and electronic devices is not restricted:

a. A medical device that has been prescribed by a medical professional and approved for use by the csx medical department; or

b. A digital watch whose only purpose is as a timepiece; or

c. A stand-alone calculator; or

d. Electronic control systems and information displays, either fixed or portable, within the cab of equipment; or

e. Remote control transmitter necessary to operate a train or conduct switching operations; or

f. Railroad issued radios; or

g. Railroad approved electronic devices to monitor air quality, noise, or other environmental conditions.

1001 - Use of Electronic and Electrical Devices on Locomotives

1001.1 Personal cameras or the camera feature of a personal electronic or electrical device may only be used on a locomotive by authorized personnel when the use is necessary to document a condition or for the analysis of a locomotive system. Authorized personnel are:

a. Supervisors, or

b. Mechanical department employees, or

c. Contractors assigned to perform work for CSX.

1001.2 Personal electronic and electrical devices may be used on a locomotive for minimal use when all of the following conditions are met:

1. Locomotive is stopped;

2. No crewmember is riding on equipment or on the ground during a switching operation;

3. No person is engaged in the repair, fueling, or other preparation of the train or locomotive for movement; and

4. All crewmembers conduct a job briefing and all agree the use is safe and will not distract or interfere with the performance of safety related duties.

1001.3 The employee at the controls of a locomotive may use a railroad supplied electronic or electrical device for business purposes after all of the following conditions are met:

1. Locomotive is stopped;

2. No crewmember is riding on equipment or on the ground during a switching operation;

3. No person is engaged in repair, fueling, or other preparation of the train or locomotive for movement; and

4. All crewmembers conduct a job briefing and all agree the use is safe and will not distract or interfere with the performance of safety related duties.

1001.4 Employees in the cab of a controlling locomotive and not at the controls may use a railroad supplied electronic or electrical device for business purposes after the following conditions are met:

1. Sterile Cab is not required, and
2. All crewmembers conduct a job briefing and all agree the use is safe and will not distract or interfere with the performance of safety related duties.

1001.5 Electronic and electrical devices may be used for the following business purposes on a locomotive:

a. Receiving, reporting, or documenting railroad work; or

b. Communicating with a customer, supervisor, or train dispatcher related to company business; or

c. Using the digital storage and viewing functions to access railroad rules, special instructions, or other directives.

1002 - Use of Electronic and Electrical Devices On or About Tracks

1002.1 Personal cameras or the camera feature of a personal electronic or electrical device may only be used for business purposes on or about tracks and only by the following authorized personnel:

a. Supervisors, or

b. Mechanical department employees, or

c. Engineering department employees, or

d. Contractors assigned to perform work for CSX.

1002.2 Engineering and Mechanical department employees may use personal electronic and electrical devices for business purposes when all of the following conditions are met:

1. Employee is not at the controls of moving equipment or working mechanized equipment,
2. Employee is not located within the defined “red zone” of operating mechanized equipment,
3. Employee is not fouling a track unless the appropriate protection for the type of worker has been established, and
4. Use will not distract or interfere with the performance of safety related duties.

1002.3 Transportation employees may use electronic and electrical devices for business purposes when on or about tracks after the following conditions are met:

1. Employee is not fouling a track or otherwise within four feet of the nearest rail, and
2. A job briefing is held and all agree the use is safe and will not distract or interfere with the performance of safety related duties.

1009.3 Follow the procedure below for transmitting and repeating mandatory directives:

Step	Responsible Party	Action
1	Train Dispatcher	Call the employee or train addressed and state the intention to transmit a mandatory directive.
2	Receiving Employee	State title, name, and location. Confirm being prepared to receive mandatory directive.
3	Train Dispatcher	State name of person copying mandatory directive. Transmit the mandatory directive.
4	Receiving Employee	Copy the mandatory directive in writing on the prescribed form and in the prescribed format. Read back to the train dispatcher what has been written.
5	Train Dispatcher	Ensure accuracy of repeated directive. State time and initials of employee authorized to issue mandatory directives.
6	Receiving Employee	Record the time and initials given. Acknowledge the train dispatcher by repeating that information. State receiving employee's initials.

1009.4 Only those addressed by mandatory directives may act on them. Before acting on a mandatory directive, the employees affected must:

1. Each have a written copy, and
2. Make certain all members of the crew or work group read and understand it.

1009.5 When mandatory directives have been fulfilled, annulled, or canceled, employees must:

1. Clearly mark the directive with an X, and
2. Retain Form EC-1 for a period of 7 days.

1010 - Emergency Transmissions

1010.1 Emergency transmissions have priority over all other transmissions. Employees not involved in transmitting or responding to emergency transmissions must keep the channel clear for the duration of the emergency communications.

1010.2 When making an emergency transmission:

1. Transmit the words EMERGENCY, EMERGENCY, EMERGENCY,
2. Describe the situation and location, and
3. If no response is received, take necessary actions to ensure safety.

1010.3 Use emergency transmissions to report:

1. Accidents;
2. Emergency applications of the air brakes;
3. Storms, washouts, or flooding that affect safe rail operations;
4. Fires on the right-of-way, bridges, or track structure;
5. Obstructions to the track; and
6. Any other conditions that could cause:
    a. Injury to employees or the public, or
    b. Derailment or damage to property.

1010.4 The station transmitting the emergency message must broadcast the words EMERGENCY MESSAGE TERMINATED when normal radio communications can resume.

Chapter 12 - Signal Aspects and Indications

1280 to 1298 - Standard

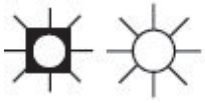
1280 Rules 1281 through 1298 show aspects that are displayed on color light signals, color position light signals, and semaphore signals. The aspects of semaphore signals are displayed by the position of the blade and/or the color of the light. The shape and color of semaphore blades have no significance.

Except as indicated in Rules 1281B(e), 1281C(d), 1291(a)(b)(c)(d)(e)(f)(h)(i)(j), 1293, 1294, and 1295, the presence of a number plate, C marker, P marker, or yellow triangle marker does not change the indications of the signal.

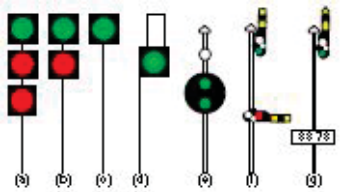
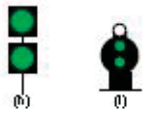
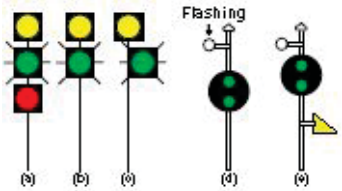
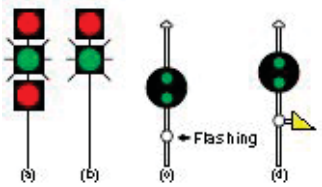
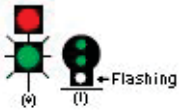
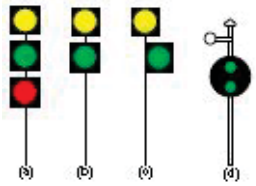
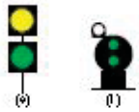
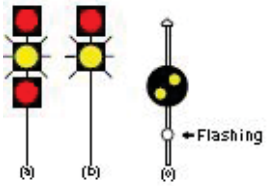
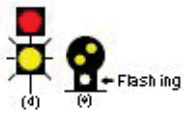
Except as indicated in Rules 1281B, 1282, 1282A, 1284, and 1290, the offset lower units of a signal will not be illuminated.

Note:

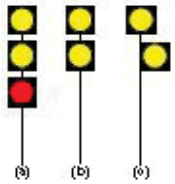
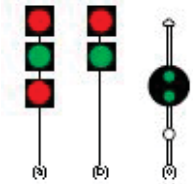
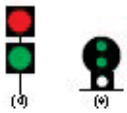
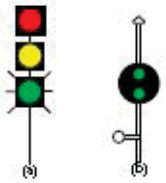
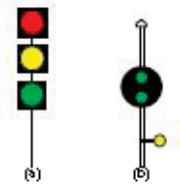
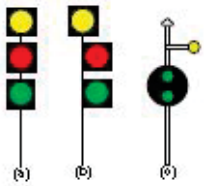
1. Numbers shown on number plates are illustrations only.
2. The following light illustration will indicate the signal is flashing.



