

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway 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.

This version contains the following revised pages:

January 6, 2010: Title Page, 2, 53, 54, 81, 82, 105, 106.



Canadian Rail Operating Rules



October 28, 2009
(Including Revisions up to
January 6, 2010)

These rules were approved by the
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under the authority of the
Railway Safety Act of 1988
for use on federally regulated railways.

Note:

BNSF special instructions are indicated by yellow highlighting around the applicable text.

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GENERAL NOTICE

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

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

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.

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.

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.

DEFINITIONS

For the purpose of these rules and special instructions, the following definitions apply:

ADVANCE SIGNAL

A fixed signal used in connection with one or more signals to govern the approach of a movement to such signal.

ADVANCED TRAIN DISPATCHING SYSTEM

Train control technologies that provide enhancements for protecting overlapping authorities with ability to provide signal indications into protected track.

AUTOMATIC BLOCK SIGNAL SYSTEM (ABS)

A series of consecutive blocks in which ABS rules apply.

BLOCK

A length of track of defined limits, the use of which by a movement is governed by block signals.

BLOCK SIGNAL

A fixed signal at the entrance to a block to govern a movement entering or using that block.

CAUTIONARY LIMITS

That portion of the main track or main tracks within limits defined by cautionary limit sign(s) or special instructions.

CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)

A system in which CTC rules apply.

CONTROLLED BLOCK

A block in CTC between consecutive controlled locations or points.

CONTROLLED SIGNAL

A CTC block signal which is capable of displaying a Stop indication until requested to display a less restrictive indication by the RTC.

CONTROLLED LOCATION

A location in CTC the limits of which are defined by opposing controlled signals.

CONTROLLED POINT

A signal location in CTC consisting of controlled signal(s) in one direction only.

CROSSOVER

A track joining adjacent main tracks, or a main track and another track.

DAILY OPERATING BULLETIN (DOB)

A document containing applicable information from each GBO, instructions and other information requiring compliance within limits indicated in special instructions.

ELECTRONIC COMMUNICATIONS METHOD (ECM)

A method for recording, verification and transmission of authorities, instructions and information affecting the operation of movements or track units and for the protection of track work, through electronic transmission.

EMPLOYEE IN CHARGE (EIC)

A rules qualified Maintenance of Way employee who is assigned the duty of being responsible for the protection and direction of his/her self and his/her co-workers in any engineering work activity.

ENGINE

A locomotive(s) operated from a single control or a cab control car, used in train, transfer or yard service.

EQUIPMENT

One or more engines and/or cars which can be handled on their own wheels in a movement.

END OF TRAIN DEVICE (ETD)

The rear of train component as part of a TRAIN INFORMATION BRAKING SYSTEM.

EXCLUSIVE TOP

A TOP that provides exclusive occupancy of the track to one foreman. No more than two track units can operate within the limits of an Exclusive TOP.

EXCLUSIVE TRACK UNIT SPEED

When a track unit is protected by an Exclusive TOP, it is a speed that permits a track unit to stop short of a switch not properly lined.

FIXED SIGNAL

A signal or sign at a fixed location indicating a condition affecting the operation of a movement.

FOLLOW-UP TOP

A TOP issued within limits of a movement(s) that has passed or will be identified by the foreman as having passed the foreman's location.

GENERAL BULLETIN ORDER(S) (GBO)

Instructions regarding track condition restrictions and other information that affect the safety and operation of a movement.

INTERLOCKING

An arrangement of interconnected signals and signal appliances for which interlocking rules and special instructions are in effect.

INTERLOCKING LIMITS

The tracks between the extreme or outer opposing interlocking signals of an interlocking.

INTERLOCKING SIGNAL

A fixed signal at the entrance to or within interlocking limits to govern the use of the routes.

MAIN TRACK

A track of a subdivision extending through and between stations governed by one or more methods of control upon which movements, track units and track work must be authorized.

METHOD OF CONTROL

Rules and/or special instructions governing the use of a track(s).

MOVEMENT(S)

The term used in these rules to indicate that the rule is applicable to trains, transfers or engines in yard service.

MULTI-TRACK

Two or more main tracks of a subdivision at the same location.

NON-MAIN TRACK (NMT)

Any track(s) other than those listed in time table columns as having CTC, OCS, ABS or Cautionary Limits applicable and unless otherwise provided include a requirement to operate at REDUCED speed .

NON-SIGNALLED SIDING

A siding where non-main track rules apply, the use of which may be governed by special instructions.

OCCUPANCY CONTROL SYSTEM (OCS)

A system in which OCS rules apply.

OCCUPATIONAL TERMS:**ASSISTANT CONDUCTOR**

An employee working under the supervision of a conductor. May also be referred to as trainman or yardman.

CONDUCTOR

An employee in charge of the operation of a movement.

CONDUCTOR LOCOMOTIVE OPERATOR (CLO)

A conductor qualified to operate the engine under the direct supervision of the locomotive engineer.

EMPLOYEE

A person qualified to regulatory and company standards employed by the company. Applies to contract employees and employees of other companies and railways operating and/or performing other rules related duties on the host railway trackage.

FOREMAN

An employee in charge of the protection of track work and track units.

LOCOMOTIVE ENGINEER

An employee in charge of the operation of an engine from the control stand of a movement.

PILOT

An employee assigned to a movement when the locomotive engineer or conductor, or both, are not fully acquainted with the physical characteristics or rules of the railway over which the movement is to be operated.

PROPER AUTHORITY

The rail traffic controller or the appropriate railway supervisor.

RAIL TRAFFIC CONTROLLER (RTC)

An employee in charge of the supervision and direction of rail traffic and for the provision of protection for track work and track unit operation on a specified territory.

REMOTE CONTROL OPERATOR (RCO)

A conductor that remotely controls an engine used in yard or transfer service.

SIGNALMAN

An employee in charge of an interlocking.

SWITCHTENDER

An employee that handles switches for other employees.

UTILITY EMPLOYEE

An employee who can be used as a temporary crew member or perform other assigned duties.

REMOTE CONTROL ZONE (RCZ)

A portion of track(s) within definite limits designated in the timetable special instructions.

SCHEDULE

Information pertaining to the operating times of a passenger train.

SIDING

A track adjacent and connected to the main track which is so designated in the time table, GBO or operating bulletin.

SIDING CONTROL TERRITORY (SCT)

Non-signalled sidings indicated in special instructions where SCT rules are applicable.

SIGNALLED SIDING

A siding indicated in special instructions where CTC rules are applicable.

SIGNAL INDICATION

The information conveyed by a fixed signal.

SINGLE TRACK

one main track on a subdivision at a location.

SWITCHES:**AUTO-NORMAL SWITCH**

A locally controlled switch, which will automatically restore to normal position after a movement has cleared the switch track circuit.

DUAL CONTROL SWITCH

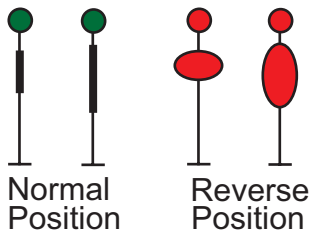
A switch equipped for powered and hand operation.

ELECTRIC SWITCH LOCK

An electric lock connected with a hand operated switch to prevent its operation until the lock is released.

MAIN TRACK HAND OPERATED SWITCH

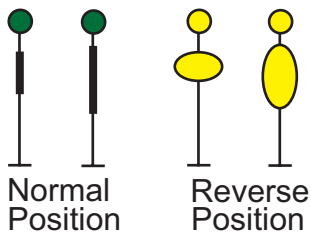
A switch connected to the main track used to route equipment or a track unit to or from the main track.



Note: Switch targets may be different shapes than illustrated but must not be diamond shape.

NON-MAIN TRACK HAND OPERATED SWITCH

A switch used to route equipment or a track unit within non-main track territory.



Note: Switch targets may be different shapes than illustrated but must not be diamond shape.

POWER-OPERATED SWITCH

A switch equipped for powered operation, but not equipped for hand operation.

SEMI-AUTOMATIC SWITCH

A non-main track switch equipped with an internal securing mechanism that permits equipment to trail through the switch points thus setting the switch for the route being used.



Set for
Normal
Route



Set for Other
Than Normal
Route

Note: Switch targets must be diamond shaped.

SPRING SWITCH

A switch equipped with a spring mechanism arranged to restore the switch points to normal position after having been trailed through.

SWITCH

A device used to route equipment or a track unit from one track to another.

SPEEDS:**DIVERGING SPEED**

A speed not exceeding twenty five (25) miles per hour.

LIMITED SPEED

A speed not exceeding forty five (45) miles per hour.

MEDIUM SPEED

A speed not exceeding thirty (30) miles per hour.

REDUCED SPEED

A speed that will permit stopping within one-half the range of vision of equipment.

Movements must also be made at a speed that allows stopping within half the range of vision of:

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

RESTRICTED SPEED

A speed that will permit stopping within one-half the range of vision of equipment, also prepared to stop short of a switch not properly lined and in no case exceeding SLOW speed.

When moving at RESTRICTED speed, be on the lookout for broken rails. When a broken rail is detected, the movement must be stopped immediately and must not resume until permission is received from the RTC or signalman.

Movements must also be made at a speed that allows stopping within half the range of vision of:

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

SLOW SPEED

A speed not exceeding fifteen (15) miles per hour.

STATION

A location identified by a station name sign and designated by that name in the time table.

SUBDIVISION

Railway trackage designated by time table.

SUBDIVISION TRACK

A Non-Main Track so indicated in the time table method of control column that is an extension of the main track, and the through track at that location, defined with subdivision mileage signs. REDUCED speed is applicable to a maximum speed as indicated in the time table.

TABULAR GENERAL BULLETIN ORDER (TGBO)

A document specific to a movement, containing applicable information from each GBO, instructions and other information requiring compliance within limits indicated in the TGBO.

TIME TABLE

The special instruction that contains subdivision description information and footnotes relating to the operation of movements and track units. Time table may contain information applicable on other tracks.

TRACK OCCUPANCY PERMIT (TOP)

Authority issued for the protection of track units and track work.

TRACK UNIT (TU)

A vehicle or machine capable of on-track operation utilized for track inspection, track work and other railway activities when on a track.

TRACK UNIT SPEED

A speed that;

- (a) permits a track unit to stop within one-half the range of vision of equipment or a track unit; and
- (b) permits a track unit to stop short of a switch not property lined or any obstruction or track defect that may prevent safe passage.

Track units handling equipment must not exceed the authorized freight speed including temporary speed restrictions whichever is less. The delivery method for temporary speed restrictions will be indicated in special instructions.

TRACK WORK

Any work on or near the track that may render the track unsafe for movements at normal speed or where protection against movements may be required for employees and machines involved in track construction and repairs.

TRAILING END

The tail end of the last piece of equipment in a movement in the direction of travel.

TRAIN

A train is:

- (a) an engine which is intended to operate at speeds greater than 15 MPH;
 - (i) without cars; or
 - (ii) with cars and equipped with a TIBS or remote control locomotive at the rear; or
 - (iii) with cars including a caboose occupied by a crew member; or
 - (iv) with cars in passenger service,
- (b) a track unit when so designated.

Note: An engine in yard service that is required to enter main track in CTC to double over, take head room or cross over a main track will not be considered as a train or transfer other than in the application of Rules 560-578.

TRAIN INFORMATION BRAKING SYSTEM (TIBS)

A system with rear and front of train radio communication components capable of:

- 1. monitoring and displaying brake pipe pressure on the rear car;
- 2. calculating and displaying distance measurement;
- 3. initiating an emergency brake application at the rear of the train from the head end; and will be equipped with a red light and/or red reflectorized plaque at the rear of the train. On BNSF, the device on the rear of the train is referred to as an End of Train Device (ETD).

TRANSFER

An engine with or without cars operating on main track at speeds not exceeding 15 MPH and need not be TIBS equipped.

The locomotive engineer or remote control operator must verify that there are sufficient operative brakes to control the transfer, confirmed by a running test as soon as possible.

Except where block signals provide protection, transfers must have air applied throughout the entire equipment consist. The last three cars, if applicable, must be verified to have operative brakes.

Remote control locomotives in transfer service will only be allowed on the main track when equipped with two operative operator controlled units (OCU).

Note:

- 1. Transfers carrying dangerous goods must have air applied throughout the equipment when operating within any method of control.
- 2. An engine in yard service that is required to enter main track in CTC to double over, take head room or cross over a main track will not be considered as a train or transfer other than in the application of Rules 560-578.

Note: All BNSF Air Brake and Train Handling rules shall apply for movements operating as a TRANSFER.

YARD

A system of non-main tracks, utilized to switch equipment and for other purposes over which movements may operate subject to prescribed signals, rules and special instructions.

