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[Union Pacific Rules](#)

## **UPRR - General Code of Operating Rules**

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## Union Pacific Rules

### UPRR - General Code of Operating Rules

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## **1.1: Safety**

The train dispatcher should be notified immediately so that proper arrangements can be made to protect persons and equipment.

#### **D. When These Requirements Will Not Apply**

These requirements will not apply if air currents carry the exhaust gases away from the train. Safety of passengers and crew members must be the first consideration.

##### **Rule Updated Date**

April 7, 2010

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### **1.44: Duties of Train Dispatchers**

Train dispatchers supervise train movement and any employees connected with that movement.

##### **Rule Updated Date**

April 7, 2010

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### **1.45: Duties of Control Operators and Operators**

Control Operators and operators are under the direction of the train dispatcher when their duties concern handling track warrants, track bulletins, lineups, the movement of trains, and any other instructions issued by the train dispatcher.

##### **Rule Updated Date**

April 7, 2010

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### **1.46: Duties of Yardmasters**

The yardmaster is responsible for and shall directly supervise yard crews, clerks, and all other employees working in the yard. The yardmaster must see that they work in a safe, efficient, and economical manner, according to the rules, regulations, and instructions of the railroad. Yardmasters must ensure the prompt and regular movement of cars, especially the proper makeup of trains and their movement into and out of the yard.

At locations where yardmasters are on duty, employees in train, engine, and yard service must comply with the yardmaster's instructions. At locations where no yardmaster is on duty, these employees will work according to the instructions of designated employees.

##### **Rule Updated Date**

April 7, 2010

Effective Date: April 1, 2015

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## **6.5: Shoving Movements**

### **Providing Protection Prior to Initiating Shoving Movement**

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

- Portion of track to be used is clear of equipment or conflicting movements.
- The track will remain clear to the location where movement will be stopped.
- Switches and derails are properly lined.

Engineer and employee protecting the movement must complete a job briefing concerning how protection will be provided.

When not using hand signals, radio job briefing must include:

- Who will protect the shove.
- How the shove will be protected.
- Distance and direction to be shoved (Distance specified must be acknowledged when it is more than four cars.)

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

Employee must be in a position to provide visual protection of the equipment being shoved. Participating crew members must not engage in unrelated tasks while making a shoving movement.

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

Employees may be relieved from providing visual protection when:

- Superintendent Bulletin specifies tracks that will be protected with shove lights or monitored cameras.
- Making back up movements in accordance with Rule 6.6 (Back up Movements).
- A track has been pulled and cars or equipment of less length will be immediately shoved back into the track and it is visually determined the track has remained clear to the location where movement will be stopped.

### **Speeds When Shoving**

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

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

### **Rule Updated Date**

May 10, 2022

## System Special Instructions

Effective Date: May 10, 2022

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### 6.5.1: Remote Control Movements

Remote control movements are considered shoving movements, except when the remote control operator controlling the movement is riding the leading locomotive in the direction of movement. Before initiating movement, the remote control operator or a crew member must be in position to visually observe the direction the equipment moves.

When approaching within 200 feet of a fouling point, switch, or derail, employee controlling the movement must be on the point of the movement outside the cab when riding the locomotive. However, movement may be controlled from inside the cab of the lead locomotive when:

- Operating in severe weather conditions.  
or
- It is necessary to sound the whistle.

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

**Exception:** After conducting a job briefing with the employee who will be protecting the point, the primary operator is not required to pitch control when:

- Stretching a track to ensure couplings are made.  
or
- Separating equipment to make coupler adjustments.

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

### Relief of Providing Protection

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

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

## 6.27: Movement at Restricted Speed

When required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of:

- Train.
- Engine.
- Railroad car.
- Men or equipment fouling the track.
- Stop signal.
- or
- Derail or switch lined improperly.

When a train or engine is required to move at restricted speed, the crew must keep a lookout for broken rail and not exceed 20 MPH.

Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required.

### **Application:**

Train and / or engine speed must allow for movement to stop short of the obstructions listed consistent with good train handling.

### **Rule Updated Date**

April 1, 2015

### **System Special Instructions**

Effective Date: April 1, 2015

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## 6.28: Movement on Other than Main Track

Except when moving on a main track or on a track where a block system is in effect, trains or engines must move at a speed that allows them to stop within half the range of vision short of:

- Train.
- Engine.
- Railroad car.
- Men or equipment fouling the track.
- Stop signal.
- or
- Derail or switch lined improperly.

**Application:**

Train and/or engine speed must allow for movement to stop short of the obstructions listed consistent with good train handling.

**Rule Updated Date**

April 1, 2015

**System Special Instructions**

Effective Date: April 1, 2015

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**6.28.1: Sidings of Assigned Direction**

Do not use sidings of an assigned direction in the opposite direction unless authorized by the train dispatcher.

**Rule Updated Date**

April 7, 2010

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**6.28.2: Stopping Clear in Siding**

When possible, a train entering a siding must not stop until the entire train is clear of the main track.

**Rule Updated Date**

April 7, 2010

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**6.28.3: Cars or Equipment Left on Siding**

Avoid leaving cars or equipment on sidings unless authorized by the train dispatcher, except in an emergency. In this case, notify the train dispatcher immediately.

**Rule Updated Date**

April 7, 2010

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**6.29: Inspecting Trains**