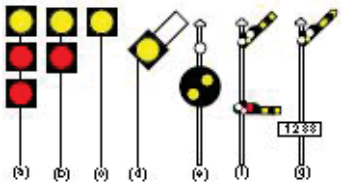
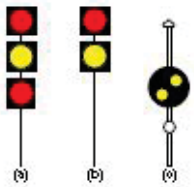
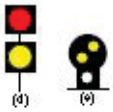
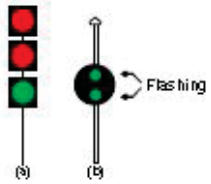
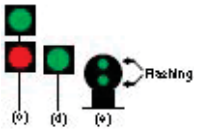
1281 through 1282

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1281			**CLEAR**	Proceed.
1281B			**APPROACH LIMITED**	Proceed, approaching next signal not exceeding Limited Speed.
1281C			**LIMITED CLEAR**	Limited Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.
1282			**APPROACH MEDIUM**	Proceed, approaching next signal not exceeding Medium Speed.
1281D			**LIMITED APPROACH**	Limited Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, prepared to stop at next signal.

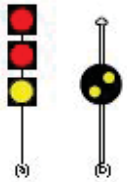
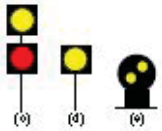
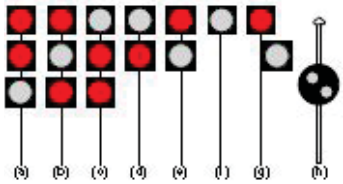
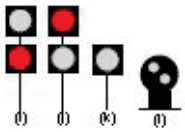
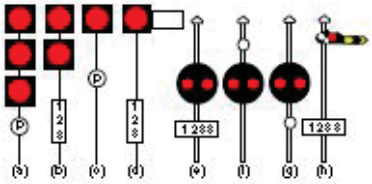
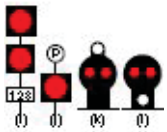
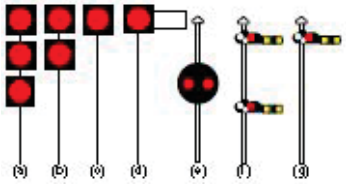
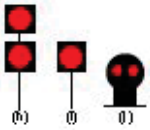
1282A through 1284

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1282A			ADVANCE APPROACH	Proceed, prepared to stop at second signal.
1283			MEDIUM CLEAR	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.
1283A			MEDIUM APPROACH MEDIUM	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, approaching next signal not exceeding Medium Speed.
1283B			MEDIUM APPROACH SLOW	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, approaching next signal not exceeding Slow Speed.
1283C			MEDIUM ADVANCE APPROACH	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, prepared to stop at second signal.
1284			APPROACH SLOW	Proceed, approaching next signal not exceeding Slow Speed.

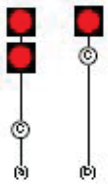
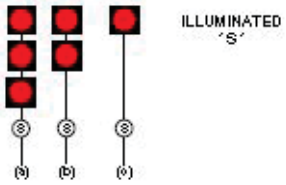
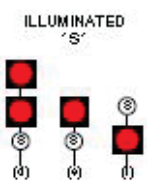
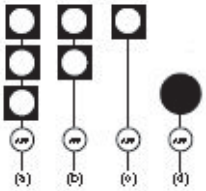
1285 through 1287

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1285			**APPROACH**	Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must immediately begin reduction to Medium Speed as soon as the locomotive passes the Approach signal.
1285A			**DISTANT SIGNAL**	Approach next signal prepared to stop. **Note**: This signal provides information only about the next signal, not conditions of the track ahead.
1286			**MEDIUM APPROACH**	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, prepared to stop at next signal.
1287			**SLOW CLEAR**	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.

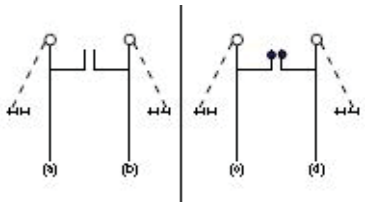
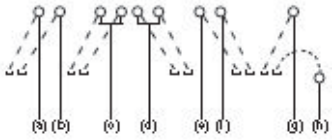
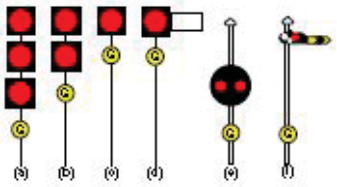
1287A through 1292

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1287A			**SLOW APPROACH SLOW**	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, approaching next signal not exceeding Slow Speed.
1288			**SLOW APPROACH**	Slow speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, prepared to stop at next signal.
1290			**RESTRICTING**	Proceed at Restricted Speed.
1291			**RESTRICTED PROCEED**	Proceed at Restricted Speed.
1292			**STOP**	Stop.

1293 through 1295

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1293			**STOP AND CHECK**	Stop and check position of drawbridge, spring switch, derails, or gates protecting railroad crossings. If way is clear and drawbridge, spring switch, derails, or gates are in proper position, proceed at Restricted Speed. **NOTE**: Stop and Check signal is designated by **C** Marker.
1294			**STOP AND OPEN SWITCH**	Stop and open hand-operated switch. **Note**: Stop and Open Switch signal is designated by an illuminated **S** marker.
1295			**APP MARKER**	Proceed, approaching next signal or switch position indicator as authorized by the aspect displayed. If the signal is dark, proceed, prepared to stop at the next signal or switch until it can be plainly seen that indication of next signal or switch indicator allows train to proceed. **Note**: A signal equipped with **APP** marker provides information only about the next signal, not conditions of the track ahead.

1296 through 1298

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1296			DOLL ARM	**EXPLANATION:** A track intervenes between the signal and the track governed by the signal. When more than one track intervenes, the number of doll arms, with or without blue lights, is correspondingly increased.
1297			ADJACENT OR BRACKETED SIGNALS	**EXPLANATION:** Right-hand signal governs right-hand track and left-hand signal governs left-hand track.
1298			GRADE	**INDICATION:** Proceed at Restricted Speed. **Note**: Grade signal is designated by a **G** marker.

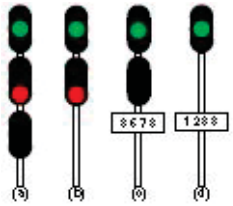
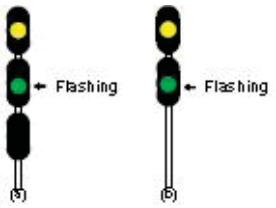
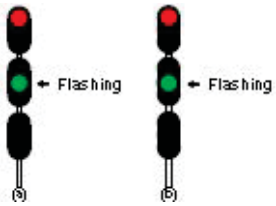
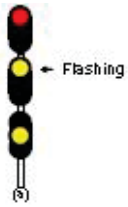
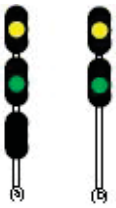
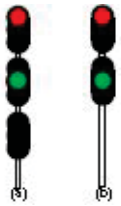
C1280 to C1298 - Chessie

C1280 Rules C1281 Through C1298 show aspects that are displayed on color light signals.

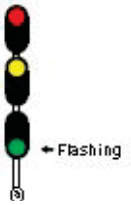
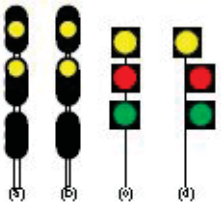
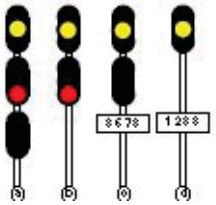
Except as indicated in Rules C1281(e), C1285(e), and C1291(a)(b)(c)(d), the presence of a number plate does not change the indication of the signal.

Note: Numbers shown on number plates are illustrations only.