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GENERAL RULES

- A. Every employee in any service connected with movements, handling of main track switches and protection of track work and track units shall;
- i. be subject to and conversant with these rules, special instructions and general operating instructions;
 - ii. have a copy of this rule book, the general operating instructions, current time table and any supplements, and other documents specified by the company accessible while on duty;
 - iii. provide every possible assistance to ensure every rule, special instruction and general operating instruction is complied with and shall report promptly to the proper authority any violations thereof;
 - iv. communicate by the quickest available means to the proper authority any condition which may affect the safe operation of a movement and be alert to the company's interest and join forces to protect it;
 - v. obtain assistance promptly when it is required to control a harmful or dangerous condition;
 - vi. be conversant with and governed by every safety rule and instruction of the company pertaining to their occupation;
 - vii. pass the required examination at prescribed intervals, not to exceed three years, and carry while on duty, a valid certificate of rules qualification;
 - viii. seek clarification from the proper authority if in doubt as to the meaning of any rule or instruction;
 - ix. conduct themselves in a courteous and orderly manner

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.

Any act of hostility, misconduct, or willful disregard or negligence affecting the interest of the company or its employees is cause for dismissal and must be reported. Indifference to duty or to the performance of duty will not be tolerated.

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

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

- x. when reporting for duty, be fit, rested and familiar with their duties and the territory over which they operate;

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

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. Continued failure by employees to protect their employment will be cause for dismissal.

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.

- xi. While on duty, not engage in non-railway activities which may in any way distract their attention from the full performance of their duties. Except as provided for in company policies, sleeping or assuming the position of sleeping is prohibited. The use of personal entertainment devices is prohibited. Printed material not connected with the operation of movements or required in the performance of duty, must not be openly displayed or left in the operating cab of a locomotive or track unit or at any work place location utilized in train, transfer or engine control.

Employees on duty must not:

- Play games.
- Read magazines, newspapers, or other literature not related to their duties.
- Have magazines, newspapers, and other literature not related to duties available for viewing in the cab of engines. This does not prohibit employees from having such material enclosed in their personal luggage.

Electronic Devices:

1. Electronic devices such as Hammerhead, Renegade or other similar devices may be used for company business while train is stopped and no crew members are engaged in safety-related duties including switching, performing air tests, riding equipment, inspecting passing trains, assisting in preparation of a train or fouling the track (within four feet of nearest rail of a track), and all crew members have briefed that operations have been suspended.
 2. Laptop computers may be used (only to access electronically stored rule-related files) when train is stopped or while deadheading or being transported by means other than by freight train (without restriction).
 3. Electronic devices such as DVD/CD players, MP3 players, iPods, internet browsers, text messaging and emailing devices:
 - May not be used by crews on a train while on duty. Devices must be turned off and ear pieces removed (includes supervisors).
 - May be used while deadheading or being transported by means other than by freight train.
 4. Railroad supplied devices related to train movement and locomotive/train control systems (e.g. Remote Control Transmitter, railroad electronic displays, Electronic Train Management System, distributed power, head-end device, etc.) are not restricted or prohibited.
 5. Digital clocks/timepieces are not considered electronic devices.
- xii. The use of communication devices must be restricted to matters pertaining to railway operations. Cellular telephones must not be used when normal railway radio communications are available. When cellular telephones are used in lieu of radio all applicable radio rules must be complied with.

Cellular Phones

During normal operations, cellular phones must be turned off and ear pieces removed:

- When employees are on a moving train (includes supervisors).
- When members of your crew are on the ground performing duties related to train movement, switching, performing air tests, riding equipment, providing inspection of passing trains, assisting in preparation of their train or fouling the track (within four feet of nearest rail of a track).
- When other employees are performing safety related duties associated with your train.

Exceptions: Cellular phones may be used:

- For voice communications only, while train is stopped and any member of their crew is not engaged in safety-related duties including switching, performing air tests, riding equipment, inspecting passing trains, assisting in preparation of a train or fouling the track (within four feet of nearest rail of track), and all crew members have been briefed that operations have been suspended.
- To access electronically stored rule-related files (only) when the train is stopped. However, text messaging, e-mailing or use of other device features is prohibited.
- While on passenger trains or business cars for business purposes provided they are not used in the controlling unit or the cab room of the controlling cab car. Use must not interfere with any safety related duties including calling or acknowledging signals.
- When use relates to mechanical or technical evaluations (e.g. testing of signal system, Electronic Train Management System, distributed power, etc.) Before using the cell phone, a safety briefing is required with all assigned crew members and all must agree how communications can safely take place.
- During emergencies, while deadheading or transporting by means other than on a freight train.

- B. Special Instructions will be found in time tables, general orders, general notices or GBO. They may be appended to or included within copies of the Canadian Rail Operating Rules but do not diminish the intent of the rule unless official exemption has been granted.

General Orders

General orders:

- Are numbered consecutively.
- Are issued and canceled 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, crew members and any others whose duties require, must review general orders that apply to the territory they will work on.

Circulars, Instructions, and Notices

Circulars, instructions, notices, and other information are issued and canceled by the designated manager. Before beginning each day's work or trip, crew members and any others whose duties require, must review those that apply to the territory they will work on.

- C. Employees must;
- i. be vigilant to avoid the risk of injury to themselves or others;
 - ii. expect a movement, track unit or equipment to move at any time, on any track, in either direction;
 - iii. not stand in front of approaching equipment for the purpose of entraining;
 - iv. not ride the side or above the roof of moving equipment when passing side and/or overhead restrictions;
 - v. not be on the roof of moving equipment, or on the lading of a moving open top car;
 - vi. not be on the end of a car while in motion except for the purpose of operating a hand brake; and

- vii. not ride on any car known or suspected to contain a shifted load or damaged such that its structure or components may not be secure, or any car trailing such car.

In addition: Flat cars, open top cars, and open TOFC/COFC's with loads which protrude beyond the car ends or, if shifted, would protrude beyond the car ends 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 or machinery that is not fully enclosed.

This restriction does not apply to cars equipped with chains or cables securing the load to the car.

- D. Each employee must be acquainted with, and be on the lookout for, restricted side and overhead clearances. Where standard restricted clearance signs are used, no other advice of restricted clearance will elsewhere or otherwise be given. If such signs are not provided in a yard or terminal, the location of the restricted clearance will be shown in special instructions.
- E. Overhead and side clearance may be restricted on a track at a main shop, diesel shop or car shop. Where restricted clearance exists on such track, it will not be marked by a standard restricted clearance sign nor will its location be elsewhere or otherwise given.
- F. Employees must not ride on top or side of equipment when on any main shop, diesel shop or car shop track, whether or not the overhead and side clearance is restricted.
- G.
 - i. The use of intoxicants or narcotics by employees subject to duty, or their possession or use while on duty, is prohibited,
 - ii. The use of mood altering agents by employees subject to duty, or their possession or use while on duty, is prohibited except as prescribed by a doctor,
 - iii. The use of drugs, medication or mood altering agents, including those prescribed by a doctor, which, in any way, will adversely affect their ability to work safely, by employees subject to duty, or on duty, is prohibited,
 - iv. Employees must know and understand the possible effects of drugs, medication or mood altering agents, including those prescribed by a doctor, which, in any way, will adversely affect their ability to work safely.
- H. Unless otherwise specified, these rules are applicable without respect to the number of main tracks.
- I. Rules pertaining to the main track also apply to tracks specified as signalled sidings and other signalled tracks.
- J. When an Electronic Communications Method (ECM) is used, each transmission received must be examined to ensure legibility. If the transmission is not legible this must immediately be reported to, and retransmitted by, the RTC. Illegible transmissions must not be used and in the case of paper based authorities, must be destroyed.
- K. When the term "in writing" is used in these rules, special instructions and general operating instructions, if the written permission, authority or instruction referred to is not received personally by the receiving employee, it must be copied by the receiving employee and repeated back to the sender to ensure it was correctly received.
- L. Wherever the following occupational names or titles appear in these rules, special instructions, or general operating instructions, they apply to the employee, male or female, who is qualified and is responsible for performing the duties of: conductor, assistant conductor, flagman, foreman, locomotive engineer, pilot, rail traffic controller, remote control operator, signalman, snow plow foreman, switchtender.
- M. Wherever the following: engine, train, transfer or movement appear in these rules, special instructions or general operating instructions, the necessary action will be carried out by a crew member or crew members of the movement. In addition:
 - i. Where only one crew member is employed, operating rules and instructions requiring joint compliance may be carried out by either the locomotive engineer or conductor, and

- ii. In the absence of a locomotive engineer on a crew consisting of at least two members, the conductor will designate another qualified employee to perform the rules required duties of the locomotive engineer.

N. The following abbreviations and acronyms as well as those authorized by special instructions may be used:

ABS	Automatic Block Signal System
ack	Acknowledgement
AWD	Automatic Warning Devices
B/E CTC Sign	Begin/End CTC Sign
B/E MT Sign	Begin/End Main Track Sign
CL Sign	Cautionary Limit Sign
cndr	Conductor
com	Complete
CTC	Centralized Traffic Control System
DOB	Daily Operating Bulletin
E	East
ECM	Electronic Communications Method
eng	Engine
engr	Locomotive engineer
exp	Express
FIT	Field Information Terminal
frmn	Foreman
frt	Freight
GBO	General Bulletin Order(s)
HBD	Hot Box and Dragging Equipment Detector
jct	Junction
LCS	Local Control Switch
MPH	Miles per hour
MP	Mile Post
N	North
NA	Not Applicable
NMT	Non-main Track
no	Number
OCS	Occupancy Control System
psgr	Passenger
rpt	Repeat
RTC	Rail Traffic Controller
SNS	Station Name Sign
S	South
sdg	Siding
SI	Special Instruction
STK	Subdivision Track
sub	Subdivision
swt	Switch

The following abbreviations are also authorized:

CBS	Controlled Block Signal
DCS	Dual Control Switch
EIC	Employee in Charge
EWD	Eastward
EX	Extra
HER	Head end Restriction
NWD	Northward
MT	Main Track
RCZ	Remote Control Zone
SWD	Southward
TCM	Track Condition Message
WWD	Westward

- O. In these rules when the distance prescribed for the placement of signals, signs or flags is not possible due to track configuration, the maximum distance available applies.

TIME AND TIME TABLES

1. TIME

The twenty four (24) hour system will be used and will be expressed in four digits. The digits 2359 or 0001 will be used to express the time at midnight.

2. WATCHES

Every conductor, assistant conductor, locomotive engineer, pilot, foreman, snow plow foreman **along with all employees who do not work in an office** shall, when on duty, use a reliable watch that indicates hours, minutes and seconds and shall;

- (i) Be responsible to ensure that it is kept in proper working condition so that it does not reflect a variation of more than thirty seconds in a twenty four (24) hour period;
- (ii) Set it to reflect the correct time if it reflects a variation of more than thirty seconds;
- (iii) Before commencing work, compare the time on their watch with a railway approved time source. Where a railway approved time source is not accessible, obtain the correct time from the RTC or by comparing with another employee who has obtained the correct time. Every crew member assigned to train, transfer or yard service shall compare the time with one another as soon as possible after commencing work.

3. TIME IN EFFECT

Special instructions will indicate whether Standard Time, Daylight Saving Time or other designated time is in effect.

4. NOTICE OF TIME CHANGE

Notice of time change will be given by operating bulletin and posted at least seventy two (72) hours prior to the time change taking effect. Notice will also be given by GBO at least twenty four (24) hours prior to the change and for not less than six (6) days after it takes effect.

5. EMPLOYEES ON DUTY WHEN TIME CHANGES

Each employee on duty when time changes, who is required to use a railway approved watch, must change time as follows:

- (i) From Standard Time to Daylight Saving Time: at 0200 Standard Time, set the time ahead one hour to indicate 0300 Daylight Saving Time;
- (ii) From Daylight Saving Time to Standard Time: at 0200 Daylight Saving Time, set the time back one hour to indicate 0100 Standard Time; and immediately verify correct time according to Rule 2 clause (iii).

6. TIME TABLES

Each time table, from the moment it takes effect, supersedes the preceding time table.

7. NOTICE OF NEW TIME TABLE OR SUPPLEMENT

Notice will be given by operating bulletin and posted at least seventy two (72) hours prior to a new time table or supplement taking effect. Notice will also be given by GBO at least twenty four (24) hours prior to the new time table or supplement taking effect and for not less than six (6) days after it takes effect.

Notice must also be communicated to all other affected employees.

8. SYMBOLS AND DIAGRAMS

(a) The following symbols when used in the time table indicate:

B	Operating Bulletins
C	Cautionary limits
D	Trains or Transfers report departure to RTC
S	Special Derail
X	Crossover between main tracks
Y	Wye
*	See footnote
+	Interlocking - see footnotes.

