



CTP I Conductor Training Student Guide

02/03/2023

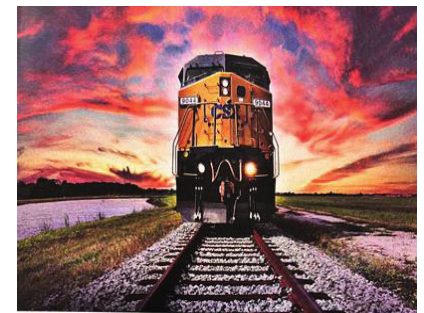
Program Standards

During the 3RD week, you will be evaluated on the ability to perform the following additional tasks:

Field Competencies

- Hand signals and radio procedures
- Riding equipment to include mounting and dismounting moving equipment
- Perform double over
- Run around exercise
- Class 1 Air Brake Inspection and Test

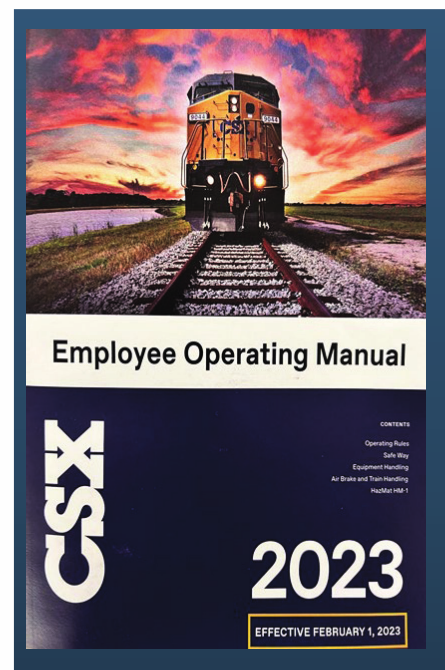
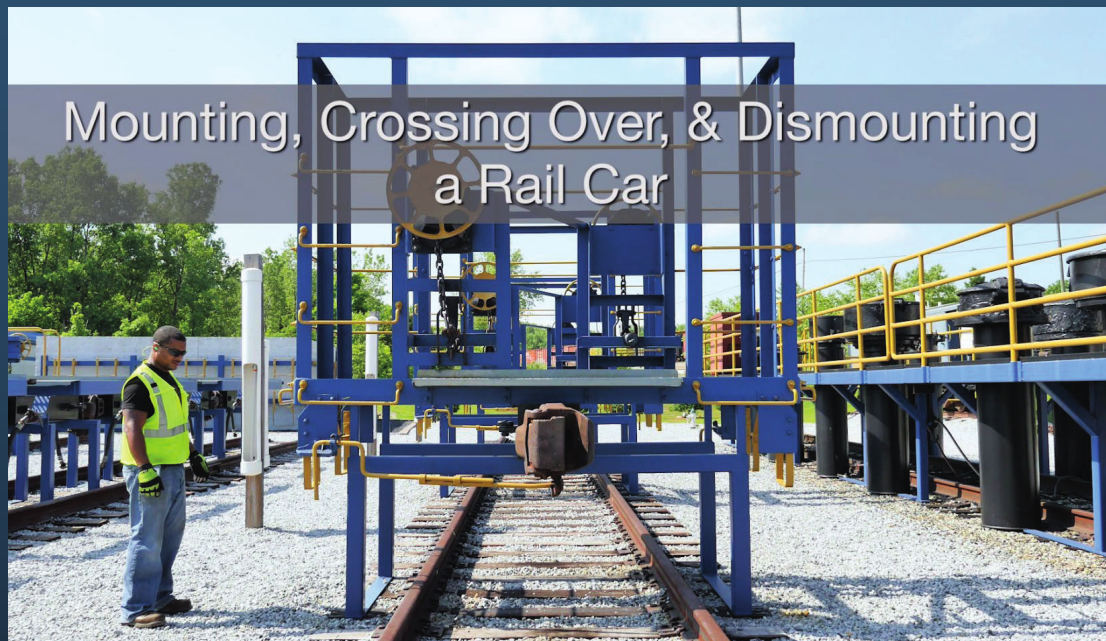
Minimum score is "PASS"



Employee Operating Manual



2101 – Mounting, Dismounting and Crossing Over



2101.1
2101.3

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Slip, Trip and Fall Prevention



During times of poor weather or other unusual conditions, approved and appropriate personal protective equipment must be used.



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2023

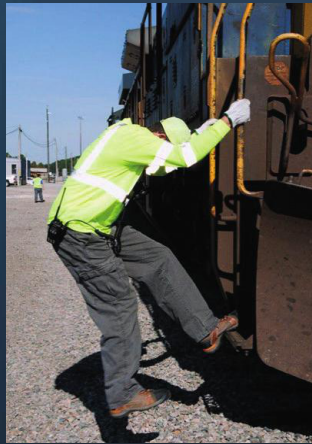
EFFECTIVE FEBRUARY 1, 2023

CONTENTS
Operating Rules
Safe Work
Equipment Handling
Air Brakes and Train Handling
Hazardous Materials

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Mounting, Dismounting and Crossing Over Equipment



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Operating Rules
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Air Brakes and Train Handling
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2101

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Riding Equipment



Riding the leading end of cars being shoved



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Operating Rules
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2102

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2102 - Riding Equipment

2102.1 When riding on equipment, employees must:

1. Position body to face the equipment and look in the direction of travel,
2. Maintain 3-points of contact, keeping secure hand holds and footing,
3. Be prepared for unexpected movements and slack action at all times,
4. Ride the side of cars equipped with a horizontal grab iron at least 12 inches above the floor of the car or at least one vertical grab iron that allow an employee to stand upright on the top or platform.
5. Ride the side of rail cars or the trailing end of a cut of cars equipped with an end platform.
6. Ride the steps or front/rear locomotive platforms when positioned on the outside of a moving locomotive,
7. Dismount before passing a close clearance sign or reaching a close clearance, and
8. Ride on the side of equipment away from live tracks, main tracks, sidings, close clearances or other hazards.



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2102.1

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Getting On or Off and Riding Equipment



Is this the proper position to ride the leading end of a car being shoved?

What other safety concern do you see in this photo?