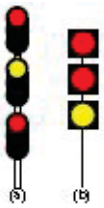
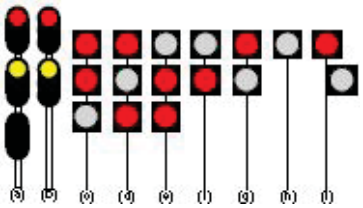
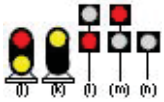
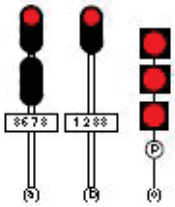
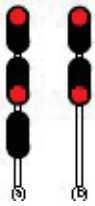
C1281 through C1283

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
C1281			**CLEAR**	Proceed.
C1281B			**APPROACH LIMITED**	Proceed, approaching next signal not exceeding Limited Speed.
C1281C			**LIMITED CLEAR**	Limited Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.
C1281D			**LIMITED APPROACH**	Limited Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, prepared to stop at next signal.
C1282			**APPROACH MEDIUM**	Proceed, approaching next signal not exceeding Medium Speed.
C1283			**MEDIUM CLEAR**	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.

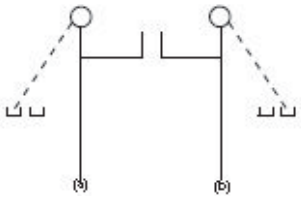
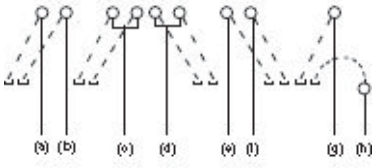
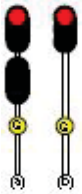
C1283A through C1287

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
C1283A			MEDIUM APPROACH MEDIUM	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, approaching next signal not exceeding Medium Speed.
C1283B			MEDIUM APPROACH SLOW	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, approaching next signal not exceeding Slow Speed.
C1284			APPROACH SLOW	Proceed, approaching next signal not exceeding Slow Speed.
C1285			APPROACH	Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must immediately begin reduction to Medium Speed as soon as the locomotive passes the Approach signal.
C1286			MEDIUM APPROACH	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed prepared to stop at next signal.
C1287			SLOW CLEAR	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.

C1288 through C1292

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
C1288			**SLOW APPROACH**	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed prepared to stop at next signal.
C1290			**RESTRICTING**	Proceed at Restricted Speed.
C1291			**RESTRICTED PROCEED**	Proceed at Restricted Speed.
C1292			**STOP**	Stop.

C1295 through C1298

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
C1295			**APP MARKER**	Proceed, approaching next signal or switch position indicator as authorized by the aspect displayed. If the signal is dark, proceed, prepared to stop at the next signal or switch until it can be plainly seen that indication of next signal or switch indicator allows train to proceed. **Note**: A signal equipped with **APP** marker provides information only about the next signal, not conditions of the track ahead.
C1296			**DOLL ARM**	**EXPLANATION:** A track intervenes between the signal and the track governed by the signal. When more than one track intervenes, the number of doll arms, with or without blue lights, is correspondingly increased.
C1297			**ADJACENT OR BRACKETED SIGNALS**	**EXPLANATION:** Right-hand signal governs the right-hand track and left-hand signal governs the left-hand track.
C1298			**GRADE**	**INDICATION:** Proceed at Restricted Speed. **Note**: Grade signal is designated by a **G** marker.

CR1277 to CR1295 - Conrail

CR1277 General Requirements; Qualifying Features

The signal aspects and indications illustrated in rules CR1279 through CR1295 govern the movement of trains. Other aspects must not be used unless shown in the timetable with location, indication, and name.

Aspects are shown by one or more of the following methods:

a. The color lights, or
b. The flashing of lights, or
c. The position of lights, or
d. The position of semaphore arms, or
e. The shape of the signal background on a position light dwarf or pedestal signal, or
f. The shape, color, or lettering of signs.

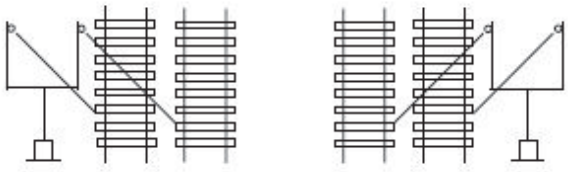
The following figure is used with signal aspects to indicate a flashing light.

The following figure is used with signal aspects to indicate a number plate.

A number plate attached to a signal's mast or in an adjacent location signifies that the signal's most restrictive indication is more favorable than Stop. Number plates are illustrated in these rules only when they are needed to qualify the signal aspect.

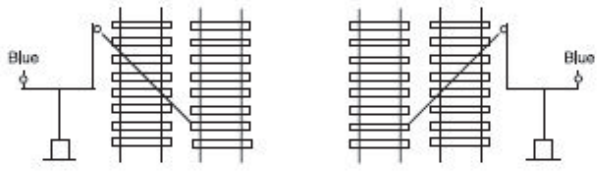
Where signals are located on a bracket post to display aspects for two tracks, the right-hand signal governs the track to the right, and the left-hand signal governs the track to the left.

Example:



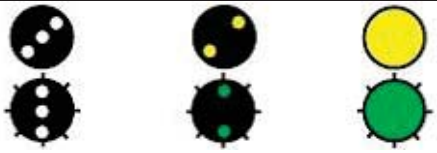
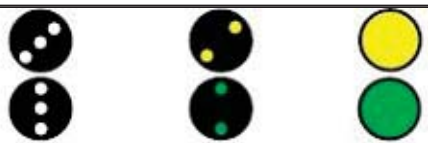
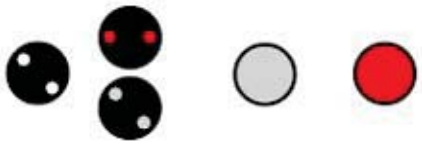
Where a track intervenes between the signal and the track governed, a dummy mast, marked by a blue light or reflector, will be placed to the field side of the signal.

Example:



CR1279 Cab Signal Aspects

In accordance with CSX Rules regarding cab signals conforming to fixed signals, the following chart illustrates the cab signal aspect that must conform to the applicable fixed signal.

Name	Aspects	SDU Display
Clear		The center speedometer numerals in green.
Cab Speed		A green band 0 to 80 MPH.
Approach Limited		A green band 0 to 45 MPH.
Approach Medium		A green band 0 to 45 MPH.
Approach		A green band 0 to 30 MPH.
Restricting		A green band 0 to 20 MPH, yellow band at 0.
Stop Signal		A green band 0 to 20 MPH, yellow band at 0.
Some locomotives are equipped with a Speed Display Unit (SDU) that displays an authorized speed, rather than an aspect representation of a fixed signal.		

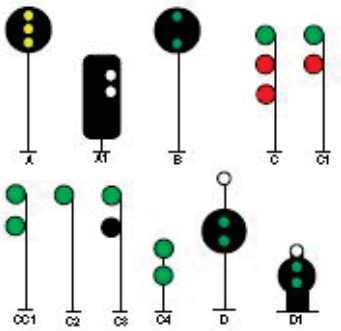
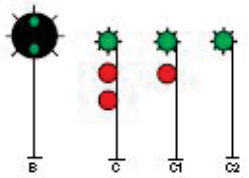
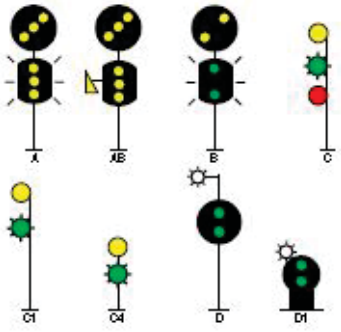
The following chart identifies the cab signal(s) that must be displayed to conform to each fixed signal in accordance with CSX Rules regarding cab signals conforming to fixed signals.