(b) Method of control and the limits of single track or multi-track will be indicated in the time table.

(c) The location of each interlocking, non-interlocked drawbridge and non-interlocked railway crossing at grade will be indicated in subdivision footnotes or special instructions.

(d) Siding capacity and the extent of TGBO and DOB limits will be indicated in time table columns, to the side of the station column or in subdivision footnotes.

SIGNALS - GENERAL

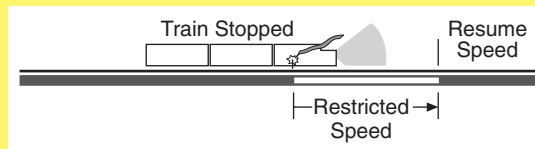
Looking for Signals

To recognize and follow signals correctly, employees must:

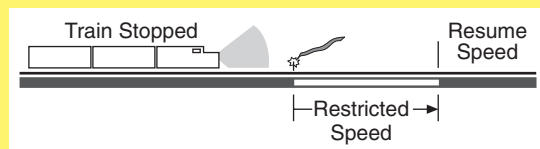
- Always be on the lookout for signals.
- Comply with the intent of the signal.
- Not act on any signal that they do not understand or that may be intended for other trains or engines.

11. FUSEES

- a. A movement operating at a speed other than REDUCED or RESTRICTED speed, that is approaching a red fusee burning on or near its track, or beyond the nearest rail of an adjacent track, must stop consistent with good train handling.



A train moving at RESTRICTED speed must stop before passing the fusee



After stopping, the movement must proceed at restricted speed for 2 miles beyond the location of the fusee.

- b. A fusee should not be placed on a public crossing at grade or where it may cause fire.
- c. When the fusee is located on the track occupied by an approaching movement operating at REDUCED or RESTRICTED speed, a stop must be made before passing the location of the fusee. After stopping, the movement must proceed at RESTRICTED speed for 2 miles beyond the location of the fusee.

12. HAND SIGNALS

- (a) Employees whose duties may require them to give hand signals must have the proper appliances, keep them in good order and ready for immediate use. Night signals must be used from sunset to sunrise and when day signals cannot be plainly seen. Give signals on the engineer's side of the track when practical.

Note: The hand or a flag displayed in the same manner as the lantern, which is illustrated in the following diagrams, gives the same indication.

METHOD OF DISPLAY AND INDICATION

- (i) Swung from side to side at right angle to the track.

**STOP**

Except when switching, engineer must acknowledge hand signal to stop a train with appropriate whistle signal. When flagged, the engineer must obtain a thorough explanation from the flagman before proceeding.

- (ii) Swung in a circle at right angle to the track at a speed in proportion to the speed required.

**MOVE BACKWARD**

- (iii) Raised and lowered at a speed in proportion to the speed required.

**MOVE FORWARD**

- (iv) Raised and swung horizontally above the head, at right angle to the track when standing.

**APPLY AIR BRAKES**

- v) Raised and held at arm's length above the head when standing.



RELEASE AIR BRAKES

- (vi) Held horizontally at arm's length.



REDUCE SPEED

- (vii) **Any object waved violently by anyone on or near the track is a signal to stop.**

- (b) A signal given to move forward or move backward must be given in relation to the front of the controlling locomotive.
- (c) A signal must be given in sufficient time before the required action to permit compliance. It must be given from a point where it can be plainly seen, and in such a manner that it cannot be misunderstood. If there is doubt as to the meaning of a signal, or for whom it is intended, it must be regarded as a stop signal.
- (d) Whenever practicable, when switching is being performed, required signals shall be given directly to the employee controlling the locomotive.
- (e) When moving under the control of hand signals, the disappearance from view of either the crew member or lights by which signals controlling the movement are being given, must be regarded as a stop signal.
- (f) A crew member, whose movement is clear of the main track, must not give an approaching movement a hand signal to move forward.
- (g) Where radio is used in lieu of hand signals, employees will be governed by Rule 123.1.

13. ENGINE BELL

- (a) The engine bell must be rung when:
 - (i) An engine is about to move, except when switching requires frequent stopping and starting after the initial move;
 - (ii) Passing any movement standing on an adjacent track;
 - (iii) Approaching, passing or moving about station facilities or shop track areas; and
 - (iv) One-quarter of a mile from every public crossing at grade (except within limits as may be prescribed in special instructions) until the crossing is fully occupied by the engine or cars. When engine whistle signal 14(I) is sounded, the engine bell need not be rung.

Note: The engine bell must also be rung when:

- Approaching men or equipment on or near the track.
- Any time it is necessary as a warning signal

- (b) Should the engine bell fail on the lead locomotive in the consist, repairs must be made as quickly as possible. If repairs cannot be made the movement may proceed to the first point where repairs can be made. The engine bell if available on another locomotive in the consist will be rung continuously or operated by another member of the crew, when available, under the direction of the locomotive engineer.

14. ENGINE WHISTLE SIGNALS

NOTE:

- (i) Wherever the words “engine whistle” appear in these rules they also refer to “engine horn”. Signals prescribed by this rule are illustrated by “o” for short sounds; “___” for longer sounds.
- (ii) Engine whistle signals must be sounded as prescribed by this rule, and should be distinct, with intensity and duration proportionate to the distance the signal is to be conveyed. Unnecessary use of the whistle is prohibited.
- (iii) Radio must not be used in lieu of engine whistle signals for indications prefixed by the symbol (#).

Note: The whistle may be used at anytime as a warning regardless of any whistle prohibitions.

- (a) o

When standing - braking system is equalized; angle cock may be closed.

- (b) o o

Note: Not applicable when switching.

- (i) Answer to a “stop” signal (except a fixed signal),
- (ii) Answer to any signal not otherwise provided for.

- (e) o o o o o o

To notify track forces of fire on or near the right of way (to be repeated as often as required).

- (f) Succession of short sounds

(#) Alarm for persons or animals on or near the track.

- (l) ___ ___ o ___

- (i) (#) At public crossings at grade:

Trains exceeding 44 MPH must sound whistle signal 1/4 mile before the crossing, to be prolonged or repeated, until the crossing is fully occupied.

Note: A whistle post will be located 1/4 mile before each public crossing where required.

Movements operating at 44 MPH or less must sound whistle signal to provide 20 seconds warning before entering the crossing and continuing to sound whistle signal until crossing is fully occupied.

EXCEPTION: Engine whistle signal is not required when manual protection is provided, or shoving equipment other than a snow plow over a crossing protected by automatic warning devices,

- (ii) (#) At other whistle posts indicated in special instructions,
- (iii) (#) At frequent intervals when view is restricted by weather, curvature or other conditions,
- (iv) Special instructions will govern when such signal is prohibited in whole or in part.

On the BNSF the following whistle will be used when approaching men and equipment on or near the track:

— o

(#) Approaching men or equipment on or near the track, regardless of any whistle prohibitions. After this initial warning, sound whistle signal 14(b) intermittently until the head end of train has passed the men or equipment.

- (r) In case of engine whistle failure and no other engine can be used as the lead engine, the engine bell must be rung continuously;
 - (i) Approaching and moving through curves; and
 - (ii) Approaching and passing station facilities, yards and public crossings at grade. In addition, the movement must stop before each public crossing at grade so a crew member can provide manual protection in accordance to Rule 103(g).
- (t) When a snow plow is operated ahead of an engine, the employee in charge of the snow plow must sound engine whistle signals 14(f) and 14(l). All other engine whistle signals must be sounded by the locomotive engineer or remote control operator as prescribed by the rule.

17. HEADLIGHT

Head light failure must be reported to the RTC.

- (a) The full power of the headlight in the direction of travel must be used approaching each public crossing at grade until the crossing is fully occupied.
- (b) When moving on main track, the headlight must be displayed full power continuously to the front of every movement and except as required by (a), may be dimmed or extinguished when;
 - (i) Approaching or being approached by an opposing movement;
 - (ii) On a passenger carrying train, approaching a location where a stop is to be made to entrain or detrain passengers;
 - (iii) Facing oncoming vehicles at night which may be affected on adjacent roadways; or
 - (iv) Weather conditions cause the vision of the operating crew to be impaired.

On BNSF, the headlight will not be extinguished except when the movement is stopped clear of the main track or, is left unattended on the main track within limits controlled by block signals.

- (c) On non-main track except as required by (a), the headlight on a movement will be;
 - (i) Displayed at the front and rear of an engine while moving, except the light may be extinguished on the end coupled to cars;
 - (ii) Displayed at the front while moving forward except when approaching or being approached by an opposing movement.
- (d) If the headlight on a movement fails and repairs cannot be made, ditch lights will be used in lieu of the headlight and the movement may proceed.
- (e) During daylight, if all headlights and ditch lights have failed and no other unit can be used as the lead unit, such lights as are available must be used proceeding to the first point where repairs can be made. At public and private crossings at grade not protected by automatic warning devices, movements must not exceed 10 MPH unless the crossing is seen to be clear of traffic and will remain clear until occupied.

At night, if all headlights 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 engine to the first point where repairs can be made. Stop the movement before each public crossing at grade so a crew member can provide manual protection in accordance to Rule 103(g), unless:

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

19. DITCH LIGHTS

A train must have ditch lights displayed continuously in the direction of travel when the headlight is required to be displayed full power. If ditch light(s) fail en route, the movement may proceed to the next point where repairs can be made. Locomotives must not be operated as the lead unit out of a train's initial terminal unless both ditch lights are operating.

26. BLUE SIGNAL PROTECTION

- (a) A blue flag by day, and in addition a blue light by night or when day signals cannot be plainly seen, displayed at one or both ends of equipment indicates that workmen are in the vicinity of such equipment. On a track which permits entry of a movement from one end only, a blue signal displayed between the equipment and the switch permitting entry indicates that workmen are in the vicinity of such equipment. When such signals are displayed the equipment must not be coupled to or moved. The removal of the signal from one or both ends of equipment indicates that no workmen are in the vicinity of the equipment and such equipment may be coupled to or moved. EXCEPTION: When repairs must be undertaken on a manned movement, the employee in charge of the engine must be notified before repair work is commenced. When so notified, the movement must not be moved nor the brakes applied or released until the workmen have advised that they are in the clear. When so protected, blue signals are not required.
- (b) Other equipment must not be placed on the same track which will block a clear view of the blue signal(s) without first notifying the workmen. When equipment is placed on the same track, the movement placing such equipment must remain on that track until the workmen have relocated the blue signal(s) to include the additional equipment.
- (c) Each class of workmen will display the blue signal(s) and the same class of workmen only are authorized to remove them.
- (d) Special instructions will govern the use of other approved methods of protecting workmen performing equipment repairs or inspections.
- (e) Blue Flag Derails - these derails are used in conjunction with blue flags and will be in the derailing position only when protection for personnel is required. When protection is no longer required, they will be locked in a non-derailing position.

27. SIGNAL IMPERFECTLY DISPLAYED

- (a) Except as provided in paragraph (b), a fixed signal which is imperfectly displayed, or the absence of a fixed signal where one is usually displayed, must be regarded as the most restrictive indication that such signal is capable of displaying. An imperfectly displayed signal must be communicated to the proper authority as soon as possible.
- (b) Where a block or interlocking signal is observed with one or more lights extinguished, and at least one light remains displaying either green or yellow, movements may proceed reducing to SLOW speed through turnouts, when practicable, preparing to stop at the next signal.

EXCEPTION: If a solid yellow is displayed on the bottom position and the remaining positions are red or extinguished, the movement must immediately reduce to RESTRICTED speed.

27 (b) does not apply to signals listed in the BNSF Signal Aspects and Indications

- (c) When a signal is known or suspected of being damaged, it must be regarded as displaying the most restrictive indication that can be given by that signal.
- (d) When a block or interlocking signal displays an indication that is in other than the normal progression in relationship to the indication of the advance signal to that signal, the movement must stop immediately consistent with safe train handling practices and contact the RTC or signalman for further instructions.
- (e) Repairs to damaged signals must not be made by other than qualified employees. Signals that have been knocked over must not be re-erected by other than an authorized employee. If it is known or suspected that a signal bungalow has been damaged, such fact must be reported to the RTC immediately.

33. SPEED COMPLIANCE

If speed requirements for their movement are exceeded, crew members must remind one another of such requirements. If no action is then taken, or if the employee controlling the engine is observed to be non-responsive or incapacitated, other crew members must take immediate action to ensure the safety of the movement, including stopping it in emergency if required.

