

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

Introduction

This version contains the following revised or added pages:

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BNSF



General Code of Operating Rules

BNSF Version with Revisions No. 1

IN EFFECT AT 0001
Central, Mountain and Pacific
Continental Time

Wednesday, April 1, 1998
(including revisions up to
Sunday, January 31, 1999)

They supersede all previous rules
and instructions inconsistent therewith.

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1.0 General Responsibilities

1.1 Safety

Safety is the most important element in performing duties. Obeying the rules is essential to job safety and continued employment.

1.1.1 Maintaining a Safe Course

In case of doubt or uncertainty, take the safe course.

1.1.2 Alert and Attentive

Employees must be careful to prevent injuring themselves or others. They must be alert and attentive when performing their duties and plan their work to avoid injury.

1.1.3 Accidents, Injuries, and Defects

Report by the first means of communication any accidents; personal injuries; defects in tracks, bridges, or signals; or any unusual condition that may affect the safe and efficient operation of the railroad. Where required, furnish a written report promptly after reporting the incident.

1.1.4 Condition of Equipment and Tools

Employees must check the condition of equipment and tools they use to perform their duties. Employees must not use defective equipment or tools until they are safe to use. Employees must report any defects to the proper authority.

1.2 Personal Injuries and Accidents

1.2.1 Care For Injured

When passengers or employees are injured, do everything possible to care for them.

1.2.2 Witnesses

If equipment is involved in personal injury, loss of life, or damage to property, the employee in charge must immediately secure the names, addresses, and occupations of all persons involved, including all persons at the scene when the accident occurred and those that arrived soon after. The employee in charge must secure the names regardless of whether these persons admit knowing anything about the accident.

The employee in charge must also obtain the license numbers of nearby automobiles. When necessary, other employees can assist in obtaining this information, which must be included in reports covering the incident.

Where signaling devices are provided or a flagman is on duty, the employee in charge and assisting employees must try to determine who, among the witnesses, can testify whether the signaling devices were functioning properly or if the flagman was performing his duties properly.

When possible, obtain the names of witnesses who can testify about the bell and whistle signals.

1.2.3 Equipment Inspection

If an accident results in personal injury or death, all tools, machinery, and other equipment involved, including the accident site, must be inspected promptly by the foreman, another person in charge of the work, or other competent inspectors. The inspector must promptly forward to his manager a report of the inspection. The report must include the condition of the equipment and the names of those making the inspection.

If requested by the claims department, the equipment inspected must be marked for identification and placed in custody of the responsible manager or employee.

1.2.4 Mechanical Inspection

When engines, cars, or other equipment are involved in an accident that results in personal injury or death, the equipment must be inspected before it leaves the accident site.

A mechanical department employee must further inspect the equipment at the first terminal. This employee must promptly report inspection results to the proper manager.

1.2.5 Reporting

All cases of personal injury, while on duty or on company property, must be immediately reported to the proper manager and the prescribed form completed.

A personal injury that occurs while off duty that will in any way affect employee performance of duties must be reported to the proper manager as soon as possible. The injured employee must also complete the prescribed written form before returning to service.

1.2.6 Statements

Except when authorized by the proper manager:

- Information concerning accidents or personal injuries that occur to persons other than employees may be given only to an authorized representative of the railroad or an officer of the law.
- Information about the facts concerning the injury or death of an employee may be given only to the injured employee, an immediate relative of the injured or deceased employee, an authorized representative of the railroad, or an officer of the law.
- Information in the files or in other privileged or confidential reports of the railroad concerning accidents or personal injuries may only be given only to an authorized representative of the railroad.

1.2.7 Furnishing Information

Employees must not withhold information, or fail to give all the facts to those authorized to receive information regarding unusual events, accidents, personal injuries, or rule violations.

1.3 Rules

1.3.1 Rules, Regulations, and Instructions

Safety Rules. Employees must have a copy of, be familiar with, and comply with all safety rules issued in a separate book or in another form.

General Code of Operating Rules. Employees governed by these rules must have a current copy they can refer to while on duty.

Hazardous Materials. Employees who in any way handle hazardous materials must have a copy of the instructions or regulations for handling these materials. Employees must be familiar with and comply with these instructions or regulations.

Air Brakes. Employees whose duties are affected by air brake operation must have a copy of the rules and instructions for operating air brakes and train handling. Employees must know and obey these rules and instructions.

Timetable/Special Instructions. Employees whose duties are affected by the timetable/special instructions must have a current copy they can refer to while on duty.

Train Dispatchers and Control Operators. The train dispatchers and control operators must have a copy of the rules and instructions for train dispatchers and control operators. They must be familiar with and obey those rules and instructions.

Classes. Employees must be familiar with and obey all rules, regulations, and instructions and must attend required classes. They must pass the required examinations.

Explanation. Employees must ask their supervisor for an explanation of any rule, regulation, or instruction they are unsure of.

Issued, Cancelled, or Modified. Rules may be issued, cancelled, or modified by track bulletin, general order, or special instructions.

1.3.2 General Orders

General orders:

- Are numbered consecutively.
- Are issued and cancelled by the designated manager.
- Contain only information and instructions related to rules or operating practices.
- Replace any rule, special instruction, or regulation that conflicts with the general order.

Before beginning each day's work or trip, trainmen, enginemen, and any others whose duties require, must review general orders that apply to the territory they will work on.

1.3.3 Circulars, Instructions, and Notices

Circulars, instructions, notices, and other information are issued and cancelled by the designated manager.

Before beginning each day's work or trip, trainmen, enginemen, and any others whose duties require, must review those that apply to the territory they will work on.

1.4 Carrying Out Rules and Reporting Violations

Employees must cooperate and assist in carrying out the rules and instructions. They must promptly report any violations to the proper supervisor. They must also report any condition or practice that may threaten the safety of trains, passengers, or employees, and any misconduct or negligence that may affect the interest of the railroad.

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1.5 Drugs and Alcohol

The use or possession of alcoholic beverages while on duty or on company property is prohibited. Employees must not have any measurable alcohol in their breath or in their bodily fluids when reporting for duty, while on duty, or while on company property.

The use or possession of intoxicants, over-the-counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect safe performance is prohibited while on duty or on company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substances in their bodily fluids when reporting for duty, while on duty, or while on company property.

1.5.1 Motor Vehicle Driving Records [NEW rule on BNSF]

Employees certified as locomotive engineers, whatever class of service, must report convictions for:

- Operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance.
- Refusal to undergo such testing when a law enforcement official seeks to find out whether a person is operating under the influence of alcohol or a controlled substance.

An employee must report any conviction to an employee assistance representative no later than the end of the first business day immediately following the day that the employee received notice of the conviction.

1.6 Conduct

Employees must not be:

1. Careless of the safety of themselves or others.
2. Negligent.
3. Insubordinate.
4. Dishonest.
5. Immoral.
6. Quarrelsome.
- or
7. Discourteous.

1.7 Altercations

Employees must not enter into altercations with each other, play practical jokes, or wrestle while on duty or on railroad property.

1.8 Appearance

Employees reporting for duty must be clean and neat. They must wear the prescribed uniform when required.

1.9 Respect of Railroad Company

Employees must behave in such a way that the railroad will not be criticized for their actions.

1.10 Games, Reading, or Electronic Devices

Unless permitted by the railroad, employees on duty, must not:

- Play games.
- Read magazines, newspapers, or other literature not related to their duties.
- or
- Use electronic devices not related to their duties.

1.11 Sleeping

Employees must not sleep while on duty. Employees reclined with their eyes closed will be in violation of this rule.

[Revised on BNSF Railway. The following is added.]

Napping is permitted by BNSF road train crews under the following conditions:

- The train must be stopped to be met or passed by a train, waiting for track work, waiting for helpers or other similar conditions.
- When waiting for the arrival or makeup of their train at their initial terminal.

- Trains must not be delayed for an employee taking a nap. When conditions allow the train to be moved, the non-napping employee must wake the napping employee.
- One crew member must remain awake at all times.
- Before napping, the employee in charge of the locomotive controls must make a sufficient brake pipe reduction to prevent the train from moving, turn off the generator field and center and remove the reverser.
- The employee in charge of the locomotive controls may nap while the non-napping employee is off the locomotive. The non-napping employee must be on the controlling locomotive except in the performance of his or her duties.
- The person who will take the nap must be negotiated between the crew members.
- Each crew member has the right and responsibility to refuse to allow another crew member to take a nap if doing so could jeopardize the personal safety of the employee, other employees, or the train.
- The nap period must not exceed 45 minutes. The period is not limited to the time sleeping but includes the advance time needed to fall asleep.
- If during the time the crew member is napping, another employee feels their personal safety, the safety of other employees, or the safety of the train is jeopardized, they must wake the napping employee.
- The normal requirements of the GCOR, Timetable and Special Instructions, TY&E Safety Supplement, Air Brake and Train Handling Rules and other operating instructions remain the responsibility of the non-napping employee. These rules and instructions are suspended for the employee taking the nap.

Exceptions:

Crew members on train and train is stopped:

- All crew members on a train may nap as outlined above after first notifying the train dispatcher and determining the length of the delay.

Crew members waiting for arrival of or make-up train:

- One crew member must remain awake while waiting for their train's arrival or make-up at their initial terminal unless arrangements have been made with a third party to wake up all crew members. The train must not be delayed for employees napping.
- All general orders and notices must be reviewed prior to napping. All available paperwork must be secured and reviewed prior to napping.

1.12 Weapons

While on duty or on railroad property, employees must not have firearms or other deadly weapons, including knives with a blade longer than 3 inches. Employees may possess these weapons only if they are authorized to use them to perform their duties, or if they are given special permission by the designated manager.

1.13 Reporting and Complying with Instructions

Employees will report to and comply with instructions from supervisors who have the proper jurisdiction. Employees will comply with instructions issued by managers of various departments when the instructions apply to their duties.

1.14 Employee Jurisdiction [See BNSF revision following this rule.]

Employees are under the jurisdiction of the supervisors of the railroad they are operating on.

When operating on another railroad, unless otherwise instructed, employees will be governed by:

- Safety rules and the air brake and train handling rules of the railroad they are employed by.
- The operating rules and timetable/special instructions of the railroad they are operating on.

1.14 Employee Jurisdiction [Revised on BNSF Railway.]

Employees are under the jurisdiction of the supervisors of the railroad they are operating on.

When operating on another railroad, unless otherwise instructed, employees will be governed by:

- Safety rules, air brake and train handling rules, and hazardous materials instructions of the railroad they are employed by.
- The operating rules and timetable/special instructions of the railroad they are operating on.

1.15 Duty—Reporting or Absence

Employees must report for duty at the designated time and place with the necessary equipment to perform their duties. They must spend their time on duty working only for the railroad. Employees must not leave their assignment, exchange duties, or allow others to fill their assignment without proper authority.

1.16 Subject to Call

Employees subject to call must indicate where they can be reached and must not be absent from their calling place without notifying those required to call them.

1.17 Hours of Service Law

Employees must be familiar and comply with the requirements of the federal hours of service law. Employees are expected to use off-duty time so they are prepared for work.