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Rules Review - Using Radios During Shoving or Pushing OPR 406.6

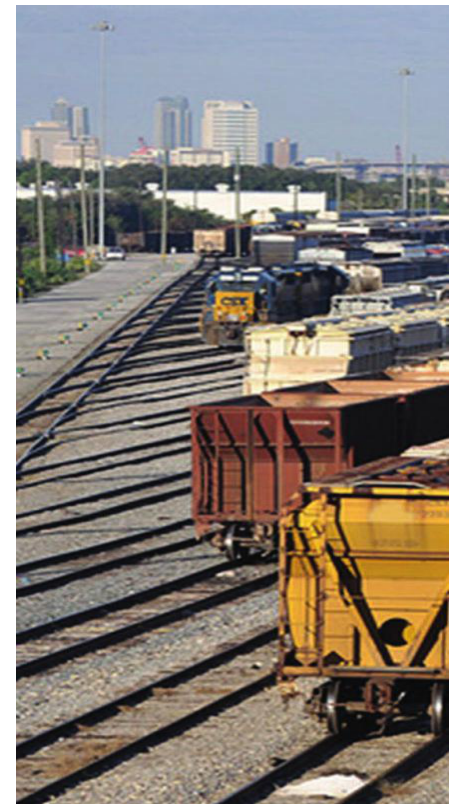
When using radios during a shoving or pushing movement, the employee directing the movement must communicate the following to the employee receiving the instructions:



1. Employee is in the clear of all tracks,
2. How the point protection will be provided,
 - a. From the leading end of the equipment – “On the point”, or
 - b. From the ground visually – “Point from the ground”, or
 - c. Utilizing technology – “Point from a camera or shove light”
3. Switches and derails involved with the movement are properly lined
4. Distance of the movement to be made (**not to exceed a maximum of 20 car lengths at a time**) or the sight distance available, whichever is less, in 50-foot car lengths, and
5. Additional instructions must be communicated to the employee controlling the movement prior to reaching one-half of the previous specified distance until the movement stops.

Exception: On a Main Track or Signaled siding governed by a signal indication more favorable than restricting, or when operating in TWC-D with an unrestricted EC-1, it is permissible to communicate up to a maximum of 50 car-length increments if range of vision allows.

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While making a shoving movement to couple up cars, are you permitted to dismount the car and walk to the coupling? 406.5 / 2100.3 - part 7



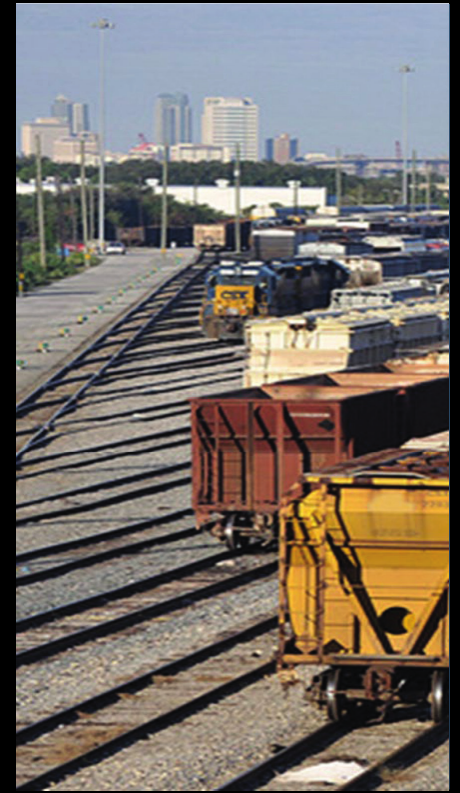
- a. Yes
- b. No

Locomotive Walkways

Locomotive Walkways may be occupied while the locomotive is moving at 20mph or less:



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2102.2

Terminology

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.

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System Bulletin & Notice

System Bulletin

CSX TRANSPORTATION
JUNE 22, 2018

HEADQUARTERS SUB SYSTEM BULLETIN 001

TO: T&E CREWS AND ALL CONCERNED
SUBJECT: 2018 3RD QUARTER SYSTEM BULLETIN REISSUE
EFFECTIVE: 0001HRS, JULY 1, 2018

.....RULEBOOK SECTION.....
THIS SECTION APPLIES TO CSX SAFEWAY
.....

RULES FOR USE OF BUMP CAPS BY ENGINEERING
EFFECTIVE: 0600HRS, JUNE 5, 2018 DOCUMENT NUMBER: 016

ITEM 1 - NEW SAFE WAY RULES

2009.21 ENGINEERING DEPARTMENT EMPLOYEES MAY USE APPROVED BUMP CAPS IN LIEU OF A HARDHAT ON OR ABOUT THE TRACKS OR OTHER AREA THAT DOES NOT REQUIRE HARD HAT PROTECTION DUE TO HEAVY OVERHEAD EXPOSURE OR LOCALLY POSTED INSTRUCTIONS WHILE INVOLVED IN THE FOLLOWING TASKS:

- PERFORMING INSPECTION OF INFRASTRUCTURE INCLUDING ASSETS ON OR ABOUT THE TRACKS, OR
- LITE REPAIRS MADE DURING INSPECTION ACTIVITY ON OR ABOUT THE TRACKS, OR
- TRAVERSING THROUGH A PPE AREA TO RETRIEVE A PART OR TOOL BUT NOT PERFORMING OTHER WORK.

System Notice

CSX TRANSPORTATION
CSXT SYSTEM
APRIL 2, 2015

BULLETINS & NOTICES SYSTEM NOTICE 102

TO: T&E CREWS AND ALL CONCERNED
SUBJECT: TRIP OPTIMIZER SYSTEM UPGRADES
EFFECTIVE: 0001HRS, APRIL 3, 2015

ITEM 1 - TRIP OPTIMIZER SYSTEM UPGRADES

MANY CSX LOCOMOTIVES ARE CURRENTLY BEING ENHANCED WITH NEW SOFTWARE AND COMMUNICATION PACKAGES. WHEN ATTEMPTING TO INITIALIZE THOSE EQUIPPED WITH TRIP OPTIMIZER:

- PRESS THE NEW TRIP BUTTON,
- IF YOU RECEIVE A MESSAGE STATING "TRIP INIT FAILED", TRIP OPTIMIZER IS NOT CURRENTLY AVAILABLE.
- DISCONTINUE ANY ATTEMPT TO INITIALIZE TRIP OPTIMIZER ON THAT LOCOMOTIVE FOR THAT TRIP.
- PRESS THE "EXIT" BUTTON TO RETURN TO THE MAIN SCREEN.
- DO NOT MAKE A REPORT OF THE MESSAGE OR CALL THE GE HELP DESK. THE MESSAGE SIMPLY MEANS THAT THE UNIT IS AWAITING UPGRADE.

ISSUED BY OPERATING RULES DEPARTMENT



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Subdivision Bulletin

Written or electronically transmitted special instructions concerning the safety of employees and the movement of trains over a specific subdivision.

Subdivision Notice

Written or electronically transmitted notice containing information and instructions not affecting the movement of trains for a specific subdivision.

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Timetable

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

Special Instructions

Information contained in timetables, system bulletins, and subdivision bulletins, and CSX procedural instruction manuals

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Is a **Timetable** a Special Instruction? Yes

Is a **System Bulletin** a Special Instruction? Yes

Is a **Subdivision Bulletin** a Special Instruction? Yes

All 3 of these are Special Instructions

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Terminology

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

Is a **Timetable** a Special Instruction? Yes.