34. FIXED SIGNAL RECOGNITION AND COMPLIANCE

- (a) The crew on the controlling engine of any movement and snow plow foremen must know the indication of each fixed signal (including switches where practicable) before passing it.
- (b) Crew members within physical hearing range must communicate to each other, in a clear and audible manner, the indication by name, of each fixed signal they are required to identify. Each signal affecting their movement must be called out as soon as it is positively identified, but crew members must watch for and promptly communicate and act on any change of indication which may occur. The following signals/operating signs must be communicated:
 - (i) Block and interlocking signals;
 - (ii) Rule 42 and 43 signals;
 - (iii) One mile sign to interlocking;
 - (iv) One mile sign to hot box detector;
 - (v) Stop sign;
 - (vi) OCS begins sign;
 - (vii) Red signal between the rails;
 - (viii) Stop signal displayed by a flagman;
 - (ix) A switch not properly lined for the movement affected;
 - (x) One mile to Cautionary Limit Sign; and
 - (xi) Cautionary Limit Sign.
- (c) If prompt action is not taken to comply with the requirements of each signal indication affecting their movement, crew members must remind one another of such requirements. If no action is then taken, or if the employee controlling the engine is observed to be incapacitated, other crew members must take immediate action to ensure the safety of the movement, including stopping it in emergency if required.

35. EMERGENCY PROTECTION

This rule does not authorize main track occupancy or track work.

- (a) Any employee discovering a hazardous condition, which may affect the safe passage of a movement, must by the use of flags, lights, fusees, radio, telephone, or other means, make every possible effort to stop and/or provide necessary instructions to any movement that may be affected. Flag protection must be provided on main track unless or until otherwise relieved of the requirement.
- (b) A flagman must go the required distance from the condition, and in each direction when possible, to ensure that an approaching movement will have sufficient time and distance to be able to stop before the condition. Unless otherwise provided, a flagman must go at least two miles from the condition to a location where there will be an unobstructed view of the flagman from an approaching movement.

When a movement is observed approaching, the flagman must display a stop signal using a red flag by day or a lighted red fusee by night or when day signals cannot be plainly seen. The flagman must continue to display a stop signal until the movement being flagged has:

- (i) acknowledged the stop signal with engine whistle signal 14 (b) (two short);
 - (ii) come to a stop; or
 - (iii) reached the location of the flagman.
- (c) A movement stopped by a flagman must not proceed until so instructed by the flagman.
 - (d) A flagman must be equipped with a red flag and eight red fusees. The presence of an unbroken seal verifies that the flagging equipment kit is properly supplied.

36. DECREASED FLAGGING DISTANCE

On a subdivision specified in special instructions where maximum speed for movements is not greater than 30 MPH, in the application of Rule 35, 42 or 43 the distance of at least two miles is decreased to at least one mile.

PROTECTION OF IMPASSABLE OR SLOW TRACK

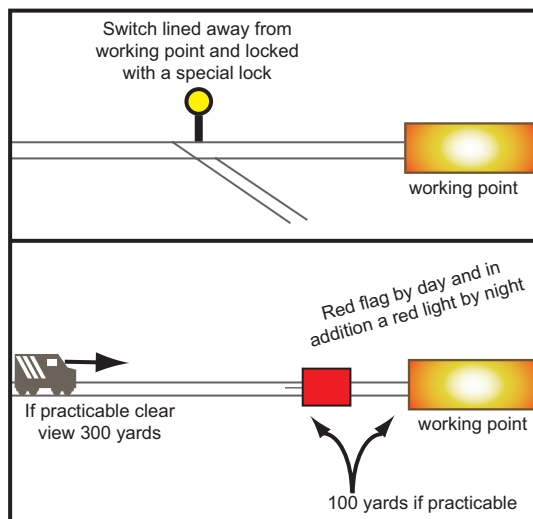
40. GENERAL

- (a) Special instructions will specify when Rules 42, 43 and 849 are applicable on non-main track.
- (b) When designated by Time table footnotes or special instructions that TGBO and/or DOB are applicable on a track that is non-main track, protection of impassable or slow track may be provided as prescribed by Rules 42 and 43.

40.1 PROTECTION OF TRACK WORK ON NON-MAIN TRACK

When operating on non-main track;

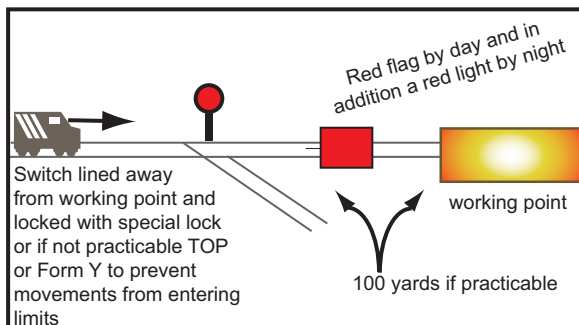
- (a) A movement approaching a red signal located between the rails of a track must be stopped before passing it and must not proceed beyond such signal until it has been removed. An employee of the same class who placed the red signal and/or special lock may alone remove it, but only when authorized by the foreman.
- (b) Equipment must not be placed on the track being protected which will block a clear view of the red signals.



Note: Foreman must refer to Rule 840.1.

40.2 PROTECTION OF TRACK WORK IN CAUTIONARY LIMITS

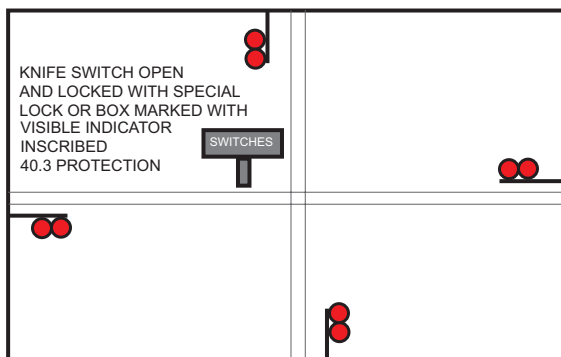
Unless otherwise specified in special instructions, a movement within cautionary limits approaching a red signal located between the rails or a switch locked with a special lock must stop and there be governed by instructions of the foreman in charge. An employee of the same class who placed the red signal and/or special lock may alone remove it, but only when authorized by the foreman.



Note: Foreman must refer to Rule 840.2.

40.3 PROTECTION OF TRACK WORK AT AUTOMATIC INTERLOCKING

- (a) A movement stopped at the entrance of an automatic interlocking encountering a “40.3 Protection” visible indicator or a special lock on the box marked “switches” must not proceed beyond the stop signal until instructions have been received from the foreman.



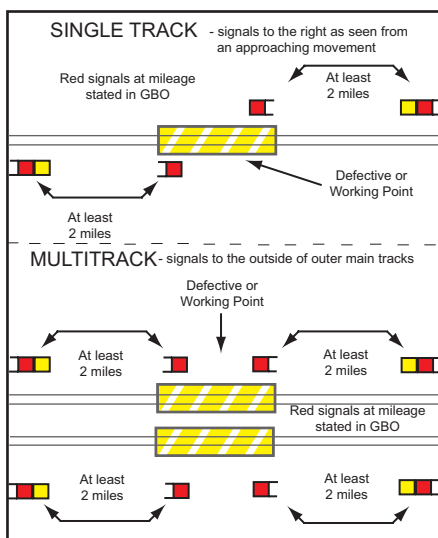
Note: Foreman must refer to Rule 840.3.

- (b) When track work is still ongoing, a movement authorized by the foreman to proceed is relieved of the requirements of Rule 611, except that such movement must be made at RESTRICTED speed to the next signal or Block End sign.

42. PLANNED PROTECTION

Rule 42 signals must not be in place more than 30 minutes prior to or after the times stated in the GBO unless provided for in the GBO.

- (a) A movement in possession of the Form Y must not proceed beyond the red signal located at the mileage stated in the GBO, enter the track limits stated in the GBO, or make a reverse movement within such track limits until instructions have been received from the foreman named in the GBO. When a specific track is to be used, instructions from the foreman must specify the track upon which the instructions apply



Note: Foreman must refer to Rule 842.

- (b) The instructions must be repeated to, and acknowledged by, the foreman named in the GBO before being acted upon.
- (c) When a signalled turnout is within two miles of Rule 42 protection which does not apply on all tracks, every movement must approach such location prepared to comply with the requirements of Rule 42 until it is known which route is to be used.

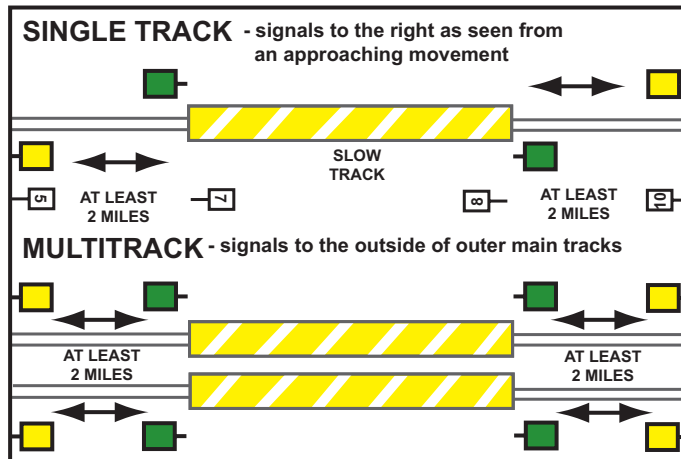
43. SLOW TRACK PROTECTION

Form V GBO slow track protection will be marked in the field by a green signal in each direction, immediately beyond the defect, to the right of the track as seen from an approaching movement.

When a Rule 43 restriction is located at a single mile point, one green signal will be displayed to identify the restriction and may be displayed to either side of the track.

When the placement of signals as prescribed by Rule 43 is delayed, the following will be added to the Form V: "Signals may not be in place."

- (a) A movement must not exceed the speed requirement of the GBO while at/or between opposing green signals.



Note: Foreman must refer to Rule 843.

- (b) When a signalled turnout is within two miles of a speed restriction which does not apply on all tracks, every movement must approach such location prepared to comply with the speed restriction until it is known which route is to be used.

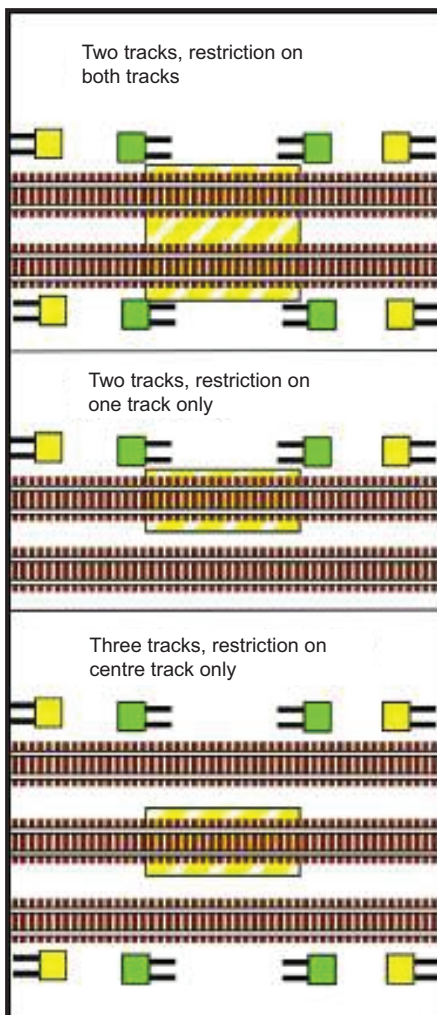
44. UNUSUAL TRACK SIGNAL CONDITIONS

- (a) In the absence of any of the signals prescribed by Rule 42, between the times stated in a Form Y, a movement must be governed as though the signals are properly placed. Such condition must be communicated to the RTC as quickly as possible.
- (b)
- (i) A movement that encounters a yellow over red signal, outside the times stated in the Form Y, may proceed on the instructions received from the foreman named in the GBO. If the foreman cannot be contacted, the movement must be prepared to stop at a red signal and, if no red signal is encountered at the location stated in the GBO, the RTC must be advised.
 - (ii) A movement that encounters a red signal, outside the times stated in the Form Y, must stop, unless authorized to proceed on the instructions received from the foreman named in the GBO. If the foreman cannot be contacted, the movement must communicate with the RTC as quickly as possible and be governed by instructions received.
 - (iii) A movement that encounters a yellow over red signal or red signal, without being in possession of a Form Y requiring the placement of such signal, must stop. A crew member must communicate with the RTC as quickly as possible and be governed by instructions received.
 - (iv) If the TGBO/DOB system and the engineering supervisor for the territory indicate that Rule 42 is not or will not be in effect within the limits of the signal, the RTC may authorize the movement to resume normal speed. The engineering supervisor will arrange for removal of the signals that may include having the crew on a movement pick up the signals.