If an employee is called to report for duty before legal off-duty time has expired, before accepting the call to work, the employee must notify the individual making the call that off-duty time has not expired.

A. Notification

When communication is available, employees must notify the train dispatcher or another authority of the time the law requires them to be off duty. Employees must provide notification early enough that they may be relieved, or transportation provided, before they exceed the hours of service.

B. Exceeding the Law [See BNSF revision following this rule.]

Employees must not exceed the hours of service law without proper authority. However, they must not leave trains, engines, or cars on the main track without proper protection. Employees must secure trains properly and, if possible, before they exceed the hours of service.

B. Exceeding the Law [Revised on BNSF Railway.]

Employees must not exceed the hours of service law without proper authority. However, they must not leave trains, engines, or cars on the main track without proper protection. Employees must secure trains properly and, if possible, before they exceed the hours of service. Except as provided by this paragraph, employees are then relieved of all duties.

1.18 Unauthorized Employment

Employees must not engage in another business or occupation that would create a conflict of interest with their employment on the railroad or would interfere with their availability for service or the proper performance of their duties.

1.19 Care of Property

Employees are responsible for properly using and caring for railroad property. Employees must return the property when the proper authority requests them to do so. Employees must not use railroad property for their personal use.

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1.20 Alert to Train Movement

Employees must expect the movement of trains, engines, cars, or other movable equipment at any time, on any track, and in either direction.

Employees must not stand on the track in front of an approaching engine, car, or other moving equipment.

Employees must be aware of location of structures or obstructions where clearances are close.

1.21 Occupying Roof

Employees whose duties require them to occupy the roof of a car or engine must do so only with proper authority and when the equipment is standing.

1.22 Not Permitted on Equipment

Unauthorized persons must not be permitted on equipment.

1.23 Altering Equipment

Without proper authority, employees must not alter, nullify, change the design of, or in any manner restrict or interfere with the normal function of any device or equipment on engines, cars, or other railroad property, except in the case of an emergency. Employees must report to the proper supervisor changes made in an emergency.

1.24 Clean Property

Railroad property must be kept in a clean, orderly, and safe condition. Railroad buildings, facilities, or equipment must not be damaged or defaced. Only information authorized by the proper manager or required by law may be posted on railroad property.

1.25 Credit or Property

Unless specifically authorized, employees must not use the railroad's credit and must not receive or pay out money on the railroad account. Employees must not sell or in any way get rid of railroad property without proper authority. Employees must care for all articles of value found on railroad property and promptly report the articles to the proper authority.

1.26 ~~Gratuities~~ [See BNSF revision following this rule.]

~~Employees must not discriminate among railroad customers. Employees must not accept gifts or rewards from customers, suppliers, or contractors of the railroad.~~

1.26 Gratuities [Revised on BNSF Railway]

Employees must not discriminate among railroad customers. Employees must not accept gifts or rewards from customers, suppliers, or contractors of the railroad unless authorized by the proper manager.

1.27 Divulging Information

Employees who make up, handle, or care for any of the following must not allow an unauthorized person to access them or disclose any information contained in them:

- Correspondence
- Reports
- Books
- Bills of Lading
- Waybills
- Tickets
- Statistics

1.28 Fire

Employees must take every precaution to prevent loss and damage by fire.

Employees must report promptly to the train dispatcher any fires seen on or near the right of way, unless the fires are being controlled. If there is danger of the fire spreading to a bridge or other structure, crew members must stop their train and help extinguish the fire.

Cause of fire, if known, must be promptly reported.

1.29 Avoiding Delays

Crew members must operate trains and engines safely and efficiently. All employees must avoid unnecessary delays.

When possible, train or engine crews wanting to stop the train to eat must ask the train dispatcher at least one hour and thirty minutes before the desired stop.

1.30 Riding Engine [See BNSF revision following this rule.]

When possible, crew members on the head end of freight trains must ride in the control compartment of the engine.

When riding on the head end, the conductor will ride in the control compartment.

1.30 Riding Engine [Revised on BNSF Railway]

When possible, crew members on the head end of freight trains must ride in the control compartment of the engine.

When riding on the head end, the conductor will ride in the control compartment.

In conductor only train operations, during over the road movements, the conductor will occupy the controlling locomotive.

1.31 Repairs to Foreign Cars

Crew members who repair foreign cars must report the repairs on the prescribed form.

1.32 Overheated Wheels

When overheated wheels are found on a train, the train must be stopped and held a minimum of 10 minutes to allow the heat to equalize through the wheel.

1.33 Inspection of Freight Cars

When personnel are not on duty primarily to inspect freight cars, each car placed in the train may be moved after it receives a safety inspection as follows:

- Cars must be checked for:
 - Leaning
 - Sagging
 - Improper position on the truck
 - Objects hanging or dragging from the car or extending from the side
 - Insecurely attached doors
 - Broken or missing safety appliances
 - Contents leaking from placarded hazardous material car
 - Insecure coupling device
 - Overheated wheel or journal
 - Broken or cracked wheel
 - Brake that fails to release
 - Any apparent hazard that could cause an accident
- Open top loads, including trailers and containers on flat cars, must be loaded safely.
- If width or height approaches clearance restrictions, movement must be cleared with the proper authority.

A freight car with any defect that makes movement unsafe must be corrected or set out of the train.

[See BNSF revision of this paragraph following.]

~~A freight car with three bad order tags indicating that the car is safe to move may be moved to the nearest car repair point. The conductor will remove one bad order tag from the sides with two tags. The conductor will use this written information from the tag to inform other crew members of the restrictions.~~

[Revised on BNSF Railway]

Freight car with bad order tags indicating that car is safe to move may be handled to nearest repair point.

1.34 Flat Spots

If a wheel on a piece of equipment has a flat spot more than 2 1/2 inches long, or if the wheel has adjoining flat spots that are each at least 2 inches long, the equipment must not be moved faster than 10 MPH. Such equipment must be set out at the first available point.

1.35 Dump Doors

Be sure dump doors on cars are closed after a load is dumped. If car must be moved short distances with the dump doors open, make sure the doors and chains will clear tracks and crossings.

1.36 Excessive Dimension Loads

Place excessive dimension loads on or near the head end of trains.

Instructions will be issued to trains handling excessive dimension loads. If no instructions have been issued regarding handling the car, the conductor will immediately notify the train dispatcher.

Crew members handling excessive dimension equipment must ensure that the equipment will clear nearby objects, including equipment on adjacent tracks. If the train cannot reach a point with enough clearance, crew members must make sure protection is provided against movements on adjacent tracks.

1.37 Open Top Loads

Flat cars, open top cars, and open top TOFCs/COFCs with loads that are likely to shift must not be placed in trains next to the following if train length and makeup permit:

- Occupied outfit car
- Passenger car
- Engine
- Caboose
- Shipment of automotive vehicles and machinery that is not fully enclosed

This restriction does not apply to cars with permanent tie-downs.

1.38 Shipments Susceptible to Damage

Shipments with painted or finished surfaces susceptible to damage, such as automobiles, trucks, tractors, combines, and other similar equipment or machinery, must not be placed closer than the fifth car behind open top cars loaded with commodities such as coal, sand, gravel, lime, soda ash, etc. subject to wind, vapor, or fume action on adjacent cars. Exceptions include shipments susceptible to damage that are:

- Loaded in cars that fully enclose the shipments
- or
- Fully protected by a covering

An open top car loaded with sand, gravel, lime, soda ash, etc. subject to wind, vapor, or fume action in other than a solid unit train must not be placed immediately ahead of an occupied caboose.

1.39 Accuracy of Speed Indicator

The engineer must verify speed indicator accuracy as soon as possible after taking charge of the engine. If the speed indicator is not accurate to within 3 MPH plus or minus at speeds of 10 to 30 MPH and to within 5 MPH plus or minus at speeds above 30 MPH, the engineer must immediately report the variance to the train dispatcher.

1.40 Reporting Engine Defects

The engineer will report any engine defect on the proper form and notify the relieving engineer, when needed.

1.41 Engines Coupled to Occupied Passenger Cars

Engines coupled to equipment that included occupied passenger cars must not be left without an authorized employee in charge.

1.42 Trains Detoured

When trains are detoured over another railroad, the engineer of the detoured train will operate the engine, unless otherwise approved by a manager of the railroad the train is being detoured over.

The pilot will inform the engineer of speed restrictions, signals, sidings, etc. to make sure the train detours over the railroad safely.

1.43 Stopped in Tunnels

A. Engine or Train Stopped in Tunnel

When an engine is stopped in a tunnel and cannot move properly, crew members must:

1. Shut down diesel engine at once.
2. Shut down Waukesha or similar type engines.
3. Make a full service air brake application.
4. Apply hand brakes to prevent movement in case the air brakes leak off.

B. Passenger Train Stopped in Tunnel in Deep Snow

Crew members of a passenger train stopped in a tunnel or deep snow must:

1. Shut off any air circulating systems including:
 - a. Air conditioning
 - b. Ice machines
 - c. Generators
2. Shut air intake shutters.
3. Turn off blower fans.

C. Notification if Stopped in Tunnel or Deep Snow

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.

1.44 Duties of Train Dispatchers

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

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.

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.

1.47 Duties of Trainmen and Enginemen

The conductor and the engineer are responsible for the safety and protection of their train and observance of the rules. If any conditions are not covered by the rules, they must take every precaution for protection.

A. Conductor Responsibilities

1. The conductor supervises the operation and administration of the train (if trains are combined with more than one conductor on board, the conductor with the most seniority takes charge). All persons employed on the train must obey the conductor's instructions, unless the instructions endanger the train's safety or violate rules. If any doubts arise concerning the authority for proceeding or safety, the conductor must consult with the engineer who will be equally responsible for the safety and proper handling of the train.
2. The conductor must advise the engineer and train dispatcher of any restriction placed on equipment being handled.

3. When the conductor is not present, other crew members must obey the instructions of the engineer concerning rules, safety, and protection of the train.
4. Freight conductors are responsible for the freight carried by their train. They are also responsible for ensuring that the freight is delivered with any accompanying documents to its destination or terminals. Freight conductors must maintain any required records.

B. Engineer Responsibilities

1. The engineer is responsible for safely and efficiently operating the engine. Crew members must obey the engineer's instructions that concern operating the engine. A student engineer or other qualified employee may operate the engine under close supervision of the engineer. Any employee that operates an engine must have a current certificate in his possession.
2. The engineer must check with the conductor to determine if any cars or units in the train require special handling.

C. Conductor and Engineer Responsibilities

1. Conductors and engineers must ensure that their subordinates are familiar with their duties, determine the extent of their experience and knowledge of the rules, and instruct them, when necessary, how to perform their work properly and safely.

D. Other Crew Members' Responsibilities

1. To ensure the train is operated safely and rules are observed, other crew members must assume as much responsibility as possible to prevent accidents or rule violations.
2. When the conductor or engineer fails to stop the train, or emergency requires, other crew members must stop the train immediately.

