

On-track equipment authorized by the Chief Engineer to operate at a speed higher than the normal MW work equipment speed will be identified as "high speed work equipment." This equipment will be authorized to operate at up to maximum timetable speed (not exceeding 49 MPH) and will be exempted from, among other things, the requirement to be prepared to stop and protect all road crossings at grade. The train dispatcher must ensure that all unforeseen track restrictions, including those concerning automatic crossing device failures, are delivered to the employee in charge of the high speed work equipment.

Rule Updated Date

August 1, 2008

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22.3.1: Movement of On-Track Equipment on Signal Indication

While handling all self-propelled rail grinders, in-track welders and other equipment designated by the Chief Engineer to run on signal indication, the train dispatcher must provide protection against following train movements using one of the following methods:

- In CTC or manual interlocking, auto routing and automatic clearing features must not be used to move on-track equipment. The track block feature in the dispatching system can be used or place the control points or locations in manual mode. All dual control switches over which the equipment will pass must be blocked.
- In TWC, issue a "Work Between" and do not issue with joint authority.

Rule Updated Date

August 15, 2016

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22.3.2: Movement of On-Track Equipment on Signal Indication within Cab Signal Territory

On-track equipment, equipped with a working cab signal device, may operate on signal indication within cab signal territory. On-track equipment not equipped with a working cab signal device, will operate as follows:

- In CTC or Rule 9.15 ACS, CBS or ATC territory, all movement will be made on Track and Time or Track Permit authority.
- In Rule 9.14 ACS territory, all movement will be made with absolute block established in advance of the movement.

Rule Updated Date

August 1, 2008

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22.4: Protection of Equipment Left on Main Track or Controlled Siding, or Train in TWC

Rule Ref: GCOR 6.20

Train dispatcher or control operator must provide protection before authorizing a crew of a train to leave equipment on the main track or controlled siding (outside of yard limits) without flag protection.

NOTE: Unattended locomotive(s), not coupled into other equipment, must not be left on the main track. (ABTH Rule 32.2.1)

Protection must be provided in the following manner:

A. In CTC, manual interlocking limits, or track permit territory, apply bulletin line item (BLI) or track tag with block.

Example: "EQUIPMENT ON (track) BETWEEN (mile post/location) AND (mile post/location)."

B. In current of traffic, a track bulletin (see example) must be issued immediately to all trains which may operate against the current of traffic on the affected track.

C. In TWC territory (non-sigaled and ABS), trains or equipment tied up or left on main track must be protected by track warrant. Use the following process when protecting a train or equipment left on main track:

1. Issue a track warrant to "Dispatcher", with a "Work Between". This warrant should be made joint.
2. The limits of "Dispatcher" warrant must be as short as possible, protecting both ends of equipment left on main track.
3. Before requesting and/or accepting the release of the train's warrant, verify that the train is stopped within the limits of the "dispatcher" warrant. Advise crew that train or equipment is protected and then have the train crew release their track warrant.

In addition, in non-sigaled TWC territory, a track bulletin must be issued and given immediately to all trains approaching the location of the train or equipment left on main track. (see example)

Example :

"(Name) TRACK BLOCKED WITH EQUIPMENT (or Train) BETWEEN (location/milepost) AND (location/milepost). BE GOVERNED BY GCOR RULE 6.20."

Rule Updated Date

November 5, 2021

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22.4.1: Employee Notification of Equipment Location

Before granting authority or issuing instructions to enter protected limits where train or equipment has been left standing, the train dispatcher must notify the employee of the location of the train or equipment. If the train or equipment is protected by a portable derail, the train dispatcher must notify the employee of the location of the portable derail.

Rule Updated Date

October 23, 2009