- (c) A movement within the track limits of a Form Y, at the time such protection takes effect, must be stopped unless a crew member is otherwise instructed by the foreman named in the GBO.
- (d) In the absence of one or more of the signals prescribed by Rule 43, the movement will be governed by the requirement of the Form V. Such condition must be communicated to the RTC as quickly as possible.
- (e) A movement that encounters a yellow or green signal without a GBO requiring the placement of such signal, must reduce speed to ten (10) MPH and immediately communicate with the RTC. The movement will be governed by instructions received from the RTC. If the TGBO/DOB system and the engineering supervisor for the territory indicate that Rule 43 is not or will not be imminently in effect within the limits of the signal, the RTC may authorize the movement to resume normal speed. The engineering supervisor will arrange for removal of the signals that may include having the crew on a movement pick up the signals.
- (f) When a rail break has been detected by an engineering employee and it is safe to operate over the break at a speed less than posted speed, the RTC will provide GBO protection to affected movements stating the authorized speed over the break and how such location is marked in the field, by either a Rail Break Sign or foreman, at the break. Signals required by Rule 43 will not be in place.
- (g) The regular placement of signals as required by Rule 43 must be utilized after twenty four (24) hours if the defect is continuing.

45. SIGNAL PLACEMENT MULTI-TRACK

Except on a subdivision designated in special instructions, signals required by Rules 42 and 43, must be placed to the outside of the outermost track(s) and not between the main tracks.



OPERATION OF MOVEMENTS

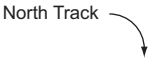


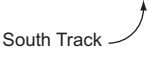
80. MAIN TRACK AUTHORIZATION

A movement must not foul or enter a main track without authority. Authority is conveyed in:

CTC	By signal indication, RTC Permission or written authority.
OCS	Clearance
Cautionary Limits	Rule 94

81. DESIGNATION OF MULTI-TRACK

- (a) Where two main tracks are in service, unless otherwise directed in special instructions, they must be designated as;

Where time table direction indicates Eastward and Westward	Where time table direction indicates Southward and Northward	
North Track 	West Track 	East Track 
South Track 		

- (b) Where more than two main tracks are in service they must be numbered. Unless otherwise specified in the time table, where time table directions are eastward and westward, tracks will be numbered from the north as, “No 1 track”, “No 2 track” and so on; where time table directions are northward and southward, tracks will be numbered from the east as, “No 1 track”, “No 2 track”, and so on.

82. LIMITS OF AUTHORITY

Specific limits contained in written authorities must be defined by identifiable locations. These may include station names, station name signs, switches, signals, mile posts and other signs or infrastructure that are identified with a specific mileage.

- When a switch or signal is used to define the limits, the authority extends only to the fouling point of the switch or to the signal location.
- When mile posts or specific mileages are used to define the limits, the authority extends only to the specific mileage indicated.
- When station names are used to define the limits, the authority does not include the use of the main track between the siding switches at either station named. Where there is no siding, authority extends to the station name sign.

83. OPERATING BULLETINS

On the BNSF wherever Operating Bulletins are referred to, use General Orders.

- Operating bulletins will be issued by the proper authority and in the prescribed format. Employees responsible for posting or displaying operating bulletins must record on each bulletin the time and date it is posted or displayed. Operating bulletins will only contain information or instructions pertaining to the operation of movements. Duplicate bulletin numbers must not be in effect at the same time.
- Before commencing work at their home location where operating bulletins are posted or displayed, every employee responsible for the operation or supervision of movements must read and understand the operating bulletins that are applicable to the territory that they will operate on.

- (c) A Summary bulletin, containing the number, date and contents of, or reference to, each operating bulletin remaining in effect, will be issued at intervals indicated in special instructions. Operating bulletins of a previous date, which are not included or referred to in the Summary bulletin, become void. Summary bulletins may also contain full content of operating bulletins that take effect on or after the effective date of the Summary bulletin and will not be posted or displayed. All employees responsible for the operation or supervision of movements must have a copy of the current Summary bulletin accessible while on duty.

84. REPORTING DELAYS

The conductor must ensure that the RTC is promptly advised of any known condition which may delay their train or transfer.

When possible, crews wanting to stop the movement to eat must ask the RTC at least one hour and thirty minutes before the desired stop.

85. TRACK RELEASE REPORTS

- (a) The conductor will ensure the RTC is promptly advised of the time their movement has arrived, left or cleared a location or at a time specified by the RTC or after clearing the limits of the last proceed clearance for that subdivision.
- (b) Prior to making such report, the conductor must confirm with other crew members the accuracy of the track release report and that the entire movement has arrived, left or cleared that location.
- (c) When a track release report is transmitted to the RTC, the RTC must, as it is transmitted, verify the movement identification and record the location and time into the computer assisted system. If correct the employee controlling the engine of a movement must confirm correctness of the report to the RTC.
- (d) If an errant report results in the movement not having authority to occupy the main track, the movement must be stopped and an emergency radio broadcast initiated on the standby channel and then to the RTC and protection as required by Rule 35 initiated.

94. CAUTIONARY LIMITS

This rule is not applicable in CTC and does not authorize track work,

- (a) A movement or track unit is authorized to use the main track within cautionary limits.
- (b) Movements must comply with the provisions of Rule 105(c) within cautionary limits.
- (c) Each cautionary limit sign and advance sign will be reflectorized. An advance sign will be placed at least one mile in advance of each cautionary limit sign. At locations where the placement of an advance sign or signs is not practicable at the required distance, it will be so indicated in special instructions.

94.1 ADDITIONAL RESTRICTIONS IN CAUTIONARY LIMITS

Unless otherwise specified in special instructions, in the application of Rule 105 (c) as required by Rule 94, a movement must also be prepared to stop short of a switch not properly lined.

At a location where Rule 40.2 is applicable, a movement must also be prepared to stop short of a red flag or red light.

101. PROTECTION AGAINST EXTRAORDINARY CONDITIONS

- (a) A movement must be fully protected against any known or suspected condition that may interfere with its safe passage.
- (b) A movement must stop at once and be fully inspected when it is known or suspected to have struck any object that may interfere with its safe operation. The RTC must be notified as quickly as possible.

- (c) When a portion of a movement is left on the main track, precautions must be taken by the crew to protect the remaining portion against the return move.
- (d) Protecting wide traffic - When the dimensions of traffic require that special arrangements be made to permit moving past other trains and transfers, the wide traffic will be protected by the RTC against other main track movements. Advice of such protection will be provided to the crew in writing or verbally.

Example: "5748 West with wide traffic will be protected by the RTC against other main track movements between Zephyr and Aurora."

The RTC must, by the use of signal blocking devices, clearances or other control methods, prevent other movements from occupying main tracks adjacent to the track upon which the wide traffic is being handled. The RTC will not provide protection against equipment on non-main tracks. The crew handling the wide traffic must protect it from such equipment.

PROTECTION AGAINST DEFECTS

If any defect or condition that might cause an accident is discovered on tracks, bridges, or culverts, or if any crew member believes that the train or engine has passed over a dangerous defect, the crew member must immediately notify the RTC and provide protection if necessary.

WATER ABOVE RAIL

Do not operate trains and engines over tracks submerged in water until the track has been inspected and verified as safe.

Operate engines at 5 MPH or less when water is above the top of the rail. If water is more than 3 inches above the top of the rail, a mechanical department supervisor must authorize the movement.

101.2 EQUIPMENT LEFT ON MAIN TRACK

Equipment may be left on the main track under the following conditions:

- (i) when protected by clearance;
- (ii) when protection has been provided by Form T; or
- (iii) when protected by cautionary limits.

Communication to the RTC must include the location of the equipment and the outer limits of the Form T protection must be expressed in whole miles or by other identifiable location. In CTC and controlled interlockings, once the RTC has been advised, Form T protection need not be provided. The RTC must inform each movement, required to enter the occupied track, of the location of the unattended equipment.

102. EMERGENCY STOP PROTECTION

- (a) The crew of a movement stopping as a result of an emergency brake application, or other abnormal condition, which may cause an adjacent main track to be obstructed, must:
 - (i) immediately transmit a radio broadcast on the standby channel in the following manner:
"EMERGENCY, EMERGENCY, EMERGENCY, (movement) on (designated track), stopped (stopping) in emergency between mile _____ and mile _____ (subdivision)";
 - (ii) as soon as possible, advise the RTC of the movement's emergency stop location, indicating whether adjacent tracks and tracks of other railways are liable to be obstructed;
 - (iii) repeat the emergency broadcast outlined in (i) at intervals not exceeding 90 seconds until advised by the RTC that all affected movements on other tracks have been secured, stopped or advised of the emergency stop, or it is known that adjacent tracks or tracks of other railways are safe and clear for movements;

- (iv) if unable to comply with (i), (ii), (iii), the adjacent track must be protected as per Rule 35(b) EMERGENCY PROTECTION.
- (v) When tracks of other railways may be obstructed the emergency radio broadcast must be transmitted on their standby channel if practicable.

When a train or engine is stopped by an emergency application of the brakes or severe slack action occurs while stopping, in addition to Rule 102 (a), take the following actions:

- If an adjacent main track or controlled siding may be obstructed, immediately place lighted fuseses on adjacent tracks.
- All cars, units, equipment, and track must be inspected as outlined in the BNSF Special Instructions and the BNSF Air Brake and Train Handling Rules.
- The following trains are relieved of visual inspection required by an emergency application when it is known that the brake pipe pressure has been restored by observing the caboose gauge, end-of-train device (ETD) or distributed power telemetry before proceeding:
 - solid loaded bulk commodity trains,
 - any train where emergency application of the brakes occurs at a speed above 30 MPH, or
 - any train that is 5000 tons or less.
- If physical characteristics prevent a complete visual inspection, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection, and must be stopped immediately if excessive power is required to start or keep the train moving.

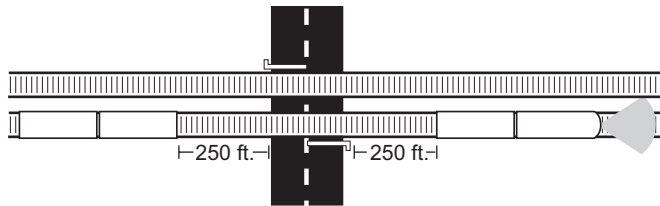
- (b) Other movements must;
 - (i) stop at once if closely approaching the location stated in the emergency broadcast; or
 - (ii) stop prior to reaching the location stated in the emergency broadcast; and
 - (iii) after stop has been made, proceed prepared to stop short of an obstruction until it is known that the track is safe and clear.
- (c) The RTC must:
 - (i) immediately secure and advise affected movements on other tracks of the location of the movement in an emergency stop;
 - (ii) by use of a dedicated emergency communication system, alert the RTC controlling adjacent tracks of other railways liable to be obstructed, providing the location of the emergency stop; and
 - (iii) advise the crew of the movement involved in the emergency stop when all other affected movements have been advised of the condition.
- (d) Rule 102 is applicable to a movement operating on a main track that is adjacent to a siding where siding control territory rules (SCT) are applicable.

103. PUBLIC CROSSINGS AT GRADE

- (a) Where a railway track and a public road share the same roadbed and there is no fence or other barrier between them, moving rail cars not headed by an engine or when headed by a remotely controlled engine must be protected by a crew member on the leading car or on the ground, in a position to warn persons standing on, or crossing, or about to cross the track.
- (b) When required by special instruction or when cars not headed by an engine, snow plow or other equipment equipped with a whistle and headlight, are moving over a public crossing at grade, a crew member must provide manual protection of the crossing until the crossing is fully occupied.

EXCEPTION: Manual protection of the crossing is not required provided the crossing is equipped with automatic warning devices and a crew member is on the leading car to warn persons standing on, or crossing, or about to cross the track. This exception does not modify the application of Rule 103.1 (a).

- (c) Crew members must not give vehicular traffic a hand signal to proceed over a crossing.
- (d) Except at those public crossings indicated in special instruction, no part of a movement may be allowed to stand on any part of a public crossing at grade, for a longer period than five (5) minutes, when vehicular or pedestrian traffic requires passage. Switching operations at such crossing must not obstruct vehicular or pedestrian traffic for a longer period than five (5) minutes at a time. When emergency vehicles require passage, employees must cooperate to quickly clear the involved crossings.
- (e) Equipment must not be left standing within 250 feet of the traveled portion of a public or private crossing at grade, except where it is necessary to leave such equipment for loading or unloading.