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2.0 Railroad Radio Rules

2.1 Transmitting

Any employee operating a radio must do the following:

- Before transmitting, listen long enough to make sure the channel is not being used.
- Give the required identification.
- Not proceed with further transmission until acknowledgment is received.

2.2 Required Identification

Employees transmitting or acknowledging a radio communication must begin with the required identification. The identification must include the following in this order:

- For base or wayside stations:
 - Name or initials of the railroad
 - Name and location or other unique designation
- For mobile units:
 - Name or initials of the railroad
 - Train name (number), engine number, or words that identify the precise mobile unit

If communication continues without interruption, repeat the identification every 15 minutes.

Short Identification

After making a positive identification for switching, classification, and similar operations within a yard, fixed and mobile units may use a short identification after the initial transmission and acknowledgment.

2.3 Repetition [See BNSF revision following this rule.]

~~An employee who receives a transmission must repeat it to the person transmitting the message, except when the communication:~~

- ~~• Concerns switching operations.~~
- ~~• Is a recorded message from an automatic alarm device.~~
- ~~or~~
- ~~• Is general and does not contain any information, instruction, or advice that could affect the safety of a railroad operation.~~

2.3 Repetition [Revised on BNSF Railway]

An employee who receives a transmission must repeat it to the person transmitting the message, except when the communication:

- Concerns yard switching operations.
- Is a recorded message from an automatic alarm device.
- or
- Is general and does not contain any information, instruction, or advice that could affect the safety of a railroad operation.

2.4 Over

The employee transmitting must say "Over" to the employee receiving the transmission when the communication is complete and a response is expected.

2.5 Out

The employee transmitting must give the required identification and say "Out" to the employee receiving the transmission when the communication is complete and no response is expected.

2.6 Communication Not Understood or Incomplete

An employee who does not understand a radio communication or who receives a communication that is incomplete must not act upon the communication and must treat it as if it was not sent.

EXCEPTION: An employee who receives information that may affect the safety of employees or the public or cause damage to property must take the safe course. When necessary, stop movement until the communication is understood.

2.7 Monitoring Radio Transmissions

Radios in attended base stations or mobile units must be turned on to the appropriate channel with the volume loud enough to receive communications. Employees attending base stations or mobile units must acknowledge all transmissions directed to the station or unit.

2.8 Acknowledgment

An employee receiving a radio call must acknowledge the call immediately unless doing so would interfere with safety.

2.9 Misuse of Radio Communications

Employees must not use radio communication to avoid complying with any rule.

2.10 Emergency Calls

Emergency calls will begin with the words "Emergency," "Emergency," "Emergency." These calls will only be used to cover initial reports of derailments, collisions, storms, washouts, fires, track obstructions, property damage, or injury to employees or the public. Emergency calls must contain as much complete information on the incident as possible.

All employees must give absolute priority to an emergency communication. Unless they are answering or aiding the emergency call, employees must not send any communication until they are certain no interference will result.

2.11 Prohibited Transmissions

Employees must not transmit a false emergency or an unnecessary or unidentified communication. Employees must not use indecent language over the radio. Employees must not reveal the existence, contents, or meaning of any communication (except emergency communications) to persons other than those it is intended for, or those whose duties may require knowing about it.

2.12 Fixed Signal Information

Employees must not use the radio to give information to a train or engine crew about the name, position, aspect, or indication displayed by a fixed signal, unless the information is given between members of the same crew or the information is needed to warn of an emergency.

2.13 In Place of Hand Signals

When the radio is used instead of hand signals, information must include the direction and distance to be traveled.

Movement must stop within half of the distance specified unless additional instructions are received.

2.14 Transmitting Track Warrants and Track Bulletins

When transmitted by radio, track warrants and track bulletins must be transmitted according to applicable operating rules and the following:

- The train dispatcher must state that a track warrant or track bulletin will be transmitted.

[See BNSF revision of this paragraph following]

~~The employee must inform the train dispatcher when ready to copy. An employee operating the controls of a moving engine may not copy track warrants or track bulletins. In addition, track warrants or track bulletins must not be transmitted to the crew of a moving train if the conductor, engineer, or train dispatcher feels that the transmission could adversely affect the safe operation of the train.~~

- **[Revised on BNSF Railway.]**

The employee must inform the train dispatcher, when ready to copy. An employee operating the controls of a moving engine may not copy track warrants or track bulletins. In addition, track warrants or track bulletins must not be transmitted to the crew of a moving train if the conductor, engineer, or train dispatcher feels that the transmission could adversely affect the safe operation of the train. Within ABS territory, when train is operating on a block signal indication requiring movement at restricted speed or prepared to stop short of next signal, the train must be stopped before a track warrant extending the existing main track authority is copied.

- The employee receiving track warrants or track bulletins must copy them in writing using the format outlined in the operating rules.

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2.15 Phonetic Alphabet

If necessary, a phonetic alphabet (Alpha, Bravo, Charlie, etc.) will be used to pronounce clearly any letter used as an initial, except initial letters of railroads.

2.16 Assigned Frequencies

The railroad must authorize any radio transmitters used in railroad service. Radio transmitters must operate on frequencies the Federal Communications Commission assigns the railroad. Employees are prohibited from using other transmitters or railroad frequencies not assigned to that particular territory.

2.17 Radio Testing

Radios used in train operation, outside of a yard, must be tested at the point where the train is originally made up.

Engineers and conductors must test the radios at least once during each tour of duty to verify the radios are working.

The radio test must include an exchange of voice transmissions with another radio. The test must confirm the quality of the radio's transmission.

[Revised on BNSF Railway. Paragraph added.] All road trains must have an operable radio in the controlling locomotive. If the radio should fail enroute, the locomotive may continue as the controlling locomotive only if no other locomotive is available to be picked up or switched to the controlling position and then only to the next radio repair facility.

2.18 Malfunctioning Radio

Malfunctioning radios must not be used. As soon as possible, notify each crew member and the train dispatcher or other affected employees that the radio is not working.

2.19 Blasting Operations

Employees must not operate radio transmitters located less than 250 feet from blasting operations.

2.20 Internal Adjustments

Employees are prohibited from making internal adjustments to a railroad radio unless they are specifically authorized by the FCC or hold a current Certified Technicians Certificate. Employees authorized to make adjustments must carry their FCC operator license, Certified Technicians Certificate, or verification card while on duty.

New Rule
2.17.1 Sym G O

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3.0 Standard Time

3.1 Standard Clocks

Standard clocks will be labeled with a sign that reads "Standard Clock."

Employees responsible for setting standard clocks will make sure clocks show the correct time.

Continental time (0100 hours, 0200 hours, etc.) may be used.

3.2 Watch Requirement

While on duty, all employees who do not work in an office with a standard clock must have a watch. The watch must:

- Be in good working condition and reliable.
- Display hours, minutes, and seconds.
- Display hours in Arabic numbers (1, 2, 3, etc.).

3.3 Time Comparison

Every day before beginning work, all employees must do one of the following:

- Compare their watch with a standard clock.
 - Ask the train dispatcher for the correct time.
 - Compare their watch with an employee who has the correct time.
- or
- Compare their watch with the time service designated in the special instructions.

Employees must make sure their watch does not vary from the correct time by more than 30 seconds.

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4.0 Timetables

4.1 New Timetable

The moment a new timetable goes into effect, it will replace the previous one.

4.1.1 Notice of New Timetable

At least 24 hours before a new timetable goes into effect, notification will be made by general order. A track bulletin will also be issued at least 24 hours before the new timetable goes into effect and continue for 6 days after the effective date.

4.2 Special Instructions

Special instructions will replace any rule or regulation with which they conflict.

4.3 Timetable Characters

Timetable characters are letters and symbols located in the timetable station column. These letters and symbols indicate the special conditions at specific locations (such as yard limits and manual interlockings). A timetable station column may also include information on the method of operation (such as TWC, ABS, CTC, or DTC). Explanation of characters will be shown in the timetable.

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5.0 Signals and Their Use

5.1 Signal Equipment

Employees who give or display signals must have the proper appliances. Appliances must be in good condition and ready to use.

5.2 Receiving and Giving Signals

5.2.1 Looking for Signals

To recognize and follow signals correctly, employees must:

- Always be on the lookout for signals.
- Comply with the intent of the signal.
- Not act on any signal that they do not understand or that may be intended for other trains or engines.

5.2.2 Signals Used by Employees

To give clear signals during the day and at night, employees must:

A. During the Day

1. Use the correct color of flags or lights.
2. Use day signals from sunrise to sunset.
3. Flagmen only have a red flag, a minimum of eight torpedoes, and six red fuseses.

B. At Night




1. Use the correct color of reflectorized flags or lights.
2. Use night signals from sunset to sunrise or when day signals cannot be seen clearly.
3. Flagmen only have a white light, a minimum of eight torpedoes, and six red fuseses.

Flags may be made from cloth, metal, or other suitable material.

5.3 Hand and Radio Signals

5.3.1 Hand Signals

The following diagram illustrates the hand signals for a train or engine to stop, proceed, or back up.

Description of Signal	Indication	Movement
(1) Swung at right angle to the track	STOP	
(2) Raised and lowered vertically	PROCEED	
(3) Swung slowly at a right angle to the track	BACK UP	

[Diagram A.]

Employees may use other hand signals only if all crew members understand the signals. When employees are not giving hand signals, they must not make any gestures or movements that may resemble a hand signal.

5.3.2 Giving Signals

Employees who give signals must:

- Make sure signals can be plainly seen.
- Give signals clearly so they can be understood.
- Give signals on the engineer's side of the track when practical.

5.3.3 Signal Disappearance

If a person disappears who is giving the signal to back or shove a train, engine, or car, or the light being used disappears, employees must:

- Stop movement, unless employee on leading car controls the air brakes.

5.3.4 Signal to Stop

Any object waved violently by any person on or near the track is a signal to stop.

5.3.5 Acknowledge Stop Signal

Acknowledge any signal to stop a train unless it is a fixed signal. When flagged, the engineer must obtain a thorough explanation from the flagman before proceeding.

5.3.6 Radio and Voice Communication

Employees may use radio and other means of voice communication to give information when using hand signals is not practical. Employees must make sure crew members:

- Know which moves will be made by radio communication.
- Understand that while using the radio, the engineer will not accept any hand signals, unless they are Stop signals.

5.3.7 Radio Response

When radio communication is used to make movements, crew members must respond to specific instructions given for each movement. In addition:

- Radio communications for backing and shoving movements must specify the direction and distance and must be acknowledged when distance specified is more than four cars.

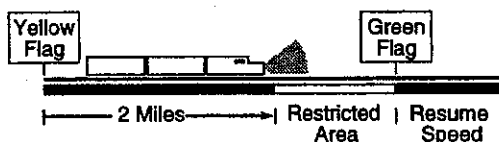
Movement must stop within half of the distance specified unless additional instructions are received.

5.4 Flags for Temporary Track Conditions**5.4.1 Temporary Restrictions**

Track bulletins, track warrants, or general orders may restrict or stop train movements because of track conditions, structures, men, or equipment working. Yellow flags will be used for temporary speed restrictions. Yellow-red flags will be used when a train may be required to stop.