It is also a book. It's a Publication, it's a book it been published.

It's a road map of a sections of railroad that it full of **PERMANENT** stuff.

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Terminology

Timetable

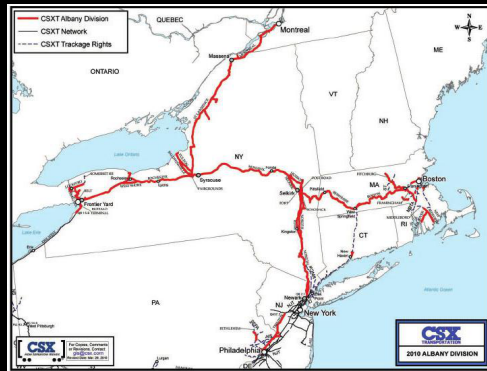
A publication containing instructions and other essential information relating to the movement of trains or equipment.



**ALBANY DIVISION
TIMETABLE NO. 6.1**

EFFECTIVE
FRIDAY, OCTOBER 15, 2010
AT 0001 HOURS
CSX STANDARD TIME

RULES CONVERSION 1/1/2014



Subdivision

A portion of the railroad designated by timetable.

TABLE OF CONTENTS

GENERAL INFORMATION

NAME	PAGE
Table of Contents	i
Emergency Assistance	1
Timetable Legend	1
Example Subdivision	ii
Division Offices	iv
Division Headquarters	iv

SUBDIVISIONS

NAME	CODE	STP	PAGE
BALEWNEVILLE	BI	NE	1
BELT	BE	NG	3
BIRMINGHAM	BM	NE	7
BOSTON	BO	NA	13
BUFFALO TERMINAL	BT	NG	27
COLUMBIA	CM	NC	28
CASTLETON	CS	NE	37
FAIR GROUNDS	FG	ND	39
FITCHBURG	FI	NA	41
FRAMINGHAM	FR	NA	43
FULTON	FU	NE	49
HUDSON	HN	NC	53
LOCKPORT	LP	NG	61
MIDDLEBORO	MB	NA	63
MORRIS	MR	ND	67
MONTREAL	MT	NE	73
NIAGARA	NI	NG	87
PORT	P2	NI	93
POST ROAD	PR	NB	95
REVER	RI	NI	97
ROCHESTER	RC	NY	107
SCHENECTADY	SI	NC	117
SELKIRK	SK	NC	119
LOWMEET BRO	SB	ND	131
ST. LAWRENCE	ST	NE	139
TRENTON	TN	NI	145
WEST SHORE	WE	NY	157

DIVISION SPECIAL INSTRUCTIONS

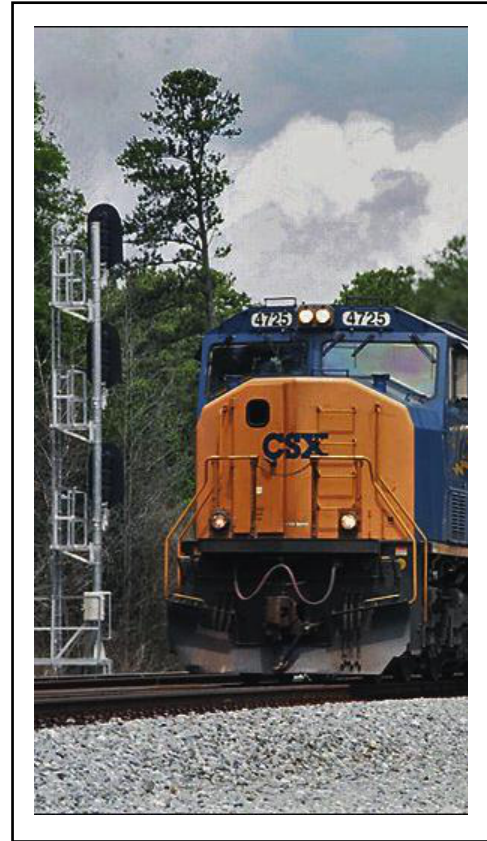
NAME	PAGE
ALBANY	161

PHONE NUMBERS

EMERGENCY ONLY:
 CSX Standard Police
 ALBANY DIVISION HQ
 Operations Manager, 310-110
 Dispatching Manager, 310-110
 Accident-Injury 24hr 4-1-1

EMERGENCY CONTACT
 Using the Emergency Contact Key Pad to indicate an emergency. Operations Section Office at 310-110.

CSX Transportation
ALBANY Division Timetable No. 6
Effective October 15, 2010
Copyright 2010 ©



Terminology

Timetable Legend

TIMETABLE LEGEND
STATION LISTING AND DIAGRAM PAGES

1 - HEADING
The subdivision is identified by name and by 2 character identifier.

2 - COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED
The authorized speed permitted between mileposts listed may also include restrictions over road crossings or other defined locations. Where speeds differ between various classes of trains, they will be listed in separate columns.

Abbreviations used are (P) - Passenger, (F) - Freight, (I) - Intermodal, (E) - Unit. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. City Ordinance speeds will be shown in shaded blocks.

B. MILEPOST
The alpha-numeric reference point identifying a specific track location on a subdivision. All locations to check speed indicators the mileposts may be listed without alpha prefixes and will be shown with a wide border.

C. STATION
A named reference point identifying a specific track location on a subdivision.

D. TRACK DIAGRAM
The timetable assigned direction from the first listing to the last is defined above the track diagram by arrow and direction.

E. AUTHORITY FOR MOVE (AUTHORITY FOR MOVEMENT)
The rules applicable to the Authority for Move column are listed below the box.

F. NOTES
Where station page information may need to be further defined, a number will refer to "STATION PAGE NOTES" listed at the side or end of the diagram.

3 - SYMBOLS USED

A. TRACK
N - North S - South E - East W - West
YL - Yard Limits NE - North End
SE - Southbound SE - South End
EE - Eastbound EE - East End
WB - Westbound WE - West End

B. SPEED REFERENCES
SP - Refer to Speed Tables
Where a speed is shown in the Authorized Speed Column of the Station Listing and Diagram pages or the Additional Speed Tables, the speed shown is the maximum speed and does not supersede any additional requirements that may be imposed by Rules, System Bulletins, Division Bulletins, Dispatcher messages or form EC-1.