Fixed Signal	Conforming Cab Signal(s)
Clear	Clear
Cab Speed	Clear, Cab Speed, Approach Limited, Approach Medium
Limited Clear	Approach Limited, Approach Medium
Medium Clear	Approach Medium
Approach Limited	Approach Limited, Approach Medium
Approach Medium	Approach Limited, Approach Medium
Advance Approach	Approach Limited, Approach Medium
Medium Approach	Approach
Approach	Approach
Approach Slow	Approach
Slow Clear	Restricting
Slow Approach	Restricting
Restricting	Restricting
Stop & Proceed	Restricting
Stop Signal	Restricting

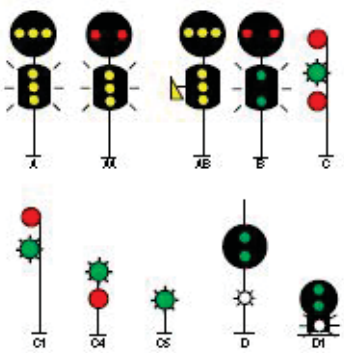
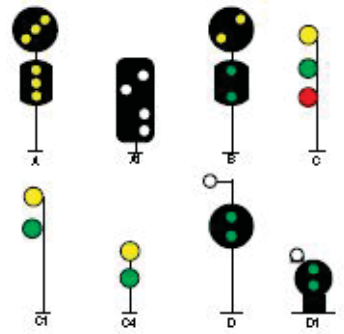
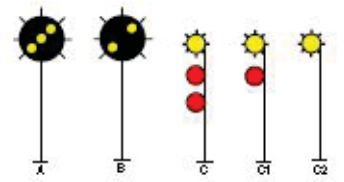
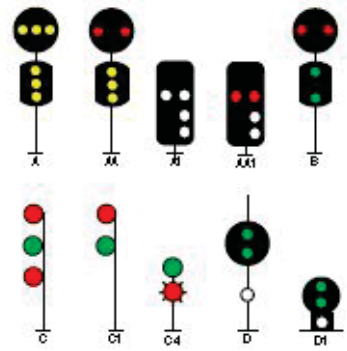
When the movement of a train is governed solely by the cab signal, the indication of the fixed signal with the same indication (i.e. Clear, Cab Speed, Approach Limited, Approach Medium, Approach, or Restricting) will apply. Movements are governed solely by cab signals when:

a. The train is operating in territory where cab signals are used without fixed automatic block signals, or
b. The cab signal changes between fixed signals, or
c. The cab signal is more restrictive than the fixed signal when the train enters a block.

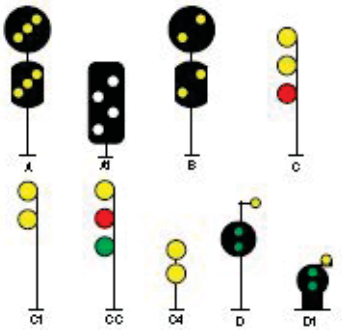
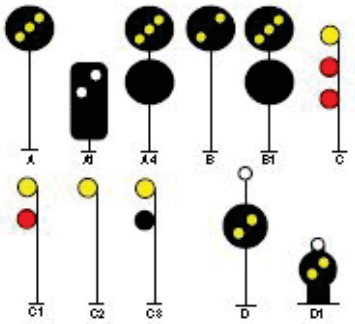
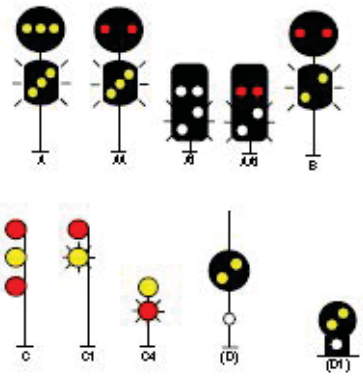
CR1280 to CR1281B

RULE	ASPECTS	NAME	INDICATION
CR1280A		**CLEAR TO NEXT INTERLOCKING**	Trains without operative cab signals must proceed on fixed signal indications not exceeding 79 MPH, approaching next home signal prepared to stop.
CR1280B		**APPROACH NORMAL**	Trains without operative cab signals must proceed on fixed signal indications not exceeding 79 MPH.
CR1281		**CLEAR**	Proceed.
CR1281A		**CAB SPEED**	Proceed in accordance with cab signal indication. Reduce speed to not exceeding 60 MPH if Cab Speed cab signal is displayed without a signal speed or if cab signals are not operative.
CR1281B		**APPROACH LIMITED**	Proceed, approaching the next signal at Limited Speed.

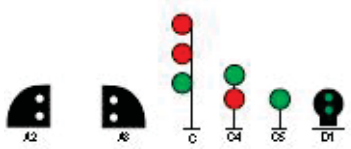
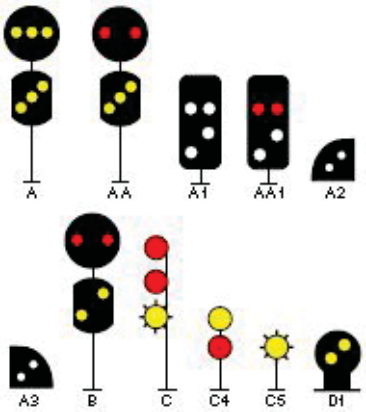
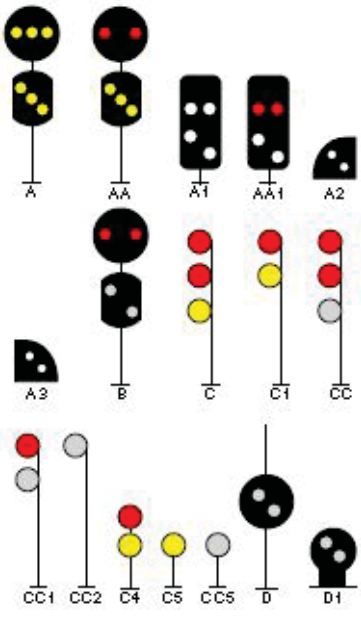
CR1281C to CR1283

RULE	ASPECTS	NAME	INDICATION
CR1281C		**LIMITED CLEAR**	Proceed at Limited Speed until entire train clears all switches then proceed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Limited Speed.
CR1282		**APPROACH MEDIUM**	Proceed, approaching the next signal at Medium Speed.
CR1282A		**ADVANCE APPROACH**	Proceed, prepared to stop at the second signal. Trains exceeding Limited Speed must begin reduction to Limited Speed as soon as the locomotive passes the Advance Approach signal.
CR1283		**MEDIUM CLEAR**	Proceed at Medium Speed until entire train clears all switches then proceed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed.

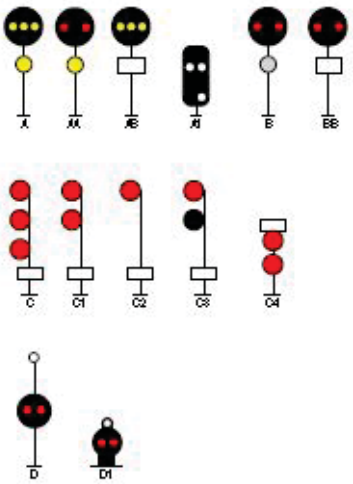
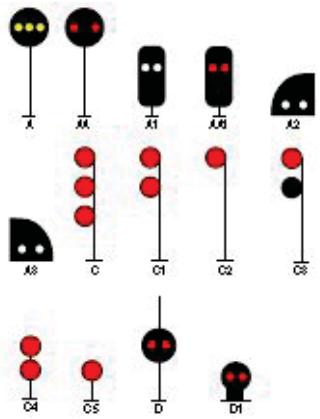
CR1283A to CR1286

RULE	ASPECTS	NAME	INDICATION
CR1283A		**MEDIUM APPROACH MEDIUM**	Proceed at Medium Speed until entire train clears all switches then approach the next signal at Medium Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach Medium signal is clearly visible.
CR1284		**APPROACH SLOW**	Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the locomotive passes the Approach Slow signal.
CR1285		**APPROACH**	Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the locomotive passes the Approach signal.
CR1286		**MEDIUM APPROACH**	Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach signal is clearly visible.

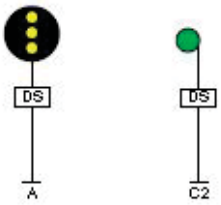
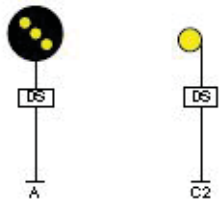
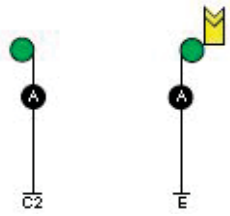
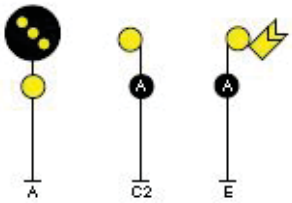
CR1287 to CR1290

RULE	ASPECTS	NAME	INDICATION
CR1287		**SLOW CLEAR**	Proceed at Slow Speed until entire train clears all switches then proceed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed once they have left CP limits.
CR1288		**SLOW APPROACH**	Proceed, prepared to stop at next signal. Slow Speed applies until entire train clears switches then Medium Speed applies.
CR1290		**RESTRICTING**	Proceed at Restricted Speed until the train has cleared all switches (if signal is CP signal) and the leading wheels have: a. Passed a more favorable fixed signal, or b. Entered non-signaled DCS territory. In CSS territory, trains with operative cab signals must not increase speed until the train has run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.