- (f) Before switching or operating a remote control locomotive over an unprotected public crossing at grade where the view of the crossing by the employee controlling the locomotive is obscured, arrangements must be made for a crew member or other rules qualified employee to be in position to observe the crossing and give signals and instructions to the employee controlling the locomotive as necessary.
- (g) When providing manual protection of a crossing, a crew member or other qualified employee must be on the ground ahead of the movement, in a position to stop vehicular and pedestrian traffic before entering the crossing. A hand signal by day and a light or a lighted fusee by night will be used to give a signal to stop vehicular and pedestrian traffic over such crossing. The movement must not enter the crossing until a signal to enter the crossing has been received from the employee providing the manual protection.

When the crossing is known to be clear of traffic, and will remain clear until occupied, manual protection need not be provided.

103.1 PUBLIC CROSSINGS AT GRADE WITH WARNING DEVICES

- (a) When a movement passes over any public crossing at grade equipped with automatic warning devices, it will be necessary, before reversing over the crossing, for a crew member to provide manual protection of the crossing.
- (b) Unless otherwise directed by special instructions, a main track movement over a public crossing at grade, equipped with automatic warning devices, which;
 - (i) has stopped or is switching, on the main track in the vicinity of the crossing; or
 - (ii) is entering the main track in the vicinity of the crossing; or
 - (iii) has been authorized to pass a block or interlocking signal indicating Stop which is located within three hundred (300) feet of the crossing; must not exceed ten (10) MPH hour from a distance of three hundred (300) feet from the crossing until the crossing is fully occupied by the movement. In addition, unless manually protected, the crossing must not be occupied until the warning devices have been in operation for at least twenty (20) seconds.

Note to item (iii): At all other crossings within the block, movements must not exceed fifteen (15) MPH entering the crossing unless the warning devices are known to be operative for at least twenty (20) seconds prior to occupancy.

- (c) Unless otherwise directed by special instructions, a movement on non-main track over a public crossing at grade, equipped with automatic warning devices, must not exceed ten (10) miles per hour from a distance of three hundred (300) feet until the crossing is fully occupied.

Note: Not applicable on Subdivision Track.

- (d) At a public crossing at grade where special instructions require that warning devices be operated by pushbutton, or other appliances, or that movements stop at stop signs, movements affected must not foul the crossing until the warning devices have been operating for at least twenty (20) seconds. Pushbutton boxes must be closed and locked when not in use.
- (e) Equipment must not be allowed to stand so as to cause the unnecessary operation of warning devices.
- (f) When advised by special instructions that rusty rail or other conditions may exist, occupancy of crossings with automatic warning devices must be manually protected unless or until it is known that warning devices have been operating for at least twenty (20) seconds.
- (g) At crossings equipped with automatic warning devices indicated in special instructions, movements must not accelerate by more than five (5) MPH unless automatic warning devices are known to be operating for at least twenty (20) seconds.
- (h) Employees observing the improper operation of any automatic warning device must notify the RTC as soon as possible. The RTC must immediately notify those charged with repair and/or responsibility.

Note:

When notified that automatic warning devices are malfunctioning, sound whistle signal 14(I) regardless of any prohibition.

Power Off Indicators - When the power off indicators on the side of signal housings at highway crossings are flashing or not illuminated, immediately notify the RTC.

Actuating Automatic Warning Devices Unnecessarily

Avoid actuating automatic warning devices unnecessarily by leaving switches open or permitting equipment to stand within the controlling circuit. If this cannot be avoided and if the signals are equipped for manual operation, a crew member must manually operate the signal for movement of traffic. A crew member must restore signals to automatic operation before a train or engine occupies the crossing or before it leaves the crossing.

SWITCHES

104. HAND OPERATED SWITCHES

General

- (a) **Operation of Switches** -Semi-automatic, spring, dual control or auto-normal switches operated by hand are considered hand operated switches, and all rules governing hand operated switches apply, except that cars must not be dropped over the switches.
- (b) When not in use, switches must be secured with an approved device. Before making movements in either direction over these switches, make sure the switch is latched or secured by placing the lock or hook in the hasp. However, when making train movements in facing point direction, lock the switches when equipped with a lock. When a switch has been turned, the points must be examined and the target, reflector or light, if any, observed to ensure that the switch is properly lined for the route to be used.

Replace any missing or defective switch locks. If they cannot be replaced, report the condition at once to the RTC, yardmaster, or supervisor in charge, and spike the switch if possible

The employee handling the switch or derail is responsible for the position of the switch or derail in use. The employee must not allow movement to foul an adjacent track until the hand-operated switch is properly lined.

Do not operate a switch that is tagged. If the switch is spiked, do not remove the spike unless authorized by the same craft or group that placed it.

Employees handling switches and derails must make sure:

- The switches and derails are properly lined for the intended route.
- The points fit properly and the target, if so equipped, corresponds with the switch's position.
- When the operating lever is equipped with a latch, they do not step on the latch to release the lever except when throwing the switch.
- After locking a switch or derail, they test the lock to ensure it is secured.
- When practical, crew members on the engine must see that the switches and derails near the engine are properly lined.

- (c) A switch must not be turned while any part of a car or engine is between the switch points and the fouling point of the track to be used, except when making a running switch or in the application of the exception to Rule 114.

- (d) Handling of Main Track Hand Operated Switches By Other Than A Crew Member.

When arrangements are made for a qualified employee to take charge of a switch(es), the movement must not leave the location of the switch until verbal confirmation has been received from the employee in charge of the switch that the switch has been restored to normal position. The employee taking charge of the switch must remain at the switch location until the movement has cleared the switch.

When an approaching movement has made arrangements for other than a crew member to reverse or restore to normal a switch for their movement, the approaching movement must not act on such information unless advised that the employee is at the switch and will remain in charge of the switch. Verbal advice of switch position may be provided to a movement by a rules qualified employee who must remain at the switch location until the movement arrives.

Note: Not applicable to dual control switches in hand position and semi-automatic switches.

- (e) If it is known or suspected that either of the points or any part of a switch is damaged or broken, the switch must be protected until it can be made safe for use. A report must be made to the RTC or employee responsible for the territory by the quickest available means.

- (f) When a switch point lock is provided, it must be locked when the switch is left in normal position. Employees must familiarize themselves with the location of switch point locks.
- (g) Speed through a turnout must not exceed fifteen (15) MPH unless otherwise provided by signal indication or special instructions.

Main Track Hand Operated Switches

Notes:

- (i) A main track hand operated switch must display a reflectorized target, or light and target except in CTC or on a subdivision specified in special instructions.
- (ii) At an electrically locked hand operated switch, instructions posted at the switch or in special instructions, will govern the operation of the switch and entry to the main track or interlocking route.
- (h) Unless otherwise specified by special instructions, the normal position for a main track switch is for the main track route. Except as provided in paragraph (i), main track switches must be left lined and locked in normal position,

(i) Left in Reverse Position

A main track switch may be left in the reverse position when;

1. directed by GBO, clearance or special instructions, and protection has been provided against all affected movements,
2. attended by an employee, who must be in position to restore the switch to normal before it is occupied by an approaching movement on the main track,
3. occupied by equipment,
4. required in the application of Rule 840.2,
5. in OCS or Cautionary Limits;
 - (i) equipment is left on the main track,
 - (ii) the equipment is left as close as practical to the switch, and
 - (iii) operation over the same switch is required when returning to such equipment,
6. in CTC, equipment is left within the same controlled block. When this cannot be done, RTC permission must be obtained.

Notes:

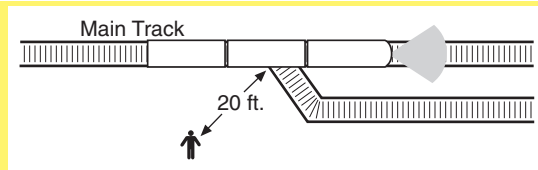
- (i) Except when switching, main track switches when left in the reverse position, must be left locked.
- (ii) Unless authorized to leave a main track switch in reverse position or so instructed by the RTC, an employee encountering a main track switch in reverse position must restore the switch to normal position and comply with the requirements of (iii).
- (iii) An employee encountering a main track switch in normal position after having a warning that the switch is in reverse position must; Communicate to other crew members or rules qualified employee that the switch is restored to normal, and

Report to the RTC from the location of the switch i.e. physically situated at or having the switch in sight, or the switch at the time is occupied by a portion of the movement.

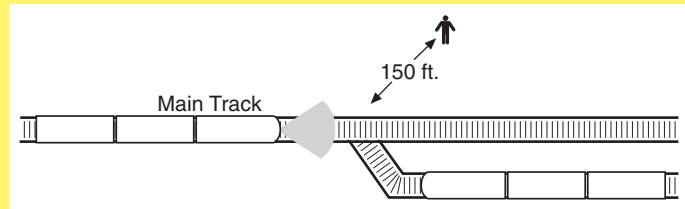
If the RTC cannot be contacted, the employee may leave that location, leaving the switch lined and locked in the normal position.

- (iv) The RTC must not act on any report of switch position that was not received from the switch location. Additionally, the RTC must not remove protection for the reverse switch until it can be confirmed that there are no other movements authorized to leave the switch in the reverse position.

- (j) Except when switching, when a movement is closely approaching or passing over a main track switch, other than a dual control switch, employees must keep at least twenty (20) feet from the switch stand, and must, when practicable, on single track, stand on the opposite side of the track



When a train or engine that will be met or passed is on a siding or other track, the employee attending the switch must be in a safe location. The employee must not be nearer than 150 feet, if possible, from the switch when the train is closely approaching and passing.



- (k) on single track, a crew member of a movement stopped on the main track to meet or to be passed by another movement, will, when practicable, reverse the switch for the approaching movement and protect it unless relieved by a crew member of the other movement.
- (l) Unless otherwise directed by special instructions, the normal position for a main track junction switch is when set for through movement on one subdivision.
- (m) When a movement diverges from a main track, the switch used must not be restored to normal position until the fouling point has been cleared.
- (n) The switches at both ends of a crossover are normal when set for a through movement on the other tracks. When a crossover is to be used, the switch in the track on which the movement is standing must be reversed first. Both switches must be reversed before crossing over. Before either switch is restored to normal position the movement must be clear of the crossover.

Hand Operated Non-Main Track Switches

- (o) Unless otherwise specified by special instructions, non-main track switches, when equipped with a lock, must be lined in normal position and locked after having been used.

Main Track Switches in OCS Territory

- (p) Unless or until the switch is seen to be in normal position, movements approaching a main track hand operated switch in a facing point direction in OCS territory, unless otherwise governed by signal indication, must not exceed the following speeds from one-quarter of a mile of the switch;

PASSENGER	50 MPH
FREIGHT	45 MPH
FREIGHT handling Special Dangerous Commodities	40 MPH

- (q) The employee handling a main track hand operated switch in non-signalled territory must, from the location of the switch, communicate with another rules qualified employee to confirm the position in which the switch has been left, lined and locked. The employee receiving this report must repeat it back to the employee who handled the switch. Communication may be achieved by personal contact, radio or telephone. A lone employee unable to communicate with any employee other than the RTC, must communicate with the RTC.

This rule also applies where ABS signals do not govern movements in both directions.

Conflicting Movements Approaching Switch

When conflicting movement is closely approaching a switch, the track must not be fouled or the switch operated. Except at a spring switch, trains must not foul a main track or signaled track or pass beyond an insulated joint at the clearance point until the switch connected with the movement is properly lined.

Crossover switches must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

104.1 SPRING SWITCHES

- (a) A spring switch will be identified by a spring switch sign bearing the letters “SS”.
- (b) Employees must keep clear of the switch handle while it is being lifted or released.
- (c) When trailing through a spring switch, a movement that stops must not be reversed, nor slack taken, until the switch has been properly set by hand.
- (d) When ice or snow conditions warrant, all movements must stop before trailing through a spring switch and examine the switch points, cleaning them if necessary.
- (e) When a movement is required to operate over a spring switch in the facing point direction at RESTRICTED speed, a stop must be made before the leading wheels are on the switch points, and the switch points must be examined from a position on the ground.
 - (i) If the points are found to be properly closed the movement will be governed by the indication of the signal, if any.
 - (ii) If the switch points are not properly closed and cannot be closed by use of the switch handle, the points must be spiked in the proper position and the movement will be governed by the indication of the signal, if any. After operating over a spiked spring switch, the spike must be removed and the RTC or employee in charge notified as quickly as possible.

104.2 DUAL CONTROL SWITCHES

- (a) Except as required by rule, a dual control switch must not be placed in hand position without permission from the RTC or signalman.