C. ABBREVIATIONS SHOWN BELOW ARE ALSO FOUND IN SPECIAL INSTRUCTION PAGES

ABS - Automatic Block Signal Rates
ATC - Automatic Train Control Rules
CONN - Connection Track
CONT - Continuous
CPS - Control Point Signal Rules
CSDG - Controlled Siding
DB - Drawbridge
DD - Defect Detector
HE - Head End Only
HP - Head Point
HSD - Clearance Detector
IND - Industry Track
OTMT - Other Than Main Track
PAS - Passenger Station
PAS - Power Assisted Switch
PMS - Passenger Main
RCS - Remote Control Switch
RHX - Railroad Crossing at Grade
SDP - Side Detector Fence
SDS - Side Detector Signal
SG - Single
SR - Self Restoring Power Operated Switch
SS - Spring Switch
SSG - Signaled Siding
TJ - Turnout
WD - Wheel Impact Detector
XOVER - Crossover
YO - Yards

D. ROAD CROSSINGS ACTIVATION CODES

Types of Activation:
P - Speed Predictor
M - Motion Sensor
C - Conventional Track Circuits

E. DEFECT AND CLEARANCE DETECTORS
HBD - Hot Box Detector
DED - Drifting Equipment Detector
HWI - High or Wide Clearance Detector

F. COMMUNICATIONS TEXT BOXES
Communications text boxes show Dispatcher, Operator, Yardmaster or other station, AARL channel, call in box and where used, the number of "clicks" to call the station, if there is a separate radio channel it will be shown as RD-7.

CM DSP
094-
RD-1008

LEGEND - SAMPLE SUBDIVISION - SS

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTHORITY FOR MOVE	NOTES
SP 1 2 1 2	1				
60 50 40 30	CPD 6.0	SEN	1	CM DSP (RD-1008)	TC
60 50 40 30	CPD 6.2	Speed Change Area	1	CM DSP (RD-1008)	TC
70 55 70 55	CPD 11.8	NORTH EAST	1	SEE SPEED (RD-1008)	CP
70	17.0	Reference to Air Brake 1 Train Headed for (other track)	18.8	1	Dual-end turnout represent industry yards, street tracks, etc. BUFORD IT
65	CPD 20.0	EAST KENT	1	SEE SPEED (RD-1008)	TC
65 55	CPD 20.3	West Kent	SSG 10, 20 FT	SEE SPEED (RD-1008)	CP
55 50	CPD 22.8	WEST KENT	1	1	This number and border line represents the limits of a Controlled Area. 1. Instructions for this location.
55 50	CPD 23.5	EAST LAUREL	1	1	1. Instructions for this location.
50 40	CPD 24.4	WEST LAUREL	1	1	1. Instructions for this location.
50 40 30 40	CPD 25.5	MOHAWK JUNCTION	1	1	1. Instructions for this location.
40 30 40 30	CPD 26.2		1	1	1. Instructions for this location.
40 45 50 45	CPD 28.8		1	1	1. Instructions for this location.
50 45 50 45	CPD 30.0	ALEXANDRIA	1	1	1. Instructions for this location.

30 8 MILES LEN TO ALEXANDRIA



Terminology

Subdivision Special Instructions

BERKSHIRE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - BERKSHIRE

TR	MP Location	P	F
Both	QB 92.0 - 96.1	50	30
Both	QB 96.1 - 98.1	40	40
Both	QB 98.1 - 99.1	30	30
Both	QB 99.1 - 104.6	40	40
Both	QB 104.6 - 109.6	50	50
SG	QB 109.6 - 112.0	50	30
SG	QB 112.0 - 113.7	40	40
SG	QB 113.7 - 116.8	30	30
SG	QB 116.8 - 119.5	40	40
SG	QB 119.5 - 123.1	45	40
Both	QB 123.1 - 127.0	45	40
Both	QB 127.0 - 134.0 (EB)	40	40
Both	QB 134.0 - 137.7 (EB)	40	30
Both	QB 137.7 - 150.6	50	40
SG	QB 150.6 - 157.9	60	50
SG	QB 157.9 - 164.7	50	50
SG	QB 164.7 - 164.9	40	40
SG	QB 164.9 - 168.6	30	30
SG	QB 168.6 - 168.9	45	45
SG	QB 168.9 - 171.0	50	50
SG	QB 171.0 - 176.0	40	40
SG	QB 176.0 - 178.6	30	30
SG	QB 178.6 - 179.0	30	30
SG	QB 179.0 - 180.5	40	40
SG	QB 180.5 - 182.0	50	40
SG	QB 182.0 - 187.4	50	50
SG	QB 187.4 - 187.6	50	40
SG	QB 187.6 - 191.8	50	30

ADDITIONAL SPEEDS (SP) - BERKSHIRE

Location	Track Type	P	F
QB 171.8 - 176.0	SSDG	40	40
QB 176.0 - 176.6		30	30

ADDITIONAL SPEED RESTRICTIONS

Westbound Tonnage Speed Restrictions

Between QB 142.0 and QB 147.8 Westbound trains with 30 or more cars of mineral weight (above, ore, sand or gravel) operating on No. 1 or No. 2 track must not exceed 30 MPH.

QB 96.6 - Connection Track Speeds

Connection track No. 10 to Amtrak - 10 MPH
 Connection track No. 11 to Pan Am - 5 MPH

RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QB 96.6	CP-96	CSX	Remotely Controlled	504.23

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BERKSHIRE SUBDIVISION - BK

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MOVEMENTS IN TERRITORY WHERE CAB SIGNALS ARE USED WITHOUT FIXED WAYSIDE BLOCK SIGNALS

To comply with the requirements of Rule 312.4:

After receiving permission from the NB Dispatcher, train crews required to operate the manual device must read any posted operating instructions inside the control box at that location. The location may have unique instructions that pertain to the operation of the grade crossing warning devices.

When the control box contains multiple buttons to deactivate the warning devices on multiple tracks, caution must be used to ensure that only the button for the track your train occupies is operated.

The following grade crossings with automatic warning devices are equipped as indicated with manual devices to deactivate warning and raise gates and/or to activate warning and lower gates.