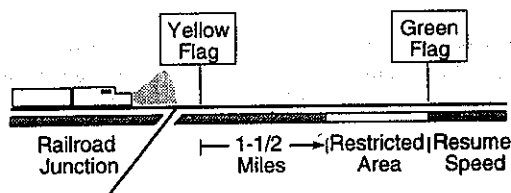
5.4.2 Display of Yellow Flag**A. Restriction Specified in Writing**

Two Miles Ahead of Restricted Area. Yellow flags warn trains to restrict movement because of track conditions or structures. To make sure train movement is restricted at the right location, employees must display a yellow flag 2 miles before the restricted area.



[Diagram A.]

Less than Two Miles Ahead of Restricted Area. When the restricted area is close to a terminal, junction, or another area, employees will display the yellow flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.



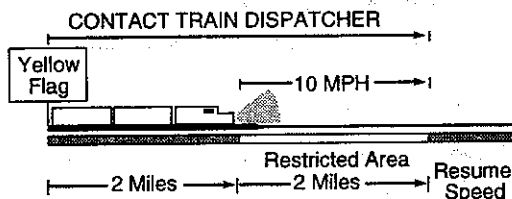
[Diagram B.]

Once the Train Reaches the Restricted Area. The speed specified by track warrant, track bulletin, or general order must not be exceeded until the rear of the train clears the restricted area.

B. Restriction Is Not Specified in Writing

When a yellow flag is displayed and the restriction is not specified by a track bulletin, track warrant, or general order, once the train is 2 miles beyond the yellow flag, crew members must:

1. Continue moving the train but at a speed not exceeding 10 MPH.
2. Resume speed only after the rear of the train has:
 - a. **[Revised on BNSF Railway. Sentence added.]** Passed a green flag. If the rear of the train passes a green flag prior to traveling 2 miles from the yellow flag, speed may be resumed at that time.
 - or
 - b. Traveled 4 miles beyond the yellow flag and the train dispatcher has verified that no track bulletin or track warrant is in effect specifying a temporary speed restriction at that location.

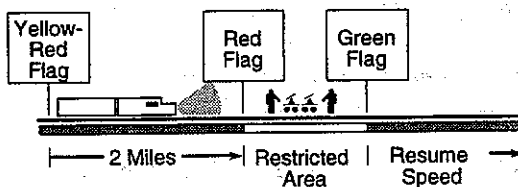


[Diagram C.]

5.4.3 Display of Yellow-Red Flag

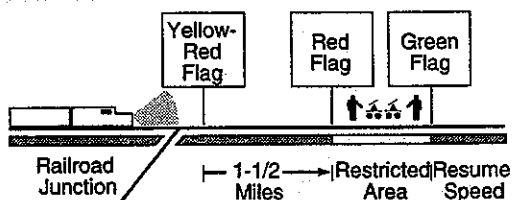
A. Restriction Specified in Writing

Two Miles Ahead of Restricted Area. Yellow-red flags warn a train to be prepared to stop because of men or equipment. To make sure the train is prepared to stop at the right location, employees must display a yellow-red flag 2 miles before the restricted area.



[Diagram A.]

Less Than Two Miles Ahead of Restricted Area. When the restricted area is close to a terminal, junction, or another area, employees will display the yellow-red flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.



[Diagram B.]

B. Restriction Is Not Specified in Writing

When a yellow-red flag is displayed and the restriction is not specified by a track bulletin, track warrant, or general order, crew members must be prepared to stop short of a red flag 2 miles beyond the yellow-red flag. If a red flag is displayed, proceed as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). If no red flag is displayed:

1. Move at restricted speed.
2. Increase speed only after:
 - a. A crew member has received permission from the employee in charge.
[BNSF revision. Item B is cancelled.]
 - b. The rear of the train has passed a green flag.
or
 - c. The rear of the train has traveled 4 miles beyond the yellow-red flag, and the train dispatcher has verified that no track bulletin or track warrant protecting men or equipment is in effect at that location.

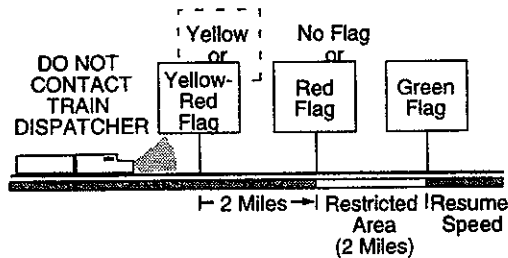
[Revised on BNSF Railway following added.]

Green flags must not be placed to release a train from the requirements of a yellow-red flag.

5.4.4 Authorized Protection by Yellow or Yellow-Red Flag

On subdivisions where maximum speed does not exceed 40 MPH, and it is authorized by special instructions, yellow or yellow-red flags may be displayed without the use of track bulletins, track warrants, or flagmen. Yellow or yellow-red flags must be displayed 2 miles before the restricted area. Protection will begin at a point 2 miles beyond the yellow or yellow-red flag and continue for 2 more miles, as outlined in Rule 5.4.2 (Display of Yellow Flag) and Rule 5.4.3 (Display of Yellow-Red Flag).

Note: Crew members do not need to receive verification from the train dispatcher when this rule is in effect.



[Diagram A.]

5.4.5 Display of Green Flag [See BNSF revision following this rule.]

A green flag indicates the end of a restricted area. If a series of locations require reduced speeds or protection for men or equipment, the green flags could overlap yellow or yellow-red flags. When this is the case, employees must:

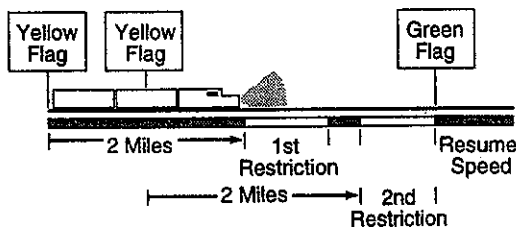
- Place a yellow or yellow-red flag for each restricted area.
- Place a green flag only at the end of the last restricted area.

5.4.5 Display of Green Flag [Revised on BNSF Railway.]

A green flag indicates the end of a speed restriction. If a series of locations requires reduced speeds, the green flags could overlap yellow flags. When this is the case, employees must:

- Place a yellow flag before each speed restriction.
- Place a green flag at the end of the last speed restriction.

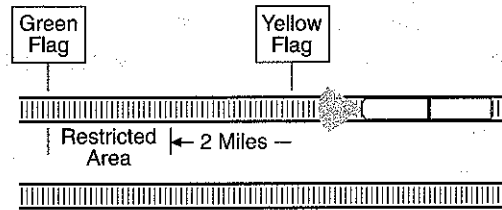
Green flags must not be placed to release a train from the requirements of a yellow-red flag.



[Diagram A.]

5.4.6 Display of Flags Within Current of Traffic [This rule canceled on BNSF]**A. Yellow and Green Flags**

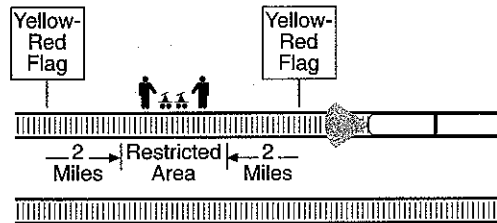
Flags for temporary speed restrictions will only be placed for trains moving with the current of traffic.



[Diagram A.]

B. Yellow-Red and Green Flags

Flags protecting men or equipment must be placed in both directions on each track affected.



[Diagram B.]

5.4.7 Display of Red Flag or Red Light [Revised on BNSF Railway. Third paragraph amended.]

A red flag or red light is displayed where trains must stop. When approaching a red flag or red light, the train must stop short of the red flag or red light and not proceed unless the employee in charge gives verbal permission. If permission to proceed is received before the train stops, the train may pass the red flag or red light without stopping.

If track bulletin Form B is not in effect, permission must include speed and distance. This speed must not be exceeded until the rear of the train has passed the specified distance from the red flag or red light, unless otherwise instructed by the employee in charge.

Displayed Between Rails. When a red flag or red light is displayed between the rails of a track other than a main track or controlled siding, the train must stop and not proceed until the flag or light has been removed by an employee of the class that placed it.

[Third paragraph revised on BNSF Railway.]

Displayed Between Rails. When a red flag or red light is displayed between the rails of a track, the train must stop and not proceed until the flag or light has been removed by an employee of the class that placed it.

5.4.8 Flag Location [Revised on BNSF Railway. First paragraph amended.]

Flags will be displayed only on the track affected. However, when yellow, yellow-red, or red flags or red lights are used for protection without a flagman, track bulletin, track warrant, or general order, these flags must be placed to protect all possible access to the restricted area.

[First paragraph revised on BNSF Railway.]

Flags will be displayed on all main tracks and sidings leading to the track affected.

Flags must be displayed to the right of the track as viewed from an approaching train, except red flags or red lights may be displayed between the rails as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). Flags will be placed in this manner unless otherwise specified by track bulletin, track warrant, special instructions, or general order.

When flags are displayed beyond the first rail of an adjacent track, the flags will not apply to the track on which the train is moving.

5.5 Permanent Speed Signs

Permanent speed restriction signs will be placed in advance of permanent speed restrictions. Numbers on the face of these signs indicate the highest speed permitted over the limits of the restriction.

[Revised on BNSF Railway. Following added.]

Reduce speed limits may be designated by Advance Warning sign (diagonally upward), Reduced Speed sign (rectangle) and Resume Speed sign (vertical).

The Advance Warning sign will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a Speed sign will repeat the permissible speed. The lower speed will be in effect until a Resume Speed sign or another Speed sign is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a Speed sign displaying a higher speed or a Resume Speed sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

Figures preceded by a letter P apply to passenger trains.

Figures preceded by a letter F apply to freight trains.

Figures not preceded by a letter apply to all trains.

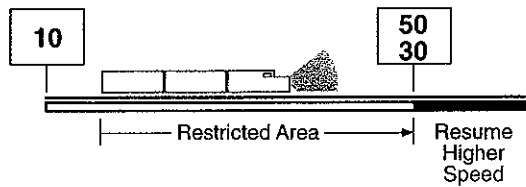
Two Sets of Numbers

When two sets of numbers are shown, the greater number governs trains consisting entirely of passenger equipment. The lesser number governs all other trains.

Resume Speed Signs

A permanent Resume Speed sign or a Speed sign showing a higher speed will be placed at the end of each restriction. Crew members must not exceed the speed shown on each permanent speed restriction sign until the rear of the train:

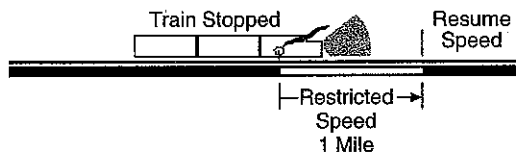
- Has passed a permanent resume speed sign or a sign showing a higher speed.
- or
- Has cleared the limits of the restriction.



[Diagram A.]