When necessary to operate a dual control switch in “hand” position, crews must not use excessive force on the hand throw lever. Should unusual force be required:

 - (i) the switch must be securely spiked,
 - (ii) movement over the switch must be made with extreme caution, not exceeding four (4) MPH,
 - (iii) the entire movement must be clear of the switch before the spike is removed and before the selector lever is restored to power position and locked.
 - (iv) All such incidents must be reported to the RTC or signalman.
- (b) When a movement is required to operate over a dual control switch under a Stop indication, unless relieved of the responsibility by the RTC or signalman, the movement must not proceed until;
 - (i) the selector lever is placed in “hand” position;
 - (ii) the hand throw lever is operated until the switch points move in both directions with the action of the hand throw lever **even if the switch is lined for the intended route** and
 - (iii) the switch is lined by hand for the route to be used. The selector lever must be restored to “power” position and locked, but not before the movement has occupied the switch points.
- (c) The RTC or signalman must not relieve a crew of the requirements of paragraph (b) until it has been determined, from the office control devices and indications, that dual control switches in the route to be used are properly lined. When so relieved, a crew member must observe that the switch points are lined for the authorized route.

- (d) The RTC or signalman may relieve a crew of the requirements of paragraph (b) when automated office control devices confirm that dual control switches are properly lined for the route generated on the authority that will be issued to the movement.
- (e) When switching is to be performed over a dual control switch, in conjunction with Rule 566.1, the switch may be operated by hand after authority has been obtained as prescribed by Rule 566 or 567. The selector lever must be placed in “hand” position. The hand throw lever must be operated until the switch points move in both directions with the action of the hand throw lever. The selector lever must be left in “hand” position until switching is completed. The RTC must be advised when the selector lever has been restored to the “power” position and locked.

104.3 POWER-OPERATED SWITCHES AT A STOP SIGNAL

When the crew of a movement is authorized to pass a stop signal to move over a power-operated switch, a crew member must observe that the switch points are lined for the authorized route.

104.4 SEMI-AUTOMATIC SWITCHES

- (a) A semi-automatic switch will be equipped with reflectorized targets.
- (b) When ice or snow may affect the ability of the switch points on a semiautomatic switch to close properly when operated by wheel flange, a member of the crew must manually line the switch and ensure the points are properly lined before a trailing move is commenced over the switch. Movements operating in a facing point direction must observe the position of the points in addition to the target indication before proceeding over a semi-automatic switch.
- (c) After coupling to equipment at a semi-automatic switch, or when reversing direction through such switch, a facing point move must not be made, unless one unit of equipment has trailed entirely through the switch, or it is known that the points are properly lined for the movement.

104.5 DERAILS

- (a) The location of each derail will be marked by a sign, unless otherwise directed by special instructions. Employees must be familiar with the location of each derail.
- (b) A movement or track unit must stop **at least 100 feet from** a derail set in the derailing position.
- (c) Each derail must be left in the derailing position. When so authorized by special instructions, a derail may be left in the non-derailing position only when stored equipment is not present. **Movement must not continue until the derail is placed in the non-derailing position. However, the distance restriction will not apply in engine servicing areas.**

Special Derails: A derail that may be left in non-derailing position will be indicated in the time table or special instructions as: SPECIAL DERAIL.

The following requirements govern their use:

- Equipment to be left must be coupled together.
- When such track is clear of equipment the derail must be left in the non-derailing position and secured with a lock.
- Crews setting out or lifting equipment are responsible for ensuring proper positioning of the derail(s) on completion of work at such location.
- These SPECIAL DERAILS will be switch stand operated and be identified in the field with a reflective red letter “D” on a reflective yellow target, or a sign indicating “Special Derail” which will be visible when in the derailing position.
- On signalled track, when SPECIAL DERAILS are in derailing position they will affect the signal system whether or not equipment is present. Movements required to move at RESTRICTED speed on a track where a SPECIAL DERAIL is located must in addition to the requirements of RESTRICTED speed, approach such derail prepared to find it in the derailing position.

- (d) All derails must be left secured with a locking device.
- (e) Where switch point derails are in use, employees are governed by the provisions of Rule 104 Hand Operated Switches.

Note: Derails that are used in conjunction with the Protection of Occupied Outfit Cars, Blue Signal Protection of Workmen, or roadway worker protection must be in the derailing position only when their use is required for such protection. When their use is not required for protection:

- Remove portable derails,
or
- Lock fixed derails used in conjunction with Blue Signal Protection in non-derailing position with an effective locking device.

Switch Point Indicator

Aspect	Indication
Green.....	Switch points fit properly in normal position.
Yellow.....	Switch points fit properly in reverse position.
Red or Dark.....	Stop and inspect switch.

Switches Run Through

Do not run through switches, other than spring switches or semi-automatic switches. If a rigid type switch is run through, it is unsafe and must be protected by spiking the switch, unless a trackman or other employee takes charge.

An engine or car that partially runs through a switch must continue movement over the switch. The engine or car must not change direction over a damaged switch until it has been spiked or repaired.

Damaged or Defective Switches

Report a switch that is damaged or defective to the RTC, yardmaster, or supervisor in charge. Tag the switch, spike it if necessary, unless trackman or other employee takes charge. If the switch cannot be made safe, provide protection at once.

Avoid Sanding Over Moveable Parts

When possible, avoid using sand over moveable parts of an interlocking, retarders, spring switches, semi-automatic switches, or power-operated switches.

Electrically Locked Switches and Derails

Special instructions or instructions posted near the switch will govern the operation of switches and derails equipped with electric locks.

To enter a track within manual interlocking or CTC limits, employees must not open the case door or unlock an electrically locked switch or derail without authority from the control operator or RTC.

Emergency Release

If the electric lock includes an emergency release, do not break the seal on the release or operate the release without permission from the control operator or RTC. However, when communication has failed, the seal may be broken and/or the release operated:

- To permit a train to leave the main track,
or
- To permit a train that has authority to enter the main track. Train must not enter the main track until 5 minutes after the seal is broken and/or the release operated.

Notify the Proper Authority when the seal has been broken and/or the emergency release operated.

105. SPEED ON NON-MAIN TRACK

Special instructions will indicate when this rule is not applicable on a specific track.

Unless otherwise provided by signal indication, a movement using non-main track must operate at Reduced speed and be prepared to stop short of the end of track or the red signal prescribed by Rule 40.1

- (a) In CTC, movements may only enter a siding by signal indication or with permission from the RTC.
- (b) Unless otherwise provided by signal indication or special instructions, movements operating on non-main tracks must not exceed fifteen (15) MPH.
- (c) In addition to moving at REDUCED speed, a movement using a non-signalled siding or using other non-main tracks so designated in special instructions, must operate at a speed that will allow it to stop within one-half the range of vision of a track unit.

105.1 EQUIPMENT LEFT ON SIDING

Avoid leaving cars or equipment on sidings unless authorized by the RTC, except in an emergency. In this case, notify the RTC immediately. The RTC will notify other movements affected as soon as practicable.

106. CREW RESPONSIBILITIES

All crew members are responsible for the safe operation of movements and equipment in their charge and for the observance of the rules. They must ensure that their subordinates are familiar with their duties, determine the extent of their experience and knowledge of the rules. They must instruct them, when necessary, how to perform their work properly and safely. If any conditions are not covered by the rules, they must take precautions to provide 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 the 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 RTC of any restriction placed on equipment being handled.
3. The conductor must remind the engineer that the train is approaching an area restricted by:
 - Limits of authority,
 - or
 - GBO.

The conductor must inform the engineer after the train passes the last station, but at least 2 miles from the restriction.
4. When the conductor is not present, other crew members must obey the instructions of the engineer concerning rules, safety, and protection of the train.
5. 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 their possession.
2. The engineer must check with the conductor to determine if any cars or units in the train require special handling.

C. All Crew Members' Responsibilities

1. To ensure the train is operated safely and rules are observed, all crew members must act responsibly to prevent accidents or rule violations. Crew members in the engine control compartment must communicate to each other any restrictions or other known conditions that affect the safe operation of their train sufficiently in advance of such condition to allow the engineer to take proper action. If proper action is not being taken, crew members must remind engineer of such condition and required action.
2. 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 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, crew members must remind the engineer and/or conductor of the rule requirement. Crew members must not use binoculars or similar devices to determine the position, aspect, or indication displayed by a fixed signal.
3. When the engineer and/or conductor fail to comply with a signal indication or take proper action to comply with a restriction or rule, crew members must immediately take action to ensure safety, using the emergency brake valve to stop the train, if necessary.

D. Utility Employees

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

1. Requirements to Start Work

A utility employee 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 communicates with the designated crew member of the train or yard crew before starting work. Communication may be conducted verbally or by radio.
- 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.

2. Requirements While Working On, Under, or Between

Before a utility employee may work 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.

3. Requirements When Work Ends

A utility employee is released from a train or yard crew when:

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

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.

107. RESTRICTIONS AT PASSENGER TRAIN STOPS

Unless otherwise directed by special instructions, a movement must operate with extreme care when passing along side a train carrying passengers that is discharging or receiving traffic.

It must not pass between such train and the station or platform, unless the movement is properly protected.

Passengers shall be allowed to entrain and detrain only after positive protection has been provided against movements approaching on any main track they must cross when moving between the station and the train.

108. PRECAUTIONS WHILE SWITCHING

When switching is performed, precautions must be taken by crew members to prevent unintended rollbacks and/ or fouling other tracks and equipment.

While switching, employees must work safely and efficiently and avoid damage to contents of cars, equipment, structures, or other property.

Do not leave equipment standing where it will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine.

On tracks where clearance point is indicated, leave equipment beyond the clearance point.

If the clearance point is not indicated or visible, determine the clearance point by standing outside the rail of adjacent track and extend arm towards the equipment. When unable to touch the equipment, leave equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point. Equipment may be left on a:

- Main track, fouling a siding switch, when the switch is lined for the main track.
- Siding, fouling a main track switch, when the switch is lined for the siding.
- Yard switching lead, fouling a yard track switch when the switch is lined for the yard switching lead, or
- Industry track beyond the clearance point of the switch leading to the industry.

Additional Switching Precautions

The following equipment must not be unnecessarily switched or couplings made so as to damage the equipment or load:

- Passenger or outfit cars
- Intermodal or TOFC cars
- Cabooses
- Multi-level loads
- Cars containing livestock
- Open top loads subject to shifting

The following equipment must not be cut off in motion or struck by any car moving under its own momentum:

- Passenger cars
- Outfit cars
- High-value loads
- Engines
- Loaded-depressed-center flat cars
- Cars loaded with modular housing units
- Articulated and solid drawbar-connected cars with more than two car bodies. However, when empty, these cars may be kicked but not humped.
- Scale test cars.
- Roadway equipment.

Communication Between Crews Switching

To avoid injury or damage where engines may be working at both ends of a track or tracks, crews switching must have a clear understanding of movements to be made.

110. INSPECTING PASSING TRAINS AND TRANSFERS

- (a) When duties and terrain permit, at least two crew members of a standing train or transfer and other employees at wayside must position themselves on the ground on both sides of the track to inspect the condition of equipment in passing trains and transfers. When performing a train or transfer inspection, the locomotive engineer will inspect the near side. When a group of wayside employees is present, at least two employees must perform the inspection.

EXCEPTION: Crew members of passenger trains are exempted from the above requirements except when standing at meeting points in single track territory. However, every effort must be made to stop a train or transfer when a dangerous condition is noted.

- (b) Employees inspecting the condition of equipment in a passing freight train or transfer must, when possible, broadcast the results of the inspection.
- (c) Every effort must be made to stop a passing train or transfer if a dangerous condition is detected **such as:**

- Overheated journals.
- Sticking brakes.
- Sliding wheels.
- Wheels not properly positioned on the rail.
- Dragging equipment.
- Insecure contents.
- Signs of smoke or fire.
- Headlight or marker improperly displayed.
- Any other dangerous condition.

Each crew member of a train or transfer must be alert at all times for a stop signal or communication given by an employee. The report to the train or transfer being inspected must state only the location of the dangerous condition and what was observed and not speculate as to the cause.

- (d) When a crew member is located at the rear of a train or transfer, a front crew member must, when practicable, notify the rear crew member of the location of employees in position to inspect their train or transfer.

Trackside Warning Detectors and Inspections

Crew members must be aware of trackside warning detectors and signals from persons inspecting their train. Stop the train immediately for an inspection when any of the following conditions exist:

- A crew member receives a stop signal,
- A trackside warning detector indicates a train defect,
- or
- A crew member is notified of a dangerous condition.

Movement must not proceed until it is safe.

111. TRAIN AND TRANSFER INSPECTION

- (a) The crew must know that equipment in their train or transfer is in good order before starting and inspect it whenever they have an opportunity to do so. Equipment added to a train or transfer en route must be inspected with extra care to ensure it is in good order.

When a walking inspection of the train is required, and physical characteristics prevent a complete train inspection, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection.

While their train is moving, crew members must inspect it frequently and look for indications of defects in the train, especially when rounding curves.