MP	Location	Instructions
QB 100.8	Bridge St	
QB 100.9	Ford St	
QB 107.1	Williamson Bridge Hwy	
QB 119.3	Russell St	
QB 161.9	State Line Rd	
QB 163.1	Fine's Rd	
QB 165.4	Warner's Rd	Deactivate/Activate
QB 165.5	Scrimshaw's Rd	
QB 170.6	Bradley's Rd	
QB 171.3	Priory Rd	
QB 177.2	Main St	
QB 182.1	Station House Rd	
QB 182.5	Harris Rd	
QB 185.4	Packman's Rd	
QB 186.1	Willow Rd	

2. INSTRUCTIONS RELATING TO SAFETY RULES

OS-4 SLPS, TRIPS AND FALLS

Between QB 96.0 and QB 98.7, Connecticut River bridge - Walkway on No. 2 track only.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QB 103.6	West Springfield	2'	HBD-DED
QB 115.4	Russell	2'	HBD-DED
QB 150.0	Bethel	2'	HBD-DED
QB 145.5	Dillon	2'	DED
QB 155.5	West Pittsfield	2'	HBD-DED
QB 176.5	Chatham	2'	HBD-HBD
QB 178.5	Chatham Village	2'	DED
QB 178.5	Chatham	2'	HBD-DED
QB 187.0	Post Rd	2'	DED

Key: HBD-Hot Box Detector
 DED-Dragging Equipment Detector
 HWR-High or Wide Clearance Detector

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QB 97.2	Springfield
QB 98.8	Springfield
QB 146.1	Pittsfield

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QB 92.0	Irish Subdivision	Double Shocks 19'2" Multilevel 19'1"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5401 - CONSERVING FUEL

1. Massachusetts Engine Idling Policy
 Information regarding the Massachusetts Engine Idling Policy is placed in the Albany Division Special Instructions pages.
 2. Pittsfield
 A. Idling of engines not in use for normal switching or work train service for more than 30 minutes is prohibited. When

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BERKSHIRE SUBDIVISION - BK

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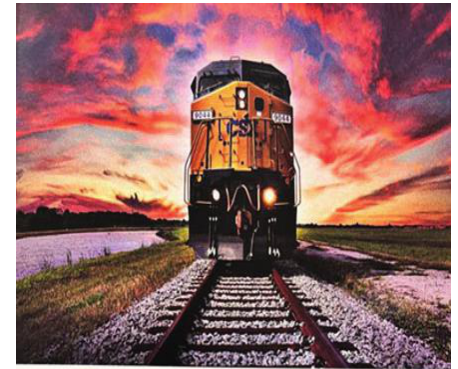
Rules Review OR 100.3

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

Rule books and special instructions are going to be provided to you through your railroad supplied electronic device (tablet)



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Rules Review OR 100.4



When on duty; each CSX employee must be in possession of his or her own copy of the documents below. Foreign line employees operating on CSX property must have at least one copy 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 subdivision bulletins.

You must check for the most current bulletins that affect your tour of duty.

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If your subdivision needed to provide updates to rules or timetable instructions, which type of document might you receive? (101.2)

- A. System Bulletin
- B. System Notice
- C. Subdivision Bulletin
- D. Subdivision Notice

If your subdivision needed to provide information on an upcoming community service event which type of document might you receive? (glossary)

- A. System Bulletin
- B. System Notice
- C. Subdivision Bulletin
- D. Subdivision Notice

Which group issues System Bulletins?

- A. Operating Rules Department
- B. Division Manager
- C. Chief Transportation Officer
- D. Train Dispatcher

Switching Basics – Identify End of Car

EH 4455
EH 4456

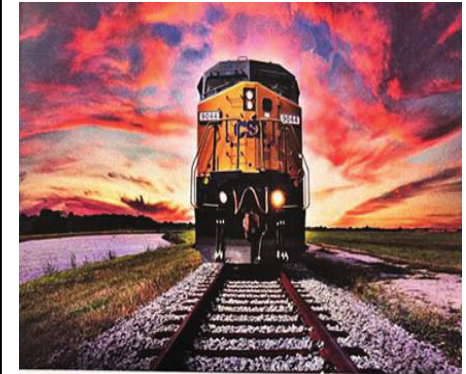
If the car has only one hand brake, the B-end of the car is the end with the hand brake. The other end is the A-end.

If the car has more than one hand brake, the letters "A" and "B" are stenciled on the appropriate ends of the car



Face the car from the "B" end – Your left is the left side of car. Axle number 1 is first axle counting from the "B" end.

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Switching Basics – Identify Car

EH 4460

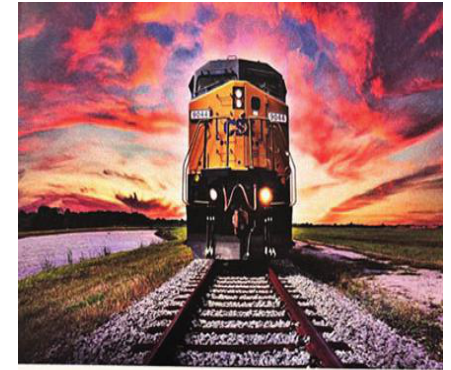


Container on Flat Car - COFC



Trailer on Flat Car - TOFC

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Switching Basics – Double-Stack Cars

EH 4463

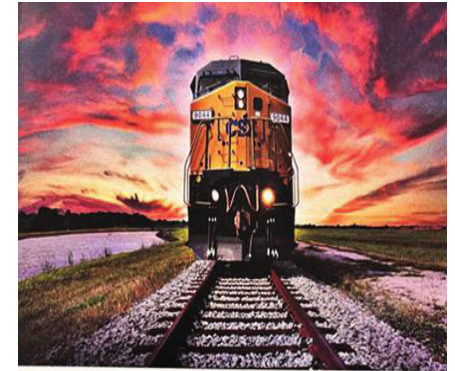


Other than EPIX, MERX, MHFX cars

Do not:

- Hump
- Cut off in motion to couple into another car (Kick)
- Struck by any car moving under its own momentum
- Coupled using more force than necessary to complete the coupling

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Inspecting the loading of cars when switching

EQHR 4001



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Rules Review - EQHR 4051

Performing Car Inspection

Inspect cars being placed into a train to make certain that the:



Car body does not:

- Lean or list to the side.
- Sag downward.
- Have any object hanging below it.
- Have any object extending from its side.
- Have a door insecurely attached.
- Have any broken or missing appliance.

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Rules Review - EQHR 4051

Performing Car Inspection

Inspect cars being placed into a train to make certain that the:



- Car body is properly positioned on the trucks.
- Couplers are not cracked or broken.
- Bearings are not overheated.
- Wheels are not overheated, broken, or cracked.
- Hand brake releases.
- Car does not have any apparent safety hazards likely to cause an accident.
- Cables, chains, straps, and bands are properly applied to loads, or secured if the car is empty.

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Protecting Highway Crossings

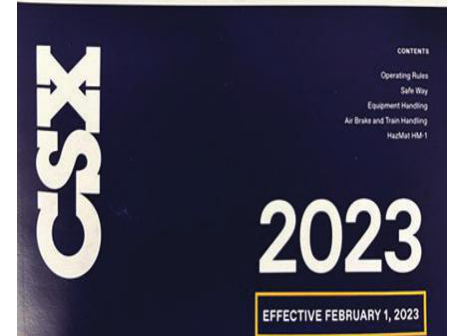
OPR 314.1



Special Instruction, Dispatcher Message, or Form EC-1 Indicates:	Activation Failure	False or Partial Activation
No flaggers/No police officer or communication cannot be established with flaggers or police officer.	STOP and PROTECT crossing from the ground.	Proceed with caution not to exceed 15 MPH.
Flagger for only one direction of traffic and communication is established confirming that protection has been provided.	Proceed with caution not to exceed 15 MPH.	Proceed with caution not to exceed 15 MPH.
Flaggers for each direction or police officer present and communication is established confirming that protection has been provided.	Authorized Speed.	Authorized Speed.