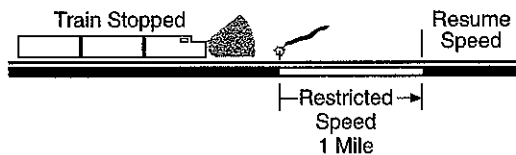
5.6 Unattended Fusee

If a train approaches an unattended fusee burning on or near its track, the train must stop before passing the fusee, if consistent with good train handling.



[Diagram A.]

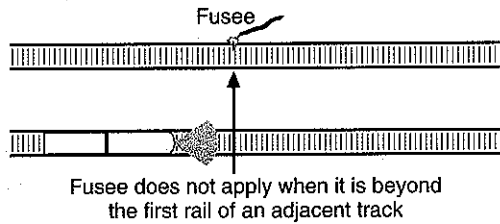
A train moving at restricted speed must stop before passing the fusee.



[Diagram B.]

After the fusee burns out, or after 10 minutes if the fusee is not visible, the train must proceed at restricted speed until the head end is 1 mile beyond the fusee.

If the unattended burning fusee is beyond the first rail of an adjacent track, the fusee does not apply to the track on which the train is moving.

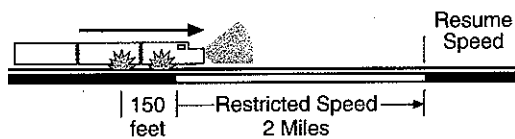


[Diagram C.]

Do not place fusees where they may cause fires.

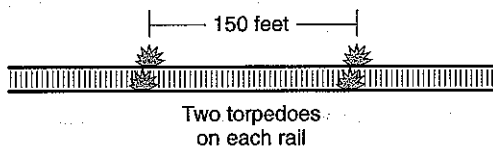
5.7 Torpedoes

If one or more torpedoes explode, the train must slow to restricted speed immediately and remain at this speed until the head end is 2 miles beyond where the torpedoes exploded.



[Diagram A.]

When placing torpedoes, two must be placed not less than 150 feet apart on each rail. They must not be placed near station buildings, crossings, or on other than main tracks or sidings.



[Diagram B.]

5.8 Bell and Whistle Signals

5.8.1 Ringing Engine Bell

Ring the engine bell under any of the following conditions:

- Before moving, except when making momentary stop and start switching movements.
- As a warning signal anytime it is necessary.
- When approaching public crossings at grade with the engine in front, as follows:
 - If distance permits, ringing must begin at least 1/4 mile before the public crossing and continue until the crossing is occupied.
 - or
 - If distance does not permit, ringing must begin soon enough before the crossing to provide a warning and continue until the crossing is occupied.

5.8.2 Sounding Whistle

When weather conditions impair visibility, sound the whistle frequently.

If the whistle fails, ring the bell continuously while moving.

When other employees are working in the immediate area, sound the required whistle signal before moving.

[Revised on BNSF Railway. Fourth paragraph added.]

Sound whistle signal (11) and ring the bell when approaching roadway workers on or near the track, regardless of any whistle prohibition. When hy-rail car is observed on adjacent track, sound whistle signal (11) approaching and passing this car.

The radio may be used in place of whistle signals, except signals (1) and (11). See following chart.
The required whistle signals are illustrated by "o" for short sounds and "—" for longer sounds:

Sound	Indication
[1] Succession of short sounds	Use when an emergency exists, or persons or livestock are on the track. When crews on other trains hear this signal, they must stop until it is safe to proceed.
[2] —	When stopped: air brakes are applied, pressure equalized.
[3] — —	Release brakes. Proceed.
[4] o o	Acknowledgment of any signal not otherwise provided for.
[5] o o o	When stopped: back up. Acknowledgment of hand signal to back up.
[6] o o o o	Request for signal to be given or repeated if not understood.
[7] — o o o	Flagman protect rear of train.
[8] o o o —	Flagman protect front of train.
[9] — — — —	Flagman may return from west or south.
[10] — — — — —	Flagman may return from east or north.
[11] — — o —	Approaching public crossings at grade with engine in front, start signal not less than 1/4 mile before reaching crossing, if distance permits. If distance does not permit, start signal soon enough before the crossing to provide warning. Prolong or repeat signal until engine occupies the crossing. Use this signal to warn employees when view is restricted.
[12] o —	Inspect brake system for leaks or sticking brakes.

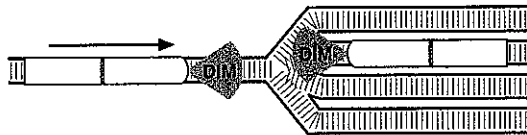
5.9 Headlight Display

Turn the headlight on bright to the front of every train, except when the light must be dimmed as outlined in Rule 5.9.1 (Dimming Headlight) or turned off as outlined in Rule 5.9.2 (Headlight Off).

5.9.1 Dimming Headlight

Except when the engine is approaching and passing over a public crossing at grade, dim the headlight during any of the following conditions:

1. At stations and yards where switching is being done.



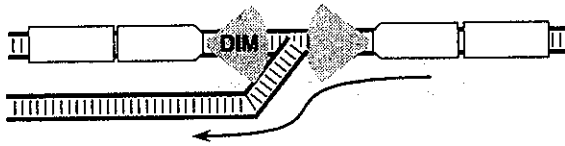
[Diagram A.]

2. When the engine is stopped close behind another train.



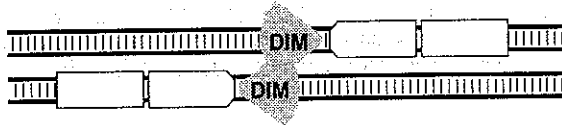
[Diagram B.]

- In non-signaled territory, when the engine is stopped on the main track waiting for an approaching train.



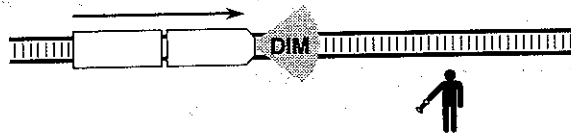
[Diagram C.]

- When approaching and passing the head end and rear end of a train on the adjacent track.



[Diagram D.]

- At other times to permit passing of hand signals or when the safety of employees requires.

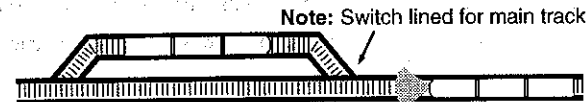


[Diagram E.]

5.9.2 Headlight Off

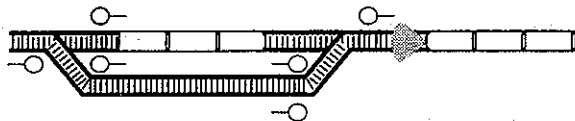
Turn the headlight off under either of the following conditions:

- When the train is stopped in the clear of the main track to meet a train. However, an extinguished headlight does not indicate to an opposing train that a train is clear of the main track.



[Diagram A.]

- Within block system limits, when the train is stopped on the main track to meet a train approaching on the same track.



[Diagram B.]

5.9.3 Headlight Failure

If the headlight on the train fails, ditch lights must be on, when so equipped. Headlight failure must be reported to the train dispatcher.

At night, if headlight and ditch lights fail to operate and no other unit can be used as the lead unit, continue movement with a white light displayed on the lead unit. Stop the train before each public crossing, so a crew member on the ground can provide warning until the crossing is occupied, unless:

- Crossing gates are in the fully lowered position.
- or
- No traffic is approaching or stopped at the crossing.

5.9.4 Displaying Headlights Front and Rear

When engines are moving, crew members must turn on the headlight to the front and rear, but may dim or extinguish it on the end coupled to cars.

5.9.5 Displaying Ditch Lights [See BNSF revision following this rule]

Display ditch lights, if available, to the front of the train when the headlight is on bright.

5.9.5 Displaying Ditch Lights [Revised on BNSF Railway.]

Auxiliary lights must be displayed to the front of the lead locomotive just prior to and during movement over public grade crossings.

Required auxiliary lights: Engines not equipped with operative auxiliary lights, must not exceed 20 MPH (head end restriction) over public grade crossings. Engines displaying operating ditch lights, oscillating white headlight, or strobe lights may proceed at authorized speed over public grade crossings.

Auxiliary light enroute failure: locomotives must not be operated as lead unit on trains out of their initial terminal unless all auxiliary lights, if equipped, are operative. If one light fails enroute, the train may proceed at authorized speed, but repairs must be made by the next daily inspection. If two lights fail enroute, train may proceed, but not beyond the first point where repairs may be made and must not exceed 20 MPH (head end restriction) over public grade crossings.

Any auxiliary light failure must immediately be reported to the train dispatcher and mechanical desk.

5.9.6 Displaying Oscillating White Headlight

If the leading engine is equipped with an oscillating white headlight, turn the light on when the engine is moving. However, turn the light off when meeting trains, passing trains, or during switching operations, unless movement involves public crossings at grade.

5.9.7 Displaying Oscillating or Flashing Red Light

If the leading engine is equipped with an oscillating or flashing red light, turn the light on under any of the following conditions:

- Train is stopped suddenly where adjacent tracks may be fouled.
- Head-end protection is required.
- or
- Condition exists that endangers movement.

The red light signals an approaching train on the same or adjacent track to stop at once and to proceed only after the track is safe for train passage. Extinguish red flashing lights when they are no longer needed.

Displaying these lights does not modify the requirements of Rule 6.19 (Flag Protection) or Rule 6.23 (Emergency Stop or Severe Slack Action).

5.9.8 Displaying Cab Roof Light

If engine is equipped with an amber or white cab roof light that revolves or flashes, display the light on the occupied controlling unit.

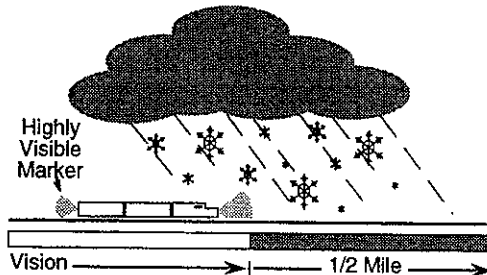
5.10 Markers

A marker of the prescribed type must be displayed on the trailing end of the rear car to indicate the rear of the train.

5.10.1 Highly Visible Markers

Display a highly visible marker at the rear of every train as follows:

- From 1 hour before sunset to 1 hour after sunrise.
- When weather conditions restrict visibility to less than 1/2 mile.



[Diagram A.]

A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time.

When an engine is operating without cars or is at the rear of the train, the trailing headlight illuminated on dim may be used as a marker.

Inspection of Marker

When a highly visible marker is required, a qualified employee must inspect it at the initial terminal and at each crew change point. To determine if the marker is functioning properly, the employee will inspect it by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.

5.10.2 Alternative Markers

Display a reflector, red flag, or light fixture at the rear of the train as the marker when any of the following conditions exists:

- A highly visible marker is not required.
 - A defective car must be placed at the rear for movement to a repair point.
 - The rear portion of the train is disabled and cannot be moved, and a highly visible marker cannot be displayed on the rear of the portion to be moved.
- or**
- The highly visible marker becomes inoperative enroute. If this occurs, notify the train dispatcher and move the train to the next forward location where the highly visible marker can be repaired or replaced.