When inspecting their train, crew members must observe the train closely for any of the following:

- Overheated journals.
- Sticking brakes.
- Sliding wheels.
- Wheels not properly positioned on the rail.
- Dragging equipment.
- Insecure contents.
- Signs of smoke or fire.
- Any other dangerous condition.

Crew members who discover defects while the train is moving must stop the train promptly and correct any defects, if possible. If the defective car must be set out, they must not attempt to move the car to the setout point unless it is safe to do so.

When a car is set out because of an overheated journal, any fire must be completely extinguished and precautions taken to prevent further ignition.

- (b) When crew members are on the rear of a moving train or transfer they must inspect, at every opportunity, the track to the rear for evidence of dragging or derailed equipment.
- (c) All crew members on a moving train or transfer must make frequent inspections of both sides to ensure that it is in order.
- (d) on completion of crew-planned inspections and at locations where inspection is required by special instructions, crew members will, when possible, voice communicate to each other the results of such inspections.

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 RTC.

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

112. SECURING EQUIPMENT

- (a) When equipment is left at any point a sufficient number of hand brakes must be applied to prevent it from moving. Do not depend on air brakes to hold a train, engine or cars in place when left unattended. Engineer and conductor are jointly responsible, through job briefing, to ensure equipment left unattended is properly secured and a sufficient number of hand brakes are applied to prevent movement. If handbrakes are not adequate, block the wheels.

When the engine is coupled to a train or cars standing on a grade, do not release the hand brakes until the air brake system is fully charged. When cars are moved from any track, apply enough hand brakes to prevent any remaining cars from moving.

Special instructions will indicate the minimum hand brake requirements for all locations where equipment is left. If equipment is left on a siding, it must be coupled to other equipment if any on such track unless it is necessary to provide separation at a public crossing at grade or elsewhere.

- (b) Before relying on the retarding force of the hand brake(s), whether leaving equipment or riding equipment to rest, the effectiveness of the hand brake(s) must be tested by fully applying the hand brake(s) and moving the cut of cars slightly to ensure sufficient retarding force is present to prevent the equipment from moving. When leaving a cut of cars secured, and after completion of this test, the cut should be observed while pulling away to ensure slack action has settled and that the cars remain in place.
- (c) Application of hand brakes must not be made while equipment is being pulled or shoved.

Note:

Do not allow an engine with less than three cars, or cuts of four cars or less, to stand on a sanded rail.

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

113. COUPLING TO EQUIPMENT

- (a) Before coupling to equipment at any point, care must be taken to ensure that such equipment is properly secured and can be coupled and moved safely.

Make couplings at a speed of not more than 4 MPH. Stretch the slack to ensure that all couplings are made.

- (b) Unless otherwise specified in special instructions, before coupling to or moving equipment being loaded or unloaded, crew members must be sure that all of the following have been removed or cleared:

- Persons in, on, or about cars
- Platforms
- Boards
- Tank car couplings and connections
- Conveyors
- Loading or unloading spouts and similar appliances or connections
- Vehicles
- Other obstructions

In addition:

- Be careful to avoid damage to freight of partly loaded cars.
- Do not handle cars that are improperly or unevenly loaded if load could shift or fall from the car, or if the car could derail or overturn.
- Return any car placed for loading or unloading to the location it was found if it has not been released for movement.
- Do not pull empty cars from an unloading facility until any major accumulation of debris is removed.
- Ensure that plug-type and swinging doors on cars are properly closed or secured.

- (c) Before coupling to or moving service equipment, employees occupying such equipment must be notified and any attachments secured.

Before switching passenger equipment or occupied outfit cars:

- Couple the air hoses.
- Fully charge the brake system.
- Use the automatic brake valve when switching.

- (d) When occupied service equipment is placed on a siding, a GBO will be issued specifying the location of such equipment. If the switches of the siding are locked with special locks, the GBO will so state.
- (e) When coupling to equipment for any purpose except when humping or flat switching where cars are intentionally let run free, the coupling must be stretched to ensure it is secure.
- (f) To prevent by-pass couplers when coupling to equipment on other than tangent track, a stop must be made not less than six (6) nor greater than twelve (12) feet from the coupling and extreme caution must then be used, ensuring couplers are properly aligned prior to coupling being made.
- (g) After coupling, the equipment must be checked for applied hand brakes as may normally be expected to be present,
- (h) To prevent damage to equipment and injury to passengers, when coupling to passenger equipment a stop must be made not less than six (6) nor greater than twelve (12) feet from the coupling and a speed of two (2) MPH must not be exceeded.

114. FOULING OTHER TRACKS

- (a) Equipment must not be allowed to move foul of another track unless properly protected.
- (b) A movement must not foul a track until the switches connected with the move are properly lined, or in the case of semi-automatic or spring switches, the conflicting route is known to be clear.

EXCEPTION: A movement may foul a track connected by a hand operated switch provided that:

- (i) neither the track occupied nor the track to be fouled are main tracks;
 - (ii) the conflicting route is known to be clear; and
 - (iii) the switch is properly lined before the movement passes over it.
- (c) Equipment must not be left foul of a connecting track unless the switch is left lined for the track upon which such equipment is standing.

A train, engine, car, or equipment left standing on sidings or other tracks must be clear of insulated joints at clearance points.

115. SHOVING EQUIPMENT

- (a) When equipment is shoved by an engine or is headed by an unmanned remotely controlled engine, a crew member must be on the leading piece of equipment or on the ground, in a position to observe the track to be used and to give signals or instructions necessary to control the move.

Cars or engines must not be shoved until the engineer knows who is protecting the movement and how protection will be provided. The employee providing protection for the movement shall not engage in any task unrelated to the movement. When cars or engines are shoved, crew member must be in position and provide visual protection unless relieved by:

- Local instructions for tracks equipped with shove lights/cameras.
- Special instructions specific to tracks involved.
- Pullout move within an activated Remote Control Zone (RCZ) 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 and maximum timetable speed for snow service unless a higher speed is authorized by the 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.

- (c) On main track, when equipment is shoved by an engine or is headed by an unmanned remotely controlled engine, unless protected by a crew member as described in paragraph (a), this move must:
 - (i) have the required authority;
 - (ii) not exceed the overall length of the equipment;
 - (iii) not exceed 15 MPH; and
 - (iv) not be made while the leading car is within cautionary limits,

Note: Unless restricted in (c) 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 and maximum timetable speed for snow service unless a higher speed is authorized by the employee in charge.

- (d) Unless the route is known to be clear, when reversing with a locomotive consist and visibility is restricted, a member of the crew must be on the leading end and in position from which signals necessary can be properly given.

When shoving cars into a spur track, control movement to prevent damage at the end of the track, and do the following:

- Stop movement 150 feet from the end of the track.
- Apply hand brakes, when necessary, to control slack.
- Have a crew member precede any further movement when it can be done safely.
- Move only on the crew member's signal.

RADIO

117. RELIABILITY TESTS

The crew of a movement when equipped with radios must carry out an intra-crew test of such radios before leaving their initial terminal, change-off or starting point. When a movement is equipped with a single radio, it must be voice tested as soon as practicable after the crew commences duty.

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

Malfunctioning Radio

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

If a radio fails on the controlling locomotive en route, the train may continue until the earlier of:

- The next calendar day inspection,
or
- The nearest forward point where the radio can be repaired or replaced.

118. DEVICES USED IN LIEU OF RADIO

When a communication device is used in lieu of a radio, all radio rules are applicable.

119. CONTINUOUS MONITORING

- (a) When not being used to transmit or receive a communication, receivers must be set to the appropriate standby channel and at a volume which will ensure continuous monitoring. When required to use another channel to perform other duties, at least one radio, when practicable, should be set to the designated standby channel to receive emergency communications.
- (b) The volume of a radio receiver should be kept at a level that will avoid annoyance to the public in passenger cars and station facilities.
- (c) Foremen named in Form Y GBO, TOP or OCS clearance must set their radio to "scan mode" when not being used to communicate with another employee and must otherwise have their radio set to monitor the applicable designated standby channel.

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.

120. RADIO TERMS

- (a) In radio communication the following terms when used will denote:

"STAND BY" - Monitor this channel for my next transmission.

"OVER" - Transmission is ended and a response is expected.

"OUT" - Transmission is ended and no response is expected.

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.

- (b) Except when radio communication relates to switching operations, when a transmission is complete and a response is expected or required, the transmitting employee must end each transmission with the spoken word "over".

121. POSITIVE IDENTIFICATION

- (a) The person initiating a radio communication and the responding party must establish positive identification. The initial call must commence with the railway company initials of the person being called. In addition, when a non-railway company person is calling on a company's channels, they must use their company's name to identify themselves within the initial transmission.
- (b) The person initiating the radio communication must end the initial call with the spoken word "OVER."

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

- Concerning yard switching operations not covered in 123.2,
- 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.

- (c) Each party to a radio communication must end their final transmission with the spoken word "OUT."
- (d) When an authority is requested from the RTC or signalman, communication must include the information required for the issuance of the authority. E.g. name, location, movement designation, required limits, signal number and/or track(s) to be used or entered.

122. CONTENT OF RADIO COMMUNICATIONS

Radio communications must be brief and to the point and contain only essential instructions or information.

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.

123. VERIFICATION PROCEDURES

- (a) When necessary, a repetition, acknowledgement or other response required from a crew member may be checked and confirmed to the RTC by another crew member.
- (b) When GBO, clearances, other authorities or instructions, required to be in writing, are received by radio, they must be verified by the procedures prescribed by their specific rules.
- (c) Except when transmitted by an automated device, or as otherwise provided, when verbal instructions or information affecting the safety of a movement are received by radio, such information must be repeated to the sender.

123.1 RADIO OR HAND SIGNALS

Before changing between radio or hand signals, a definite understanding as to the method of communication must be established between crew members giving or receiving instructions. In case of an emergency, either method may be used in addition to that previously arranged.

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.

123.2 SWITCHING BY RADIO

When radio is used to control switching, and after positive identification has been established, the following procedures are required:

- (i) direction in relation to the front of the controlling locomotive (F stencil) must be given in the initial instruction and from then on whenever the direction is to change;

- (ii) distance to travel must be given with each communication;

Note: Increments of less than two car lengths need not be repeated,

- (iii) Movement must stop within half of the distance specified unless additional instructions are received;

- (iv) the indication of block and interlocking signals affecting their movement, must be communicated between crew members while switching;

- (v) doubt as to the meaning of an instruction or for whom it is intended must be regarded as a stop signal; and

- (vi) when car lengths are used to communicate distance, unless otherwise arranged, the distance referred to is fifty (50) feet per car length.

125. EMERGENCY COMMUNICATION PROCEDURES

- (a) An employee will transmit the word “EMERGENCY” three times at the beginning of the transmission to indicate the report of;

- (i) an accident involving injury to employees or others;
- (ii) a condition which may constitute a hazard to employees or others;
- (iii) a condition which may endanger the passage of movements

- storms
- washouts
- fires
- track obstructions

- (iv) a derailment which has occurred on, or is fouling, a main track

In addition to the above an emergency communication will be made to indicate the report of:

- an emergency brake applications,
- overrunning the limits of an authority.
- overrunning a Stop indications.

- (b) When an emergency communication, which is directed to a specific person or movement, has not been acknowledged, any other employee hearing it will, if practicable, relay the communication by any means available. Other employees must not interfere with such communication.

- (c) An emergency communication has absolute priority over other transmissions. Unless they are answering or aiding the emergency call, employees must not transmit until they are certain no interference will result.

126. RESTRICTED USE OF RADIO

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

In addition to the restrictions in Rules 14 and 602, radio must not be used to;

- (i) give advance information with respect to the indication of a block or interlocking signal; or
- (ii) give information which may influence a crew to consider that speed restrictions are diminished.
- (iii) 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.

127. CONDUCTING EMERGENCY RADIO TEST

- (a) In order to ensure emergency communication channels are in operation, and to ensure employees are familiar with the emergency procedures, the RTC may contact a crew member of any movement or an engineering field employee and direct them to initiate an emergency test call on their respective RTC channel.
- (b) These tests will be made randomly and employees receiving a request for an emergency test will initiate it on the applicable RTC channel, using the following example for wording:
“Emergency test, Emergency test, Emergency test. ABC 1234 East at mile 12 Canada Sub, testing the Emergency call.”
- (c) Upon completion of the test, the RTC will inform the employee if the test was successful. Employees will then return to their designated standby channel.

GENERAL PROCEDURES

131. RECORDING

- (a) The RTC must maintain indelibly in a book provided for the purpose, or a computer assisted system, a complete record of each GBO, clearance, TOP, authority, instruction and other information that is required to be in writing. The record must be made prior to or during the transmission and never from memory or memoranda, and if required to be sent again, it will be transmitted from the original