Employee Operating Manual

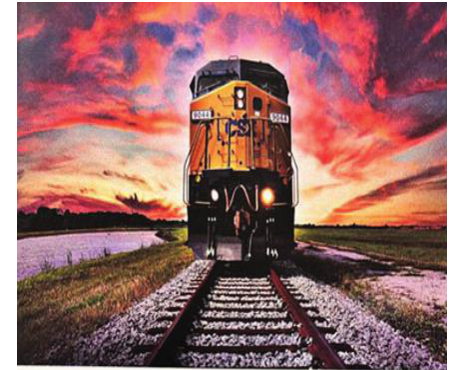


Protecting Highway Crossings

OPR 314.5

314.5 In addition to the requirements of protecting shoving movements; do not shove equipment, kick equipment, or back a locomotive consist over a highway-rail or pedestrian-rail crossing at grade unless the crossing is:

- a. Protected by a qualified employee on the ground, or
- b. A CSX private crossing located within a CSX yard and it is seen that traffic is stopped or that no traffic is approaching, or
- c. Equipped with properly functioning gates that are in the fully lowered position before the equipment or locomotive consist fouls the crossing, not to exceed 20mph.



Employee Operating Manual



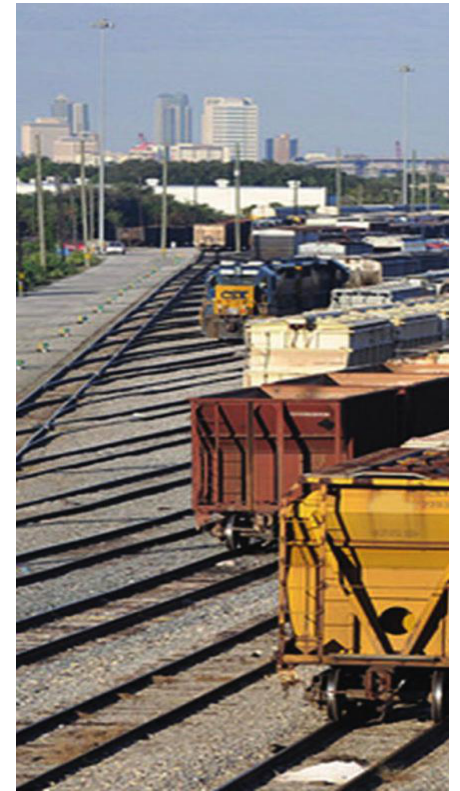
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Rules Review - Shoving or Pushing Equipment

OPR 406.1

406.1 Employees involved in shoving or pushing movements must not:

- a. Engage in unrelated tasks, or
- b. Provide protection while occupying an automobile or similar motorized vehicle.



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Rules Review

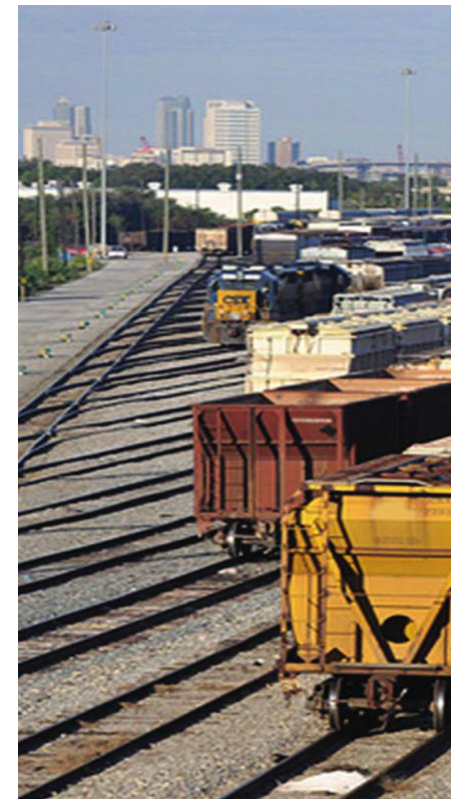
OPR 406.2

406.2 Employees directing a shoving or pushing movement must:

1. Know **all cars** to be shoved are coupled by stretching the slack, and
2. Ride the side of the leading end of the equipment or be in a position on the ground ahead and in the clear of any shoving movement that will traverse any switch , derail , public highway-rail or pedestrian crossing located on the portion of track to be shoved in order to ensure such devices are properly lined and appropriate protection is provided at crossings.



Where can you be while protecting a shove move?



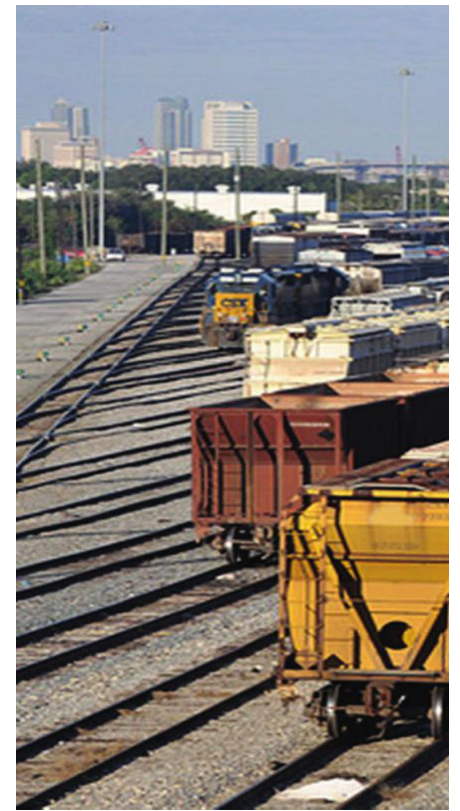
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Rules Review

OPR 406.3

406.3 The leading end of shoving and pushing movements must be protected by a **qualified employee**. Protection must be provided by:

- a. Being positioned on the leading end or on the ground ahead of the movement and clear of all tracks,
- b. Constant monitoring via technological means such as shove lights or cameras at locations designated by special instructions, or
- c. Making a positive visual determination that the track is, and will remain, clear. Track is clear means that the portion of track to be used:
 1. Is clear of equipment and conflicting movements,
 2. Has no switches, derails or highway-rail or pedestrian crossings that will be traversed by the leading end of the equipment, and
 3. There is sufficient room in the track to hold the equipment being shoved. Sufficient room means that the available room in the track exceeds the length of the shoving movement to be made by at least 500 feet (ten 50 foot car lengths).