5.11 Engine Identifying Number [See BNSF revision following this rule.]

Trains will be identified by engine number, adding the direction when required. When an engine of another company is used, the initials of the company will precede the engine number. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. When practical, use the number of the leading unit.

5.11 Engine Identifying Number [Revised on BNSF Railway.]

Trains will be identified by engine initials and number on the side of the locomotive, adding the direction when required, with the following exception:

All engines painted in blue and yellow or red and silver color schemes, with the words Santa Fe on the side and no identifying initials on the side, or with initials MKM or BLC, will be identified as ATSF.

When an engine includes more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. When practical, the number of the leading unit should be used. Notify the train dispatcher when identifying unit is not the lead unit.

5.12 Protection of Occupied Outfit Cars

This rule outlines the requirements for protecting occupied outfit cars. As used in this rule, the following definitions apply:

Outfit Car. Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car to house railroad employees. Such equipment is not considered an outfit car when placed in a wreck train.

Effective Locking Device. When used in relation to a manually operated switch or a derail, a lock that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment. Engines, cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access. A switch that if used by rolling equipment could permit the rolling equipment to couple to the equipment being protected.

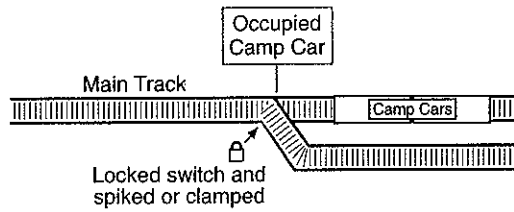
Warning Signal. A white sign that reads "OCCUPIED CAMP CAR" in black lettering. At night, an illuminated white light must also be used.

When occupied outfit cars are placed on a track, the employee in charge of the outfit car occupants (or a designated representative) must provide or request protection using one of the following methods:

A. On a Main Track

One of these two methods or a combination of these methods must be provided:

1. Each manually operated switch that provides direct access to that portion of the main track where occupied outfit cars are located must be lined against movement to that track, secured with an effective locking device, and spiked or clamped. Warning signals must be displayed at or near each switch.

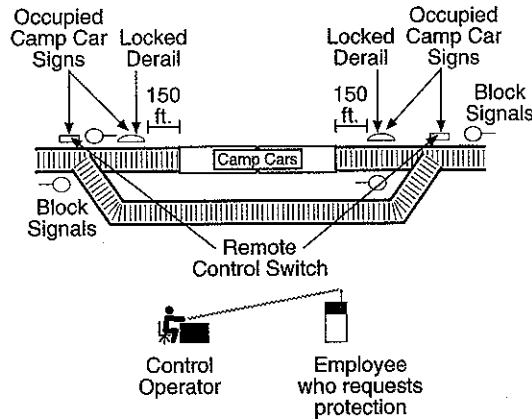


[Diagram A.]

2. If remote control switches provide direct access to the main track where occupied outfit cars are located, the control operator will line the switch against movement to that track and apply blocking devices to the control machine to prevent movement onto that track. The control operator must complete the above tasks before informing the employee requesting protection that protection is provided.

Blocking devices must not be removed until the employee in charge of the outfit car occupants (or a designated representative) informs the control operator that protection is no longer required.

- a. Warning signals must be displayed at or near each remote control switch.
- b. In addition, a derail capable of restricting access to the portion of main track where occupied outfit cars are located must be placed at least 150 feet from the end of the occupied outfit cars. The derail must be locked in derauling position with an effective locking device. Warning signals must be displayed at each derail.
- c. The control operator must maintain for 15 days a written record of each notification. The record must contain the following information:
 - Name and craft of employee requesting protection.
 - Identification of track protected.
 - Date and time employee in charge of outfit car occupants is notified that protection was provided.
 - Date, time, name, and craft of employee authorizing removal of protection.

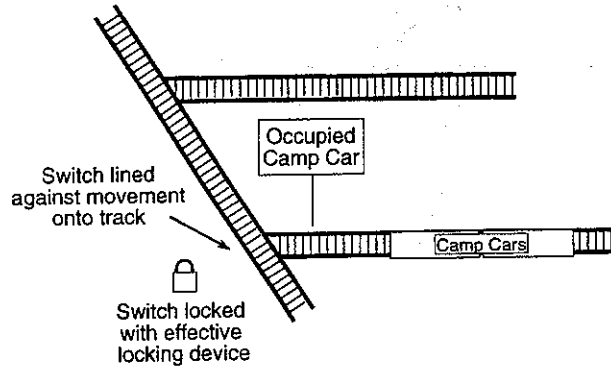


[Diagram B.]

B. On Other Than a Main Track

One of these three methods of protection or a combination of these methods must be provided:

1. Each manually operated switch that provides direct access to the track where occupied outfit cars are located must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

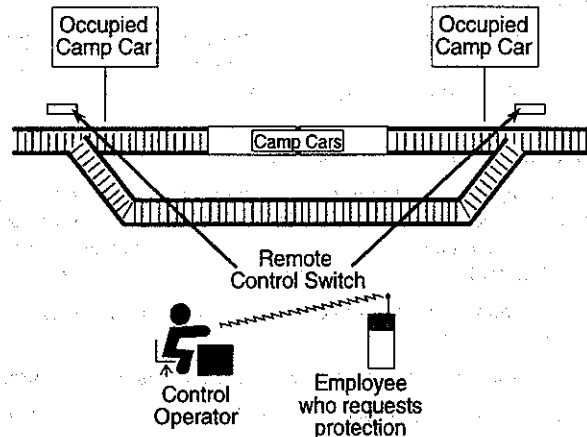


[Diagram C.]

2. If remote control switches provide direct access to the track where occupied outfit cars are located, the control operator will line the switch against movement to that track and apply blocking devices to the control machine to prevent movement onto that track. The control operator must complete the above tasks before informing the employee requesting protection that protection is provided.

Blocking devices must not be removed until the employee in charge of the outfit car occupants (or a designated representative) informs the control operator that protection is no longer required.

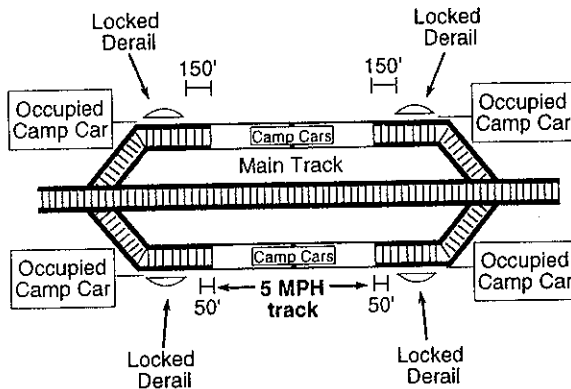
- a. Warning signals must be displayed at or near each remote control switch.



[Diagram D.]

- b. The control operator must maintain for 15 days a written record of each notification. The record must contain the following information:
 - Name and craft of employee requesting protection
 - Identification of track protected
 - Date and time employee in charge of outfit car occupants is notified that protection was provided
 - Date, time, name, and craft of employee authorizing removal of protection
3. A derail capable of restricting access to that portion of the track where occupied outfit cars are located will fulfill the requirements of protection when the derail is:
 - a. Positioned at least 150 feet from the end of the occupied outfit cars.
 - or
 - b. Positioned at least 50 feet from the end of the occupied outfit cars where the maximum speed on that track is 5 MPH.

Warning signals must be displayed at each derail.



[Diagram E.]

C. Warning Signals

When a warning signal is displayed to protect occupied outfit cars:

1. Occupied outfit cars must not be coupled to or moved.
2. Rolling equipment must not pass the warning signal.
3. Rolling equipment must not be placed on the same track in a manner that would block or reduce the crew's view of the warning signal.

5.13 Blue Signal Protection of Workmen

This rule outlines the requirements for protecting railroad workmen who are inspecting, testing, repairing, and servicing rolling equipment. In particular, because these tasks require the workmen to work on, under, or between rolling equipment, workmen are exposed to potential injury from moving equipment.

As used in this rule, the following definitions apply:

Workmen. Railroad employees assigned to inspect, test, repair, or service railroad rolling equipment or components, including brake systems. Train and yard crews are excluded, except when they perform the above work on rolling equipment not part of the train or yard movement they are handling or will handle.

- "Servicing" does not include supplying cabooses, engines, or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.
- "Testing" does not include an employee making visual observations while on or along side a caboose, engine, or passenger car. Also, testing does not include repositioning the activation switch or covering the photoelectric cell of the marker when the rear of the train is on the main track. The employee inspecting the marker must contact the employee controlling the engine to confirm that the train will remain secure against movement until the inspection is complete.

Group of Workmen. Two or more workmen of the same or different crafts who work as a unit under a common authority and communicate with each other while working.

Rolling Equipment. Engines, cars, and one or more engines coupled to one or more cars.

Blue Signal. During the day, a clearly distinguishable blue flag or light, and at night, a blue light. The blue light may be steady or flashing.

The blue signal does not need to be lighted when it is attached to the operating controls of an engine and the inside of the engine cab area is lighted enough to make the blue signal clearly distinguishable.

Effective Locking Device. When used in relation to a manually operated switch or a derail, a lock that can be locked or unlocked only by the craft or group of workmen applying the lock.

Car Shop Repair Area. One or more tracks within an area where rolling equipment testing, servicing, repairing, inspecting, or rebuilding is controlled exclusively by mechanical department personnel.

Engine Servicing Area. One or more tracks within an area where engine testing, servicing, repairing, inspecting, or rebuilding is controlled exclusively by mechanical department personnel.

Switch Providing Direct Access. A switch that if used by rolling equipment could permit the rolling equipment to couple to the equipment being protected.

A. What a Blue Signal Signifies

A blue signal signifies that workmen are on, under, or between rolling equipment and requires that:

1. Rolling equipment must not be coupled to or moved, except as provided in "Movement in Engine Servicing Area" and "Movement in Car Shop Repair Area of this rule."

2. Rolling equipment must not pass a blue signal on a track protected by the signal.
3. Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signal.
 - a. However, rolling equipment may be placed on the same track when it is placed on designated engine servicing area tracks or car shop repair area tracks, or when a derail divides a track into separate working areas.
4. Rolling equipment must not enter a track when a blue signal is displayed at the entrance to the track.

Blue signals or remote control blue signals must be displayed for each craft or group of workmen who will work on, under, or between rolling equipment.

Protection Removed. Blue signals may be removed only by the craft or group who placed them. Remote control display may be discontinued when directed by the craft or group that requested the protection. When blue signal protection has been removed from one entrance of a double-ended track or from either end of rolling equipment on a main track, that track is no longer under blue signal protection.