CR1291 to CR1292

RULE	ASPECTS	NAME	INDICATION
CR1291		**RESTRICTED PROCEED**	Proceed at Restricted Speed until the train has cleared all switches (if signal is CP signal) and the leading wheels have: a. Passed a more favorable fixed signal, or b. Entered non-signaled DCS territory. In CSS territory, trains with operative cab signals must not increase speed until the train has run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received. Where a letter **G** (grade marker) or a letter **R** (restricting marker) is displayed in addition to a number plate as part of these aspects, they will not change or affect the indication.
CR1292		**STOP**	Stop.

CR1293 to CR1294A

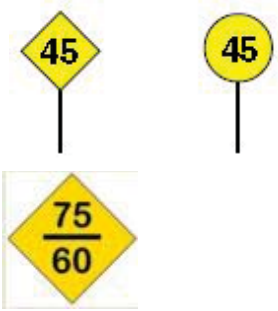
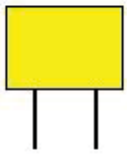
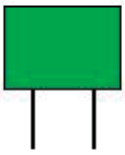
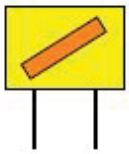
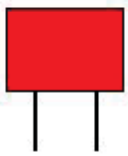
RULE	ASPECTS	NAME	INDICATION
CR1293		**SWITCH CLOSED**	Proceed.
CR1293A		**SWITCH OPEN**	Proceed, prepared to stop short of open switches.
CR1293B		**APPROACH CLEAR**	Proceed. **Note:** Does not convey block or track information.
CR1293C		**APPROACH RESTRICTING**	Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the locomotive passes the Approach Restricting signal. **Note:** Does not convey block or track information.
CR1294		**CLEAR SLIDE DETECTOR**	Proceed, slide detector not actuated.
CR1294A		**SLIDE DETECTOR**	Approach actuated slide detector prepared to stop short of obstruction.

CR1295

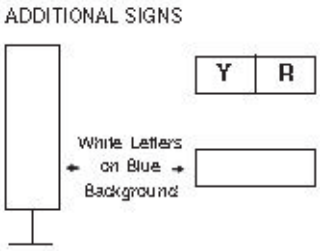
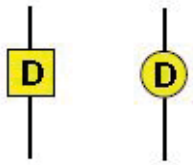
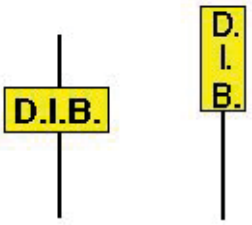
RULE	ASPECTS	NAME	INDICATION
CR1295		**APP MARKER**	Proceed, approaching next signal or switch position indicator as authorized by the aspect displayed. If the signal is dark, proceed, prepared to stop at the next signal or switch until it can be plainly seen that indication of next signal or switch indicator allows train to proceed. **Note**: A signal equipped with **APP** marker provides information only about the next signal, not conditions of the track ahead.

Wayside Signs

Wayside Signs

SIGN	NAME	INDICATION
	**PERMANENT REDUCE SPEED SIGN**	Reduce speed as required in special instructions. When one speed is shown, it indicates the speed for all trains. When two speeds are shown, the higher speed indicates the speed permitted for passenger trains and the lower speed indicates the speed permitted for other trains. If the same speed restriction applies to all tracks, only one sign may be used.
	**PERMANENT END RESTRICTION SIGN**	Resume speed after rear of train has passed.
	**TEMPORARY REDUCE SPEED SIGN**	Reduce speed as required.
	**TEMPORARY END RESTRICTION**	Resume speed after rear of train has passed.
	**WARNING SIGN**	Prepare to stop or reduce speed as required.
	**CONDITIONAL STOP SIGN**	Stop before entering limits unless permission to enter limits is obtained.

Wayside Signs

SIGN	NAME	INDICATION
TWC station sign with station name in blue background with white letters. **Note:** Yellow portion of sign is next to the track governed. 	**TWC STATION SIGN**	Limit of Authority in TWC Territory when designated on Form EC-1. **Note:** Location of TWC stations are indicated by (D) in Timetable Station page. **Note:** TWC station signs may be mounted on a post or on a signal house. The presence of yellow and red banner does not change the indication.
	**DISTANT SIGNAL MARKER**	Visual reminder to push-pull trains. **Note:** Located on or near the mast of distant signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.
	**DELAY IN BLOCK SIGN**	Visual reminder to push-pull trains that the rules governing being delayed or stopped in a block apply to station stops made at this station. **Note:** Located at or near the end of passenger stations in blocks between distant signals and home signals in territory push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.

Glossary

Terms

Absolute Signal - A color light, color position light, or semaphore signal that conveys Stop as its most restrictive aspect and does not have a number plate, P marker, APP marker, C marker, or G marker.

Activation Failure - A condition when the highway-rail crossing at grade automatic warning devices fail to indicate the approach of a train.

Adjacent Controlled Track - When used for the purpose of adjacent controlled track on-track safety, it is a controlled track whose track center is spaced 19 feet or less from the track center of the occupied track.

Adjacent Tracks - Two or more tracks with track centers spaced less than 25 feet apart.

Authority for Movement - The means by which a train or on-track equipment is granted the right to occupy a portion of track and is protected against other movements.

Authorized Speed - The maximum speed a train or on-track equipment is authorized to operate. The speed will be designated by rule, special instruction, train documentation, dispatcher message, Form EC-1, or signal indication.

Automatic Block Signal (ABS) System - A series of consecutive blocks whose use is governed by train-actuated block signals or by certain conditions affecting the use of a block. Unless specified, such signals do not authorize the movement of trains.

Automatic Railroad Crossing - A railroad crossing at grade protected by signals that are actuated automatically by the approach of a train.

Auxiliary Track - A track other than a main track.

Block - A track section of defined limits. In signaled territory, a block is the track section between two consecutive block signals governing movements in the same direction. It is also the track section from a block signal to the end of signaled territory.

Block Signal - A fixed signal displayed to trains at the entrance of a block to govern use of the block.

Blocking Device - A lever, plug, ring, or other method of control that restricts the operation of switch or signal.

Blue Signal - A clearly distinguishable blue flag or blue light by day and blue light at night. When attached to the operating controls of a locomotive, it need not be lighted if the inside of the cab area of the locomotive is sufficiently lighted to make the blue signal clearly distinguishable.

Bolt Lock Switch - A hand-operated switch equipped with a pipe connected locking device designated to shunt the signal system before the switch points are operated.

C&E - The conductor and locomotive operator assigned to a specific train.

Cab Signal System (CSS) - The CSS interconnects with the fixed signal system to provide the locomotive operator with continuous information on the occupancy and/or condition of the track ahead.

Car Shop Repair Track Area - One or more tracks within an area in which the testing, servicing, repair, inspection, or rebuilding of railroad rolling equipment is under the exclusive control of mechanical department personnel.

Centralized Train Dispatching System (CTDS) - A system by which controlled signals or instructions of a train dispatcher from a centralized location or both govern train and on-track equipment movements.

Chock - A wedge or block placed against a wheel to prevent movement.

City Ordinance - A speed restriction enacted by municipal authorities and identified in special instructions that defines the authorized speed and how the speed applies.

Clearance Point - The location near a turnout beyond which it is unsafe for passage on an adjacent track and unsafe for an employee to ride the side of equipment on the adjacent track.

Close Clearance - A permanent or temporary object or structure that prevents the safe passage of an employee riding the side of the equipment.

Color Light Signal - A fixed signal that displays aspects by the color of a light. It may also display aspects by a combination of colored lights.

Color Positions Light (CPL) Signal - A fixed signal that displays aspects by the color or position of two or more lights.

Conductor - An employee who is certified as a conductor and works in a designated conductor position.

Constant Warning Time Devices - Shall be capable of monitoring the speed of an approaching train and predicting the arrival of the train at a crossing to provide a relatively uniform warning time at various speeds. Trains must not accelerate in the approach of a crossing equipped with a grade crossing predictor.