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Rules Review - Track is Clear

OPR 406.4

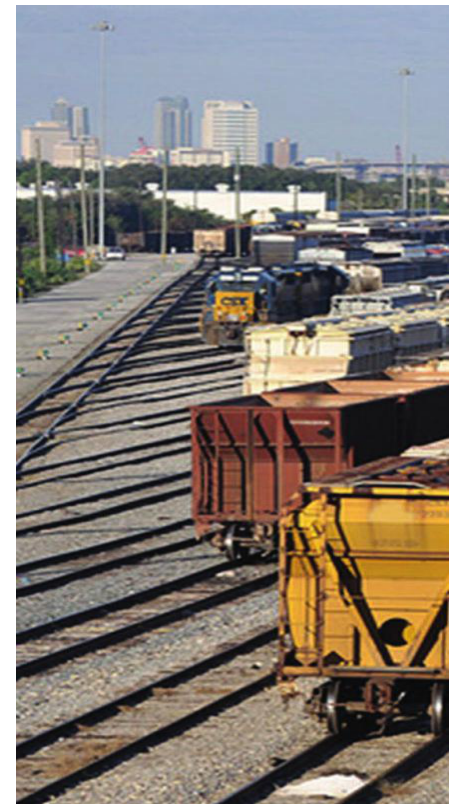
406.4 The employee directing a shove movement must give instructions sufficiently in advance to permit compliance. The employee receiving instructions must comply with the intent of those instructions. If there is any doubt as to the meaning of the instructions, or for whom such instructions are intended, the movement must:

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



If instructions are misunderstood
what must happen to the
movement?

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Rules Review

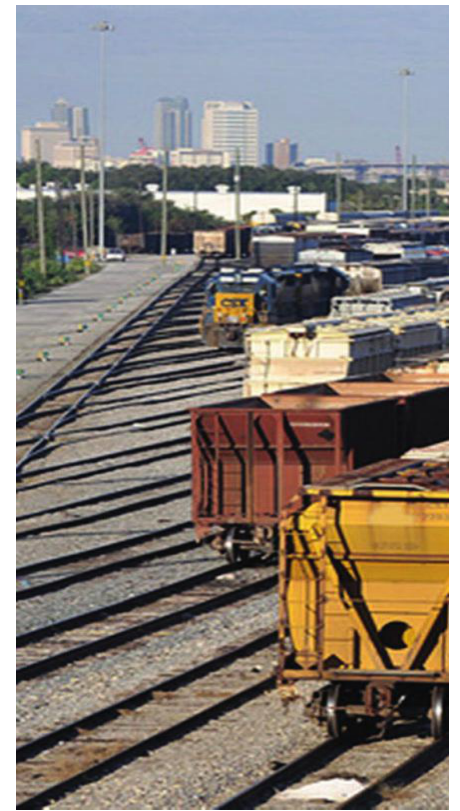
OPR 406.5

406.5 When the equipment being shoved is moving, the employee directing the movement must:

1. Remain clear of all tracks, and
2. Maintain visual contact with a portion of the equipment.



Does this employee have visual contact with a portion of the equipment?



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Rules Review - Using Radios During Shoving or Pushing

OPR 406.6

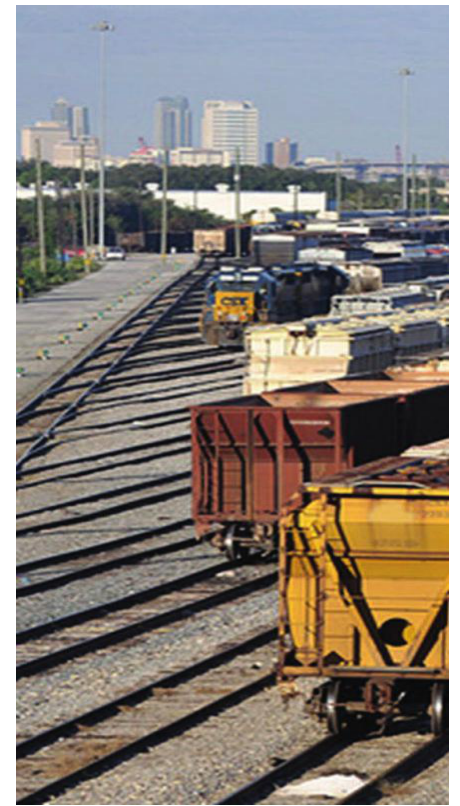
When using radios during a shoving or pushing movement, the employee directing the movement must communicate the following to the employee receiving the instructions.



1. Employee is in the clear of all tracks,
2. How the point protection will be provided,
 - a. From the leading end of the equipment – “On the point”, or
 - b. From the ground visually – “Point from the ground”, or
 - c. Utilizing technology – “Point from a camera or shove light”
3. Switches and derails involved with the movement are properly lined
4. Distance of the movement to be made (**not to exceed a maximum of 20 car lengths at a time**) or the sight distance available, whichever is less, in 50-foot car lengths, and
5. Additional instructions must be communicated to the employee controlling the movement prior to reaching one-half of the previous specified distance until the movement stops.

Exception: On a Main Track or Signaled siding governed by a signal indication more favorable than restricting, or when operating in TWC-D with an unrestricted EC-1, it is permissible to communicate up to a maximum of 50 car-length increments if range of vision allows.

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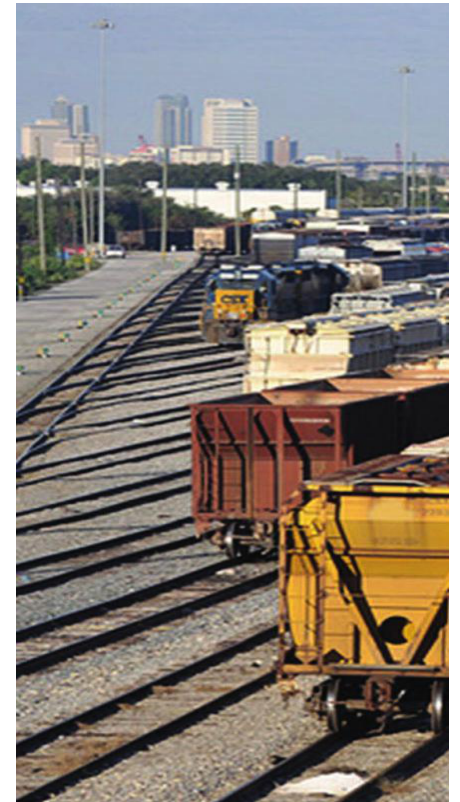
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Rules Review - Using Radios During Shoving or Pushing

OPR 406.8

406.8 When shoving or pushing equipment for purposes other than coupling:

1. The movement must stop 50 feet short of:
 - A. A blue signal, or
 - B. A fixed derail, or
 - C. An improperly lined switch, or
 - D. On-track equipment, or
 - E. An obstruction, or
 - F. End of the track.
2. If necessary to make any further movement to place equipment, allow the slack to adjust before moving.