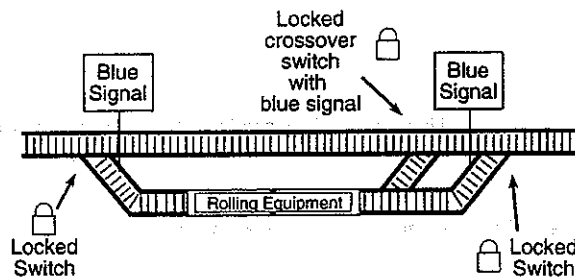
B. How to Provide Protection

When workmen are on, under, or between rolling equipment and exposed to potential injury, protection must be provided as follows:

On a Main Track. A blue signal must be displayed at each end of the rolling equipment.

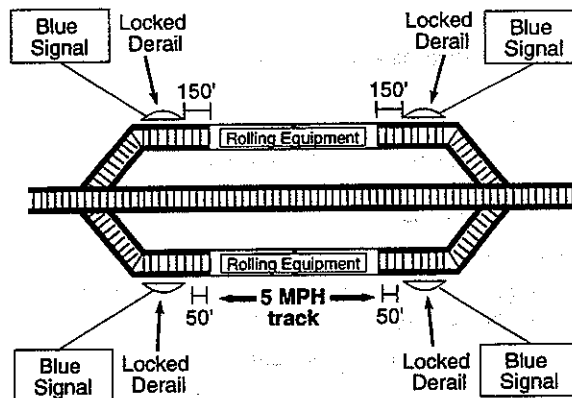
On Other than a Main Track. One of these three methods of protection or a combination of these methods must be provided:

1. Each manually operated switch that provides direct access must be lined against movement onto the track and secured by an effective locking device. A blue signal must be placed at or near each such switch. In addition, any facing point crossover switch must be lined against movement and secured by an effective locking device.



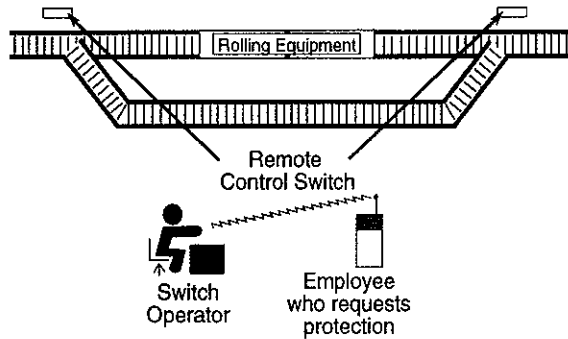
[Diagram A.]

2. A derail capable of restricting access to the track where work will occur must be locked in derailing position with an effective locking device and:
 - a. Positioned at least 150 feet from the rolling equipment to be protected.
 - or
 - b. Positioned at least 50 feet from the end of rolling equipment on a designated engine servicing track or car shop repair track where speed is limited to not more than 5 MPH. A blue signal must be displayed at each derail.



[Diagram B.]

3. Where remote control switches provide direct access, the employee in charge of the workmen must tell the switch operator what work will be done. The switch operator must then:
 - a. Inform the employee in charge of the workmen that the switches have been lined against movement onto the track and devices controlling the switches have been secured.
 - b. Not remove the locking devices unless the employee in charge of the workmen says it is safe to do so.
 - c. Maintain for 15 days a written record of each notification that includes:
 - Name and craft of the employee in charge of the workmen requesting protection
 - Identification of track involved
 - Date and time the employee in charge of workmen is notified that protection was provided
 - Date, time, name, and craft of the employee in charge of workmen who authorized removal of the protection



[Diagram C.]

C. Blue Signal Readily Visible to Engineer

In addition to providing protection as required in "On a Main Track" and "On Other than a Main Track," when workmen are on, under, or between an engine or rolling equipment coupled to an engine:

1. A blue signal must be attached to the controlling engine.
2. A blue signal must be visible to the engineer or employee controlling the engine.
3. The engine must not be moved.



[Diagram D.]

D. Protection for Workmen Inspecting Markers

Blue signal protection must be provided for workmen when they are:

1. Replacing, repositioning, or repairing a marker, and the rear of the train is on any track.
or
2. Inspecting a marker by repositioning the activation switch or covering the photoelectric cell, and the rear of the train is on other than a main track.

E. Protection for Emergency Repair Work

If a blue signal is not available for employees performing emergency repairs on, under, or between an engine or rolling equipment coupled to an engine, the employee controlling the engine must be notified and appropriate measures taken to provide protection for the employees.

F. Movement in Engine Servicing Area

An engine must not enter a designated engine servicing area until the blue signal protection is removed from the entrance. The engine must stop short of coupling to another engine.

An engine must not leave a designated engine servicing area unless the blue signal is removed from the engine and the track in the direction of movement.

Blue signal protection removed to let engines enter or leave the engine servicing area must be restored immediately after the engine enters or clears the area.

An engine protected by blue signals may be moved on a designated engine servicing area track when:

1. An authorized employee operates the engine under the direction of the employee in charge of workmen.
2. The blue signal has been removed from the controlling engine to be repositioned.
3. Workmen have been warned of the movement.

G. Movement in Car Shop Repair Area

When rolling equipment on car shop repair tracks is protected by blue signals, a car mover may reposition the equipment if:

1. Workmen have been warned of the movement.
2. An authorized employee operates the car mover under the direction of the employee in charge of workmen.

5.13.1 Utility Employees—Blue Flags [New Rule on BNSF Railway.]

This rule outlines the requirements for allowing utility employee to work without blue signal protection. As used in the rule, a Utility Employee is a railroad employee assigned as a temporary member of a train or yard crew.

- A. Requirements to Start Work: A utility employee may work with more than one crew during the same shift or tour of duty, but may work as a member of only one train or yard crew at a time.

No more than three utility employees may work with one train or yard crew at the same time.

A utility employee may become a member of a train or yard crew under the following conditions:

- The utility employee establishes communication with the designated crew member of the train or yard crew before starting work.
- The designated crew member identifies the utility employee to each member of the crew and each crew member acknowledges the utility employee's presence.
- The designated crew member authorizes the utility employee to work as a temporary member of the crew.

- B. Requirements while working On, Under, or Between- Before a utility employee will be on, under, or between rolling equipment, the following applies:

- All members of the crew must communicate with each other to understand the work to be done.
- The engineer must be in the cab of the assigned controlling locomotive. However, another member of the same crew may replace the engineer when the locomotive is stationary.

- C. Requirements When Work Ends- A utility employee is released from a train or yard crew when:

- The utility employee notifies the designated crew member the work is completed.
- The designated crew member notifies each crew member that the utility employee is being released.
- After the designated crew member releases the utility employee from a train or yard crew, each crew member acknowledges this notice.

5.14 Signs Protecting Equipment

When a sign reading:

STOP—TANK CAR CONNECTED

STOP—MEN WORKING

EMPLOYEES WORKING

SERVICE CONNECTIONS

or a similar warning is displayed on a track or car, the car must not be coupled to or moved. Other equipment must not be placed on the same track in a manner that would block or reduce the view of the sign.

5.15 Improperly Displayed Signals

If a signal is improperly displayed, or a signal, flag, or sign is absent from the place it is usually shown, regard the signal as showing the most restrictive indication it can give. However, if a semaphore arm is visible, it will govern.

Promptly report improperly displayed signals or absent fixed signals, flags, or signs to the train dispatcher.

5.16 Observe and Call Signals

Crew members in the engine control compartment must be alert for signals. As soon as signals become visible or audible, crew members must communicate clearly to each other the name or aspect of signals affecting their train. They must continue to observe signals and announce any change of aspect until the train passes the signal.

If the signal is not complied with promptly, other crew members must remind the engineer and/or conductor of the rule requirement. If the crew members receive no response or if the engineer is unable to respond, they must immediately take action to ensure safety, using the emergency brake valve to stop the train, if necessary.

6.0 Movement of Trains and Engines

6.1 Repeat Instructions

An employee who verbally receives instructions or information about train or engine movements must repeat them.

6.1.1 Directions and Numbers [New rule on BNSF Railway.]

When issuing or repeating track and time limits, track warrants, track bulletins, train location lineups and OCS, observe the following guidelines:

Directions—Directions (North, South, East, West) must be pronounced then spelled.

Numbers—When the figure has more than one number:

1. State the number in words. (Example: Three-hundred sixty five)
2. State each figure in the number. (Example: Three, six, five)

When the figure has only one number:

1. State the number. (Example: Three)
2. Spell the word. (Example: T.H.R.E.E)

6.2 Initiating Movement

Before initiating movement on a main track, a crew member must:

- Receive a track warrant.
- or
- Determine from the train dispatcher or yardmaster if any track bulletins are needed.

6.2.1 Train Location [New rule on BNSF Railway.]

Train or maintenance of way employees who receive authority to occupy the track after the arrival of a train or to follow a train must ascertain the train's location by one of the following methods:

- Visual identification of the train.
- Direct communication with a crew member of the train.
- Receiving information about the train from the train dispatcher or control operator.

6.3 Main Track Authorization

Do not occupy main tracks unless authorized by one of the following:

- Rule 6.13 (Yard Limits)
- Rule 6.14 (Restricted Limits)
- ~~Rule 6.15 (Block-Register Territory)~~
- Rule 9.14 (Movement with the Current of Traffic)
- Rule 9.15 (Track Permits)
- Rule 10.1 (Authority to Enter CTC Limits)
- Rule 14.1 (Authority to Enter TWC Limits)
- Rule 14.6 (Movement Against the Current of Traffic)
- ~~Rule 15.3 (Authorizing Movement Against the Current of Traffic)~~
- ~~Rule 16.1 (Authority to Enter DTC Limits)~~
- At manual interlockings, verbal authority from the control operator or a controlled signal that indicates proceed
- Special instructions or general order

When unable to obtain authority and it is necessary to foul or occupy a main track, protection must be provided in both directions as outlined under Rule 6.19 (Flag Protection).

[Revised on BNSF Railway. Paragraph added.]

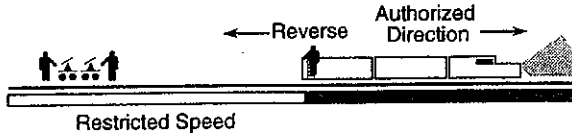
Requesting Authority—The employee requesting authority must be qualified on these rules and must tell the train dispatcher or control operator exactly where the main track will be entered. Employees and equipment must not enter the main track at any other point unless otherwise authorized.

6.4 ~~Reverse Movements~~ ~~[See BNSF revision following this rule.]~~

~~Make reverse movements on the main track at restricted speed and only within the limits a train has authority to occupy the track.~~

6.4 Reverse Movements [Revised on BNSF Railway.]

Make reverse movements on the main track or on any track where CTC is in effect at restricted speed and only within the limits a train has authority to occupy the track.



[Diagram A.]