Control Station - A designated office or location from which a designated employee authorizes and directs the movements of trains and on-track equipment by issuing mandatory directives or operating signal and switch appliances.

Controlled Point or Control Point (CP)- A station designated in the timetable where signals are remotely controlled from the control station.

Controlled Point System (CPS) - A signal system consisting of controlled points in which controlled point rules are in effect.

Controlled Siding - A track designated as a controlled siding in special instructions used for the purposes of meeting and passing trains. In signal territory, signals do not govern movement on the siding. Entrance and exit signals only authorize trains to enter or leave the siding.

Controlled Signal - A fixed signal operated from a control station used to govern the movement of trains.

Controlled Track - A track designated in special instructions where a train dispatcher authorizes all movements.

Crossover - A track connection between two adjacent, but not necessarily parallel, tracks consisting of two switches whose primary purpose is to allow crossing from one track to the other.

Crossing Island Circuit - That portion of the highway-rail crossing at grade where the highway directly crosses the railroad tracks. For detection purposes, a train is considered to be occupying the island when it is a minimum of 100 feet from either edge where the highway crosses the tracks. Island may or may not be defined by insulated joints. Crossing will not recover if a train is occupying this circuit.

CSX Procedural Instruction Manual (PIM) - Written instructions issued to train dispatchers by Network Operations concerning the safety or movement of trains and employees.

CSX Train Documentation - A computer-generated or hand-written document consisting of some or all of the following:

a. Tonnage Graph, or
b. Restricted and Special Handling List, or
c. CT-168 Report, or
d. Clearance Bureau Instructions, or
e. Train Listing and Hazardous Endorsement, or
f. Hazardous Special Handling Instructions, or
g. Hazardous Materials Radio Waybill Form.

Current of Traffic (COT) - The movement of trains on a main track, in one direction, as specified by the rules or special instructions.

Defect Detector - A wayside device used to detect mechanical malfunctions of equipment or equipment that is too high or wide to move safely.

Derail - A track safety device designed to guide equipment off the rails at a selected spot as a means of protection against collisions or other accidents.

Dispatcher Bulletin - A computer-generated form issued by the train dispatcher containing current operating instructions that apply to the train addressed as well as information relating to the most recently issued system and division bulletins.

Dispatcher Message - Part of a dispatcher bulletin containing instructions and mandatory directives issued by the train dispatcher that govern the operations of trains.

Division - That portion of a railroad assigned to the supervision of a division manager.

Division Bulletin - Written or electronically transmitted special instructions issued by a division concerning the safety of employees and the movement of trains.

Division Notice - Written or electronically transmitted notice issued by a division containing information and instructions not affecting the movement of trains.

Drawbridge - A bridge made to be raised up or down or drawn to the side to permit or prevent passage.

Dual-Controlled Switch - A power-operated switch also equipped for hand operation.

Effective Locking Device - Manually Operated Switch or Derail - A device that is:

1. Vandal resistant,
2. Tamper resistant, and
3. Designed to be applied, secured, uniquely tagged, and removed only by the class, craft, or group of employees for whom protection is being provided.

Effective Locking Device - Remotely Controlled Switch - A blocking device that effectively prevents the lever or button controlling the switch from being operated.

Electric Lock - An electrical locking device applied to a hand-operated switch, derail, or gate.

Electric Lock Switch - A hand-operated switch with an electric locking device applied.

Emergency Inspection or Repairs - Inspection or repairs required to ensure the safe movement of trains and on-track equipment due to unforeseen circumstances such as, but not limited to, a derailment or forces of nature.

Employee-In-Charge (EIC) - A designated roadway worker qualified on Operating and On-Track Worker Rules and physical characteristics who is responsible for all movements and on-track safety for a roadway work group within working limits.

End-of-Train Device (EOT) - A portable sensory transmitter unit mounted on the last car of a train.

Engine - A term that is synonymous with locomotive. *See also* Locomotive.

Equipment - When used in the operating rules this refers to locomotives, railroad cars, and any maintenance of way equipment designed to be placed on or operate on the rail.

Excepted Track - A segment of track that is identified in special instructions, where:

a. No train shall be operated at speeds more than 10 MPH, or
b. No revenue passenger train shall be operated, or
c. No freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations (49 CFR).

Exclusive Authority to Move - A condition that exists when a train or on-track equipment is the only movement authorized to occupy and move within a block or within the limits of an EC-1 or EC-1e authority.

Exclusive Track Occupancy - A method of establishing working limits on a controlled track in which movement authority of trains and other equipment is withheld by the train dispatcher or, in case of emergency, restricted by flagman.

False Activation - A condition when the highway-rail crossing at grade automatic warning devices indicate to motorists that it is not safe to cross when, in fact, it is safe to do so.

Field Side of Rail - The face pointing away from the track or the outside face.

Fixed Signal - A permanent signal or sign indicating a condition affecting train movement.

Flagger (Crossing) - A person other than a train crewmember who is equipped with a vest, shirt, or jacket of a color appropriate for daytime flagging such as orange, yellow, strong yellow, green, or fluorescent versions of these colors or other generally accepted high visibility colors. For nighttime flagging, similar outside garments shall be retroreflective. Acceptable hand signal devices for daytime flagging include STOP/SLOW paddles or red flags. For nighttime flagging, a flashlight, lantern, or other lighted signal shall be used.

Flagman - A designated employee whose only responsibility is to direct or restrict the movement of trains at a specific point to provide on-track protection for roadway workers.

Form EC-1 - A form used to record specific instructions or dispatcher messages from the train dispatcher regarding movements on controlled tracks.

Fouling a Connecting Track - When equipment is standing so that the end of the equipment is between the clearance point of the track and the switch points of a connecting track, or when an individual is within four feet of the field side of the nearest rail or between the rails of a track.

Fouling an Improperly Lined Switch - When equipment is standing or proceeds past the clearance point of an improperly lined switch.

Fouling Equipment - To be within 25 feet of the end of equipment or to extend any part of the body between or under equipment to include applying or releasing a hand brake mounted on the end of a car with or without a brake stick. It does not include:

a. Operating a bleed rod or a cut lever, or
b. Operating a side mounted hand brake, or
c. A Transportation employee stationed at an EOT of his or her train for the purpose of performing a brake test.

Frog - A device made of rail section constructed and assembled to permit the wheels on one rail of a track to cross another rail of an intersecting track. When viewed from above, it resembles an X.

Ground Air - A device with associated air lines designed to provide a supply of air to the air brake system of rail equipment located near tracks.

Group of Workmen - Two or more workmen of the same or different crafts assigned to work together as a unit under a common authority and who are in communication with each other while working.

Hand-Operated Switch - Any type of switch when operated by manual manipulation. Push button or radio control operated switches are governed by the rules for hand operated switches if the switches are not equipped with a signal or switch position indicator light.

Head-of-Train Device (HTD) - A device on a locomotive that receives information from and transmits to an end-of-train device.

Highway-Rail Crossing at Grade - A location where a highway, road, street, or pedestrian walkway crosses one or more railroad tracks at grade.

Hi-Rail Vehicle - A roadway maintenance machine that has been:

1. Equipped with retractable, flanged wheels to permit operation on highways or railroad tracks, and
2. Manufactured to meet federal motor vehicle safety standards.

Home Signal - An absolute fixed signal, capable of displaying a Stop indication, governing the entrance to a route, block, or interlocking.

Hump Classification Yard - The area where cars can roll freely into tracks; i.e., the area from the crest of the hump through and including the ladder tracks at the pull-out end of the class yard including the class tracks.

Immediate Access to a Radio - When a radio is sufficiently close to an employee to allow him or her to make and receive radio transmissions.

Improper Signal Aspect - A signal aspect that permits a train to proceed when the condition of the block does not justify such an aspect.

Inaccessible Track - A non-controlled track where entry to the track by trains or on-track equipment has been physically prevented by a method of establishing working limits.

Individual Train Detection - An on-track safety procedure where a lone worker has the ability to see approaching trains and the ability to leave the track before they arrive.

Industry - A customer that is serviced by the railroad.