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PROPER EXAMPLES OF RIDING EQUIPMENT



SAFE WAY RULE 2102

2102 - Riding Equipment

2102.1 When riding on equipment, employees must:

1. Position body to face the equipment and look in the direction of travel,
2. Maintain 3-points of contact, keeping secure hand holds and footing,
3. Be prepared for unexpected movements and slack action at all times,
4. Ride the side of cars equipped with a horizontal grab iron at least 12 inches above the floor of the car or at least one vertical grab iron that allow an employee to stand upright on the top or platform.
5. Ride the side of rail cars or the trailing end of a cut of cars equipped with an end platform.
6. Ride the steps or front/rear locomotive platforms when positioned on the outside of a moving locomotive,
7. Dismount before passing a close clearance sign or reaching a close clearance, and
8. Ride on the side of equipment away from live tracks, main tracks, sidings, close clearances or other hazards.

SAFE WAY RULE 2102

2102.2 When riding on equipment, employees must not:

- a. Place hands, arms, or legs inside equipment with shiftable loads or near the end gates of a drop end gondola; or
- b. Occupy side locomotive walkways when:
 - 1. Traversing over crossings (railroad or vehicle), curves, bridges, and control points; and
 - 2. Above 20 mph; or
- c. Use bridge plates or container brackets as hand holds on flat cars; or
- d. Ride:
 - a. Platform between coupled cars, or
 - b. End of cars being shoved unless the car is equipped with a riding platform that has a safety rail positioned between the employee and the end of the equipment, or
 - c. Couplers, draw-heads, cut levers, or cushion underframe devices, or
 - d. Bottom step of equipment when traversing highway-rail crossings at grade, or
 - e. The middle ladder of tank cars, or
 - f. The side of equipment that is adjacent to a main track or siding that is occupied with equipment.

SAFE WAY RULE 2102

Riding Tank Cars



2102.3 When riding tank cars, employees **must** ensure they have a firm hand hold that prevents unintentional movement and:

- a. If only **one** vertical grab iron, ride with **one** foot in the stirrups and **one** foot on the end platform, or
- b. If **two** vertical grab irons, ride with **both** feet in the stirrups, or
- c. If the tank car is the rear car of a pulling movement, employees **may** ride the outer edge of the end platform.

Tank Car

Is mounting or dismounting a moving tank car permissible?

How do you ride a tank car with a single vertical grab iron?

How do you ride a tank car with a double vertical grab iron?

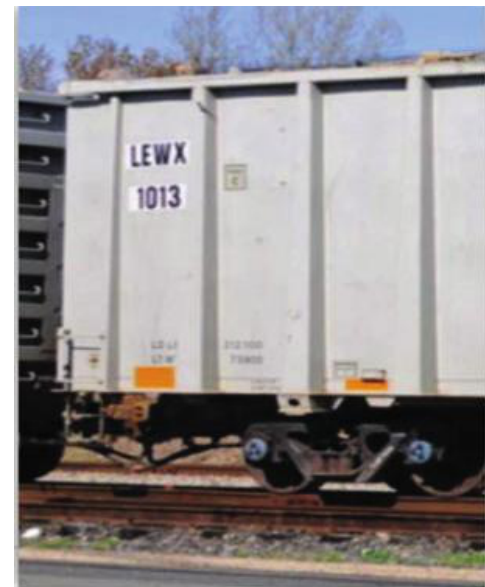


SAFETYWAY 2102.2 PART G

2102.2 When riding on equipment, employees must not:

D. Ride:

- A. Platform between coupled cars, or
- B. End of cars being shoved unless the car is equipped with a riding platform that has a safety rail positioned between the employee and the end of equipment, or
- C. Couplers, draw-heads, cut levers, or cushion underframe devices, or
- D. Bottom step of equipment when traversing highway-rail crossings at grade, or
- E. The middle ladder of tank cars, or
- F. The side of equipment that is adjacent to a main track or siding that is occupied with equipment, or
- G. The following series of cars: LEWX (1000-1099), LEWX (2100-2197), DEAX (11351-11450), CIGX (802713-803211)



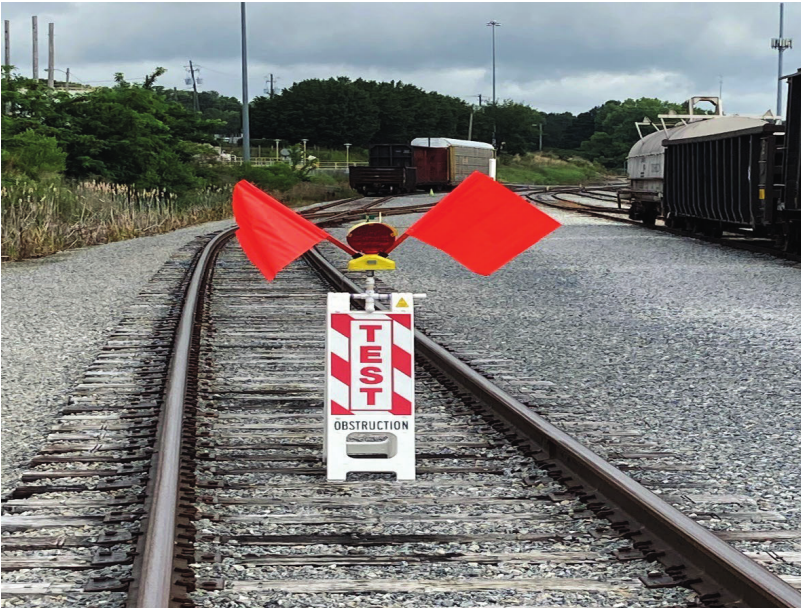
MANAGERS ARE REQUIRED TO PERFORM OPERATIONAL TEST



Example of simulated obstruction in the switch points.



MANAGERS ARE REQUIRED TO PERFORM OPERATIONAL TEST



Example of simulated obstruction on the track.

What would you do if this was encountered on the track you are operating on?

MANAGERS ARE REQUIRED TO PERFORM OPERATIONAL TEST



Example of simulated improperly lined switch.

MANAGERS ARE REQUIRED TO PERFORM OPERATIONAL TEST



Example of simulated improperly lined switch.

What would you do if this was encountered on the track you are operating on?

You must stop **50ft** away from an improperly lined switch on a shoving or pushing movement if it is a facing point movement.

MANAGERS ARE REQUIRED TO PERFORM OPERATIONAL TEST



Example of simulated improperly lined switch.

What would you do if this was encountered on the track you are operating on?

You must stop at the **clearance point** if you are making a trailing point movement.