6.4.1 ~~Permission for Reverse Movements~~ ~~[See BNSF revision following this rule.]~~

~~Obtain permission from the train dispatcher or control operator before making a reverse movement, unless the movement is within the same block in any of the following territories:~~

- ~~• CTC~~
- ~~• Signalled TWC~~
- ~~or~~
- ~~• Rule 9.14 (Movement with the Current of Traffic)~~

6.4.1 Permission for Reverse Movements [Revised on BNSF Railway.]

Obtain permission from the train dispatcher or control operator before making a reverse movement, unless the movement is within the same block in any of the following territories:

- CTC
- ABS
- or
- Rule 9.14 (Movement with the Current of Traffic)

6.4.2 Movements Within Control Points or Interlockings

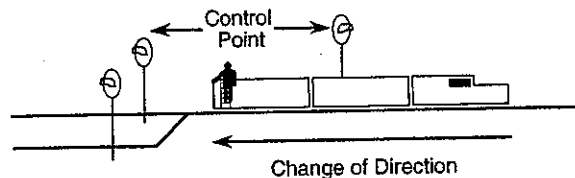
A. ~~Control Points or Manual Interlockings~~ ~~[See BNSF revision following this paragraph.]~~

~~If movement stops while the trailing end of the train is between the outer opposing absolute signals of a control point or manual interlocking, the movement must not change direction without permission from the control operator.~~

A. Control Points or Manual Interlockings [Revised on BNSF Railway.]

Except within track and time limits, obtain permission from the control operator:

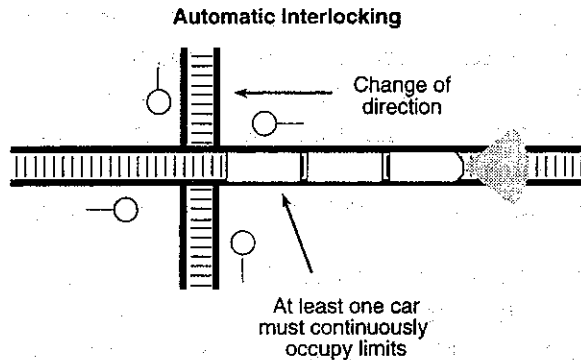
1. Before making a reverse movement if the trailing end of the train is between the outer opposing absolute signals of a control point or manual interlocking.
2. Before making a forward movement after making a reverse movement if the leading end of train is between the outer opposing absolute signals of a control point or manual interlocking.



[Diagram A.]

B. Automatic Interlockings

At an automatic interlocking, the train movement may change direction within the limits of the interlocking if it continuously occupies at least one car length of the limits.



[Diagram B.]

6.5 Handling Cars Ahead of Engine [See BNSF revision following this rule.]

~~When cars or engines are shoved and conditions require, a crew member must take an easily seen position on the leading car or engine, or be ahead of the movement, to provide protection. Cars or engines must not be shoved to block other tracks until it is safe to do so.~~

~~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 speed for snow service~~

6.5 Handling Cars Ahead of Engine [Revised on BNSF Railway.]

When cars or engines are shoved and conditions require, a crew member must take an easily seen position on the leading car or engine, or be ahead of the movement, to provide protection. Cars or engines must not be shoved until the engineer knows who is protecting the point of the movement and how protection will be provided. Cars or engines must not be shoved to block other tracks until it is safe to do so.

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 a higher speed is authorized by employee in charge.

Note: When plowing snow and all employees are on the equipment, one common authority may be used by both maintenance of way employees and the train crew.

6.6 Picking Up Crew Member [See BNSF revision following this rule.]

A train may back up on a main track to pick up a crew member under the following conditions:

1. The train dispatcher gives permission to make the movement and verifies the following:
 - a. Another authority is not in effect within the same or overlapping limits.
 - b. A track bulletin Form B is not in effect within the same or overlapping limits.
 - c. A main track is not removed from service by a track bulletin within the same or overlapping limits.
2. Movement is limited to the train's authority.
3. Movement does not enter or foul a private or public crossing except as provided by Rule 6.32.1 (Cars Shoved, Kicked, or Dropped).
4. Movement will not be made into or within yard limits or interlocking limits.
5. Movement does not exceed the train's length.
6. Movement does not exceed 5 MPH.

When movement is made under these conditions, restricted speed does not apply.

6.6 Picking Up Crew Member [Revised on BNSF Railway.]

A train may back up on any main track or on any track where CTC is in effect to pick up a crew member under the following conditions:

1. The train dispatcher gives permission to make the movement and verifies the following:
 - a. Another authority is not in effect within the same or overlapping limits.
 - b. A track bulletin Form B is not in effect within the same or overlapping limits.
 - c. A main track is not removed from service by a track bulletin within the same or overlapping limits.
2. Movement is limited to the train's authority.
3. Movement does not enter or foul a private or public crossing except as provided by Rule 6.32.1 (Cars Shoved, Kicked, or Dropped).
4. Movement will not be made into or within yard limits, restricted limits, or interlocking limits.
5. Movement does not exceed the train's length.

When movement is made under these conditions, restricted speed does not apply. Trains backing up under the provisions of this rule may pass signals indicating Stop and Proceed without stopping.

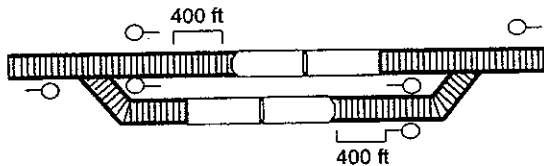
6.7 Instructions to Clear a Following Train

If the train dispatcher instructs a train within block system limits to clear a following train, the train must be in the clear before the following train could receive a restrictive signal indication.

Determine the location of the following train by radio or other means of communication.

6.8 Stopping Clear for Meeting or Passing

A train that may be met or passed must stop at least 400 feet from the signal or clearance point of the facing point switch the other train will pass over, if length of train permits.



[Diagram A.]

6.9 Meeting or Passing Precautions

A train required to take siding must stop clear of the switch, unless the switch is properly lined to leave the main track.

A train standing on the main track to meet an opposing train must, if possible, line the switch for the opposing train to leave the main track. However, within ABS, do not line the switch until the opposing train has entered the block in advance.

6.10 Calling Attention to Restrictions

The conductor must remind the engineer that the train is approaching an area restricted by:

- Limits of authority
- Track warrant
- or
- Track bulletin

The conductor must inform the engineer after the train passes the last station, but at least 2 miles from the restriction.

If the engineer fails to comply with the restriction, the conductor must stop the train.

6.11 Spacing Trains

In non-signaled territory, a train must not follow another train that has passed or been overtaken until 10 minutes after the train has departed.

Blind
shove

6.12 FRA Excepted Track [Revised on BNSF Railway]

On a track designated as "FRA Excepted Track" the following will govern:

- Maximum speed must not exceed 10 MPH.
- No revenue passenger train will be operated.
- No train will be operated that contains more than five cars placarded according to Hazardous Material Regulations.

6.12 FRA Excepted Track [Revised on BNSF Railway.]

On a track designated as "FRA Excepted Track" the following will govern:

- Maximum speed must not exceed 10 MPH.
- No revenue passenger train will be operated.
- No movement will be operated that contains more than five cars placarded according to Hazardous Material Regulations.

6.13 Yard Limits

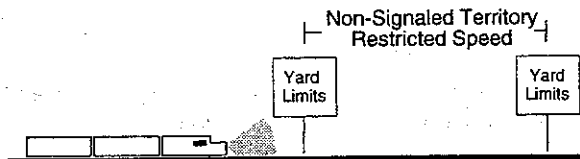
[See BNSF revision of this paragraph following.]

~~Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines. Engines must give way as soon as possible to trains as they approach.~~

[Revised on BNSF Railway.]

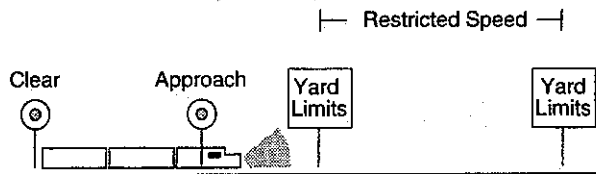
Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines. Engines must give way as soon as possible to trains as they approach. Engines which have not received track warrant authority to occupy main track must keep posted as to the expected arrival of passenger trains and must not delay them.

All movements entering or moving within yard limits must be made at restricted speed unless operating under a block signal indication that is more favorable than Approach.

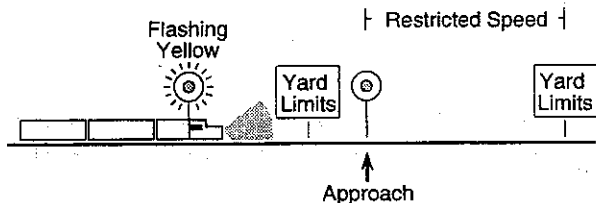


[Diagram A.]

Upon observing or having advance knowledge that a block signal may require restricted speed due to yard limits, if entering or within yard limits, the movement must be at restricted speed at that block signal, or as soon as possible thereafter, consistent with good train handling.



[Diagram B.]



[Diagram C.]

Yard limits remain in effect continuously unless otherwise specified by special instructions or track bulletin.

Against the Current of Traffic

Movements against the current of traffic must not be made unless authorized or protected by track warrant, track bulletin, yardmaster, or other authorized employee.

In CTC Territory

Where yard limits are in effect in CTC territory, the control operator must authorize any movement on the main track. Reverse movements within the same block may be made as outlined in Rule 6.4.1 (Permission for Reverse Movements).

6.14 Restricted Limits

Between designated points specified by signs and in the special instructions, trains and engines may use the main track not protecting against other trains or engines. All movement must be at restricted speed.

Movements against the current of traffic must not be made unless authorized or protected by track warrant, track bulletin, yardmaster, or other authorized employee.

6.15 Block Register Territory

Block register territory will be designated in the special instructions. A register labeled Block Register Territory will apply only on that designated territory. A train or operator in charge of men or equipment is authorized to occupy block register territory under the following conditions:

- The following information is in the register on first blank line.

Train, gang, or equipment identification	Conductor or employee in charge of men or equipment	Date	Time territory occupied	Time territory cleared
A	B	C	D	E

Column Required Entry

- A Enter the train, gang, or equipment identification.
- B Enter last name of conductor or employee in charge of men or equipment.
- C Enter current date.
- D Enter time entry is made in register.
- E Enter time the territory was cleared. Then, draw a line through the entire entry. The required exit entry may be completed by any authorized employee.

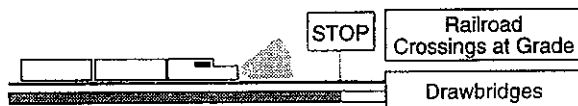
- If the territory is occupied by a preceding train, movement entry cannot be made on the register until the engineer of each preceding movement has been contacted and advised that the territory will be jointly occupied. When the territory is jointly occupied by a train, men or equipment, and/or another train, all train movements must be at restricted speed.

6.16 Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track

Trains and engines must be prepared to stop when they approach railroad crossings at grade, drawbridges, and the end of multiple main track, unless these areas are protected by block or interlocking signals.

Protected by Stop Signs

If stop signs protect these areas, the train must stop before any part of the train or engine passes the stop sign. The train cannot proceed until the route is clear or drawbridge position permits movement.



[Diagram A.]

Protected by Gate

If a gate is lined against the intended route, trains and engines must stop and remain at least 50 feet from fouling the track on the conflicting route until the gate is changed to the stop position on the conflicting route. Where required, restore gate to its normal position after movement is complete.