Inspection - A careful review or examination for conditions that affect safe movement. Inspections may be:

a. **Visual -** An inspection performed by a qualified employee using sense of sight to look for readily visible defects or damage.
b. **Roll-by -** An inspection performed by a qualified employee located on the ground in which the train pulls by the employee not exceeding the designated speed.
c. **Walking -** An inspection of a standing train performed by a qualified employee on the ground who walks the required portion of the train.

Interlocking - An arrangement of interconnected signals and signal appliances that succeed each other in proper sequence and for which interlocking rules are in effect.

Interlocking Limits - The tracks between the opposing home signals of an interlocking.

Interlocking Signals - Fixed signals of an interlocking.

Intermediate Signal - A block signal equipped with a number plate, a G marker, or a P marker that conveys Restricted Proceed as the most restrictive aspect.

Inter-Track Barrier - A continuous barrier of a permanent or semi-permanent nature that spans the entire work area, that is at least four feet in height, and that is of sufficient strength to prevent a roadway worker from fouling the adjacent controlled track.

Key Train - Any train as described in either a, b, or c below:

a. One or more loads of spent nuclear fuel (SNF) or high level radioactive waste (HLRW) moving under the following Hazardous Materials Response Codes 4929142, 4929143, 4929144, or 4929147, or
b. One or more loaded tank cars containing materials that require the phrase POISON/TOXIC - INHALATION HAZARD on the shipping papers (Hazard Zone A, B, C, or D), anhydrous ammonia (UN 1005), or ammonia solutions (UN 3318), or
c. Twenty or more loaded hazardous materials shipments or intermodal portable tank loads having a combination of materials that require the phrase POISON/TOXIC - INHALATION HAZARD on the shipping papers (Hazard Zone A, B, C, or D), anhydrous ammonia (UN 1005), ammonia solutions (UN3318), flammable gas (2.1), Class 1.1 or 1.2 explosives, or environmentally sensitive chemicals (see Table 3 in United States Hazardous Materials Instructions for Rail).

Exception: Do not count box cars, trailers, containers carrying mixed loads of hazardous materials when determining Key train status.

Limited Speed - A speed not exceeding 45 miles per hour.

Locomotive - A self-propelled unit of equipment designed for moving other equipment in revenue service, including a self-propelled unit designed to carry freight or passenger traffic or both, and may consist of one or more units operated from a single control.

Locomotive Consist - A locomotive or combination of locomotives properly coupled for multiple unit operation and operated from a single control.

Locomotive Operator - An employee who is certified as a locomotive engineer or remote control operator and works in a designated locomotive operator, engineer, or remote control operator position.

Locomotive Servicing Track Area - One or more tracks within an area in which the testing, servicing, repair, inspection, or rebuilding of locomotives is under the exclusive control of mechanical department personnel.

Lone Worker - An individual roadway worker who is not:

1. Being afforded on-track protection by another employee,
2. A member of a roadway worker group, and
3. Engaged in a common task with another employee.

Main Track - A controlled track designated in special instructions as a main track. Main tracks extend through yards and between stations.

Mandatory Directive - Any instruction issued by the train dispatcher or control station required to be recorded in writing that grants authority for occupancy of a controlled track or requires a train or on-track equipment to take a defined action.

Medium Speed - A speed not exceeding 30 miles per hour.

Minor Correction - One or more repairs of a minor nature, including but not limited to welding, spiking, anchoring, hand tamping, and joint bolt replacement that is accomplished with handheld, hand supported, or hand guided power tools. The term does not include machine spiking, machine tamping, or similarly distracting repairs.

Motion Detection Equipment - Shall provide sensitivity capable of assuring a warning time of 20 second minimum for constant train speeds of 2 MPH or greater.

Non-Controlled Track - Any track not designated as a controlled track upon which trains are permitted by rule or special instruction to move without receiving authorization from a train dispatcher or control operator.

Occupied Track - A track occupied by authorized or permitted self-propelled or coupled equipment engaged in a common task with a roadway work group and at least one of the roadway workers is on the ground.

On-Track Equipment - Vehicles equipped with hi-rail attachments, rail detector cars, or other engineering equipment.

On-Track Equipment Operator - The operator of on-track equipment or the employee-in-charge of on-track equipment.

On-Track Roadway Maintenance Machine - A self-propelled, rail-mounted maintenance machine whose light weight exceeds 7,500 pounds. An on-track roadway maintenance machine is not designed for highway use or for use in rail inspection.

On-Track Safety - A state of freedom from the danger of being struck by a train or other equipment provided by operating and safety rules that govern track occupancy by personnel, train, and on-track equipment.

Operator - The railroad employee who is not working a designated train dispatcher position but is in charge of a remotely controlled switch, derail, interlocking or controlled point, or a segment of controlled track.

Operator Control Unit (OCU) - A device through which a remotely controlled locomotive or platform is operated.

Operator Control Zone (OCZ) - When activated, a designated portion of track in which a remote control locomotive or remote control platform may operate without protecting the leading end of the movement. Special instructions identify an operator control zone and the control station affording protection.

Partial Activation - A condition when the highway-rail crossing at grade automatic warning devices indicate the approach of a train; however, the full, intended warning is not provided.

Passenger Station - A location identified in special instructions where passengers are loaded and unloaded from passenger trains.

Personal Electronic or Electrical Devices - Any electronic or electrical device not provided to employees by CSX for authorized business purposes.

Pilot - An employee assigned to a train or track car when the locomotive operator, conductor, or track car driver is not qualified on the physical characteristics or the operating rules of the territory to be traversed.

Place of Safety - When on the ground, a location that is clear of all tracks and ensures employee cannot be struck by rolling equipment. When riding on equipment, the employee is properly positioned on the equipment with three points of contact and facing the direction of movement.

Positive Stop Protection (PSP) - An electronic device that uses both GPS and physically located track mounted units that prohibit a remote control locomotive from passing a geographic point on the track.

Power-Operated Switch - A remotely controlled switch operated electrically or electro-pneumatically.

Predetermined Place of Safety (PPS) - A predetermined location indentified in the job briefing that roadway workers must occupy when notified of an approaching train or on-track equipment on an adjacent controlled track. If necessary, the PPS can be the occupied track.

Primary Operator - Operator that is controlling locomotive movement. The primary OCU will have the capability to direct all functions of the locomotive.

Private Highway-Rail Crossing at Grade - A highway-rail crossing at grade which does not meet the definition of a public highway-rail crossing.

Public Highway-Rail Crossing at Grade - A highway-rail crossing at grade where the highway, road, street, or pedestrian walkway is maintained on both sides by a public authority.

Push-Pull Train - A passenger train with a multiple unit (MU) or control car on either end.

Qualified Employee - An employee who has successfully completed all required training for, demonstrated proficiency in, and is authorized to perform the duties of a particular position or function.

Quiet Zone - A segment of track identified in special instructions that contains consecutive highway-rail crossings at grade where the locomotive horn is not routinely sounded.

Railroad Bridge Worker - An employee, or employee of a contractor, of a railroad who is responsible for the construction, inspection, or maintenance of a bridge and whose assigned duties, if performed on the bridge, include inspection, testing, maintenance, repair, construction, or reconstruction of the:

a. Track; or
b. Bridge structural members; or
c. Operating mechanisms and water traffic control systems; or
d. Signal, communication, or train control systems integral to that bridge.

Railroad Operating Employee - Any employee engaged in or connected with the movement of a train, including a hostler or engine mover, or any employee subject to the hours of service requirements governing train service employees.

Railroad Supplied Electronic and Electrical Devices - Any electronic or electrical device provided or reimbursed by CSX for authorized business purposes.

Ranking Employee - The member of the train crew who is responsible for the administration of the train. When more than one employee is assigned to a crew, the ranking employee is the conductor or yard foreman.

Red Zone - The area surrounding working equipment, employees using tools, and lifting operations which, if entered by an individual(s), creates the potential for injury as a result of being struck by equipment, tools, or material. A red zone may be specifically defined by rule.

Release Form - A computer-generated form advising of a dispatcher bulletin number and the number of train messages it must contain. Its address must correspond to the associated dispatcher bulletin.

Release Line - The last line of a dispatcher bulletin containing the:

1. Dispatcher bulletin number,
2. Total number of dispatcher's messages,
3. The train dispatcher's initials, and
4. Date and time released.

