

[Back](#)**PROCESS - Protecting Unforeseen Restrictions****UNION PACIFIC RAILROAD COMPANY****Protection of Restrictions Procedure
Protecting Unforeseen Restrictions****TITLE:**

Protecting Unforeseen Restrictions

EFFECTIVE DATE:

0757C, January 23, 2018

DISPATCHER STANDARD PROCESS DETAIL:Procedure Text:

IMPORTANT NOTE! For those areas where one dispatcher issues the track bulletins but does not control the territory (or access to it): The dispatcher issuing a track bulletin restriction should verify with the dispatcher controlling access to the restricted area that protection has been applied (if required) and furnish a copy of the track bulletin to the controlling dispatcher.

For Step-Up Speed Restrictions, be governed by both this document and the separate Standard Process addressing that issue.

No single process can possibly cover 100% of the scenarios that a dispatcher may encounter. The "good practices" outlined in this document must be followed to the maximum extent possible when protecting unforeseen restrictions.

Use this process to protect:

- Unforeseen Speed Restrictions: temporary speed**

restrictions, rough track, heat
restrictions, and cold
restrictions

- **Crossing Restrictions**
- **Critical Weather Alerts: flash
flood, tornado, and earthquake**

**A. Protecting a request for a temporary
restriction (<12 hrs):**

1. Determine if there are any closely approaching trains; if there are, repeat request for confirmation, then issue to closely approaching trains.

***NOTE: Dispatchers may use Step 2 to Record the information in the system and Step 3 to Verify the information is correct prior to issuing the restriction to the closely approaching train.**

2. Immediately create the restriction using the PTT or TRP function. When ready to enter the speed, limits, and/or other conditions, ask the employee to state the request and enter the information. If restriction is in an uncontrolled yard or industrial lead, place PTT/TRP at all entry points.

3. Read the restriction back to the employee for confirmation. If the restriction pertains to protection of a crossing, read back of the restriction to the employee shall include the subdivision name.

***NOTE: At this point, if there is a closely approaching train: issue the restriction to train prior to proceeding to Step 4.**

4. If applying a PTT, proceed until the dark blue blocking is on the CAD screens. Verify blocking is correctly applied.

5. Complete the PTT or TRP.

Definitions (for this process only)

Closely approaching train: A train which has authority into the protected limits that could potentially encounter the restriction BEFORE protection can be established in the dispatching system.

**B. Protecting a request for a temporary
restriction requiring a track bulletin:**

1. Create the PTT or TRP as described above.

2. Use the "Create Form A" option in the PTT/TRP function whenever possible; repetition of the restriction to the requesting employee is not necessary.

3. If "Create Form A" option cannot be used or a Form C is required, type the information into the bulletin from the PTT/TRP screen or ask the employee to restate the restriction and enter that information. Issue bulletin on parent subdivision for restrictions in uncontrolled yards and industrial leads. Read the restriction back to the employee for confirmation.

4. Complete the track bulletin, but do not combine with any existing bulletin at this time.

Additional Requirements:

Before authorizing a train to enter the protected limits:

- * Verbally transmit the restriction; or
- * Verify that the crew is in possession of the track bulletin (verbally or through CAD)
- * When using the Issue PTT function, **enter one train symbol at a time.**

Do not enter the next train symbol until CAD gives the OK time for the previous train.

So long as the restriction remains in effect, **protection must remain in place for at least 14 hours** after the track bulletin issuance time.

Do not combine this track bulletin with any existing bulletins until all have been in effect for at least 14 hours.

C. Changing or Deleting an existing restriction protected by Track Bulletin:

If a request is received to change a restriction already protected by track bulletin (other than raising the speed as prescribed by Rule 27.7.1), **the request should be handled the same as if it were a request for a new restriction.** Once this restriction has been protected as described in A & B above, the original restriction may be voided. The correct process for voiding restrictions:

1. Bring up the existing Form A.
2. Read back the restriction to be deleted or changed to the employee who requested the new restriction. Delete the line(s) which are now protected by the new, more restrictive, track bulletin.

3. Re-issue the existing Form A (which should now have all the pre-existing restrictions minus the one(s) that was/were made more restrictive).

D. Issuing Track Bulletin Form B's (14+ hours in advance):

1. Create the Form B in the CAD system. Issue a separate Form B for each employee.
2. For radio or telephone request, read the restriction back to the employee for confirmation.
3. Issue Form B.

E. Issuing Track Bulletin Form B's (less than 14 hours in advance):

1. Create the Form B in the CAD system. Issue a separate Form B for each employee.
2. For radio or telephone request, read the restriction back to the employee for confirmation.
3. Prior to transfer, the dispatcher must apply PTT or TRP protection to the affected area.
4. So long as the Form B remains in effect, **protection must remain in place for at least 14 hours** after the track bulletin issuance time.
5. The dispatcher will deliver the Form B confirmation form as part of the transfer.

FILE ATTACHMENTS:

- [Protecting Restrictions In Yards and Industrial Leads.pdf](#)

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