Remote Control Locomotive (RCL) - A locomotive equipped and configured to be controlled by a remote control operator utilizing an operator control unit.

Remote Control Operator (RCO) - An employee who has control of remote control locomotive or platform by means of an operator control unit.

Remote Control Operator Foreman (RCOF) - The ranking crewmember of a remote control crew.

Remote Control Platform (RCP) - A car or locomotive body equipped with remote technology and configured to be controlled by a remote control operator utilizing an operator control unit. A remote control platform does not have propelling motors and must be coupled and properly connected to a conventional locomotive to function properly.

Remote Control Zone (RCZ) - When activated, a designated portion of track in which a remote control locomotive or remote control platform may operate without protecting the leading end of the movement. Signs and special instructions identify a remote control zone.

Remotely Controlled Railroad Crossing - A railroad crossing at grade operated by a control station.

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.

Roadway Maintenance Machine - Powered equipment, other than by hand, in use on or near the track for maintenance, repair, construction, or inspection of track, bridges, roadway, or signal, communication, or electric traction systems. These machines may have road or rail wheels or may be stationary.

Roadway Maintenance Work Train - A train operated within working limits in conjunction with roadway maintenance, construction, or repairs, under the direction of a designated employee-in-charge.

Roadway Work Group - Two or more roadway workers working together on a common task.

Roadway Worker - Any employee of a railroad, or a contractor to a railroad, whose duties include and who is engaged in the inspection, construction, maintenance, or repair of the following:

a. Railroad track, or
b. Bridge, or
c. Roadway, or
d. Signal and communications systems, or
e. Electric traction systems, or
f. Roadway facilities, or
g. Roadway maintenance machinery on or near the track or with the potential of fouling a track.

Roadway worker also includes any employees responsible for on-track protection, flagmen, and watchmen/lookouts.

Roll-by Inspection - An inspection performed by a qualified employee, located on the ground, where the train pulls by such employee not exceeding the designated speed.

Rolling Equipment - Locomotives, railroad cars, and one or more locomotives coupled to one or more cars.

Rule Book - Operating rule book, Safe Way, Air Brake Train Handling and Equipment Handling Rule Book or the corresponding books of a foreign carrier.

Safety Stop - A stop of at least 50 feet, but not more than 250 feet, made prior to coupling to equipment.

Secondary Operator - Operator not controlling locomotive movement who has the ability to control horn, bell, and emergency brake application and who also has tilt protection.

Shoving Platform - A rail car that has been modified for the purpose of providing employees a means to ride the leading end of equipment on a shoving move.

Siding - An auxiliary track designated in special instructions for meeting or passing trains.

Signal Aspect - The appearance of a fixed signal as viewed from the direction of an approaching train.

Signal Imperfectly Displayed - A block or interlocking signal, displaying lights that are:

a. Not in conformity with the rules, or
b. Absence a light where a color light should be, or
c. Absence a signal at a place where a signal is usually displayed, or
d. A high color light signal displaying more than one light per signal unit.

Signal Indication - The information conveyed by the aspect of a signal.

Signaled Siding - A siding equipped with block signals that govern train movements on the siding.

Signaled Track - A track equipped with block or interlocking signals that govern train movements.

Single Track - A main track upon which trains operate in both directions.

Slow Speed - A speed not exceeding 15 miles per hour.

Special Instructions - Information contained in timetables, system bulletins, division bulletins, and CSX procedural instruction manuals.

Spring Switch - A switch equipped to restore the switch points to normal position after having been trailed through.

Static Drop - Where gravity provides sufficient energy to move equipment without any assistance from a locomotive or other equipment when hand brakes are released.

Station - A place designated in special instructions by name and milepost location.

Steep Grade - A section of controlled track where the average grade is 1% for three continuous miles or 2% for two continuous miles.

Sterile Cab - The operating cab of the controlling locomotive or other equipment specified by rule when employees have established and maintained an environment where their attention and conversation is restricted exclusively to the actions governing the safe movement of the equipment.

Subdivision - A portion of the railroad designated by timetable.

Switch - A device consisting of necessary rails and connections designed to change the direction of a movement from the track on which it is moving to another track.

Switch Providing Access - A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

System Bulletin - Written or electronically transmitted special instructions issued by the Operating Rules Department concerning the safety of employees and the movement of trains.

System Notice - Written or electronically transmitted notice issued by the Operating Rules Department containing information and instructions not affecting the movement of trains.

Tangent Track - Straight track.

Telemetry - The combination of a head-of-train device (HTD) on the controlling locomotive and an end-of-train device (EOT) mounted on the rear car of the train that has the ability to communicate train-related information to and from the controlling locomotive.

Temporary Speed Restriction - A portion of a controlled track with defined limits where the authorized speed has been reduced as specified by dispatcher message, Form EC-1, special instruction, or verbal notification by an engineering department employee.

Three-Step Protection - A procedure using the following steps that provides protection for employees before they foul equipment:

1. Apply the brake,
2. Center the reverser, and
3. Put the generator field switch in the OFF or OPEN position.

Thru Truss Bridge - A bridge span in which the steel framework extends above and over the top of the rail.

Timetable - A publication containing instructions and other essential information relating to the movement of trains or equipment.

Track Barricade - A designated sign or obstruction fastened to a track that prevents access to the track.

Track Centers - The distance from the centerline of one track to the centerline of an adjacent track.

Track Warrant - Authorization to use a controlled track received in writing or copied on the prescribed forms and repeated at the direction of the train dispatcher or control station using radio or other communication.

Track Warrant Control (TWC) - A method of authorizing movements or protecting employees or on-track equipment in signaled or non-signaled territory on controlled track within specified limits. Movement within TWC territory is under the jurisdiction of the train dispatcher.

Train - A locomotive, with or without cars, displaying a marker.

Train Approach Warning - An on-track safety procedure where one or more watchmen/lookouts warn roadway workers performing routine inspections or minor corrections of the approach of trains in ample time to move to a place of safety.

Train Coordination - A method of establishing working limits on tracks where the crew of a train that holds exclusive authority to move yields that authority to a roadway worker to perform materials distribution with a work train, snow duty, or track work at a derailment site.

Turnout - An arrangement of a switch and a frog with closure rails by which equipment can be diverted from one track to another.

Unattended Equipment - Equipment left standing and unmanned in such a manner that a qualified employee cannot readily control the brake system of the equipment.

Unmanned - Locomotives or on-track equipment left standing with no assigned employee located within the operating cab.

Utility Employee - An employee who must be attached to a single crew to perform duties specified by rule or may perform work independently of a train crew when properly protected by blue signal protection when required.

Warning Tag (S-105) - A tag used to indicate that equipment is out of service and should not be operated. The following are examples of warning tags and the information that must be indicated on each, if applicable:

- S 105 Rev 1-93
    - DANGER
- OUT OF SERVICE
    - EQUIPMENT/APPARATUS
    - REASON
    - NAME
    - TIME DATE
- DO NOT OPERATE
- NOTIFY OTHERS
- REVIEW PROCEDURE
- IDENTIFY ENERGY SOURCES
    - ELECTRICAL
    - HYDRAULIC
    - PNEUMATIC
    - GRAVITY OR SPRING
- NEUTRALIZE ALL ENERGY
- LOCK OUT POWER
    - Warning Tag (S-105)

Watchman/Lookout - An employee designated to provide warning to roadway workers of approaching trains or on-track equipment.

Work Train - A train assigned to serve the maintenance-of-way department in track repair and maintenance.

Working Limits - A segment of track with definite boundaries established in accordance with the rules upon which trains, locomotives, and on-track equipment may move only as authorized by the roadway worker having control over that defined segment of track.

Working Radio - A radio that can communicate with the train dispatcher of the railroad, or the host railroad if in joint operations (through repeater stations if necessary), from any location within the rail system, except:

1. In tunnels or other localized places of extreme topography, and
2. During temporary lapses of coverage due to atmospheric or topographic conditions.

Workmen - Railroad employees assigned to inspect, test, repair, or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded except when assigned to do such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

Yard - A system of tracks other than main tracks and sidings. A yard is used for making up trains, for storing cars, and for other purposes.

Yard Engine - A locomotive being used in yard service.

Yard Limits - A portion of main track designated in special instructions and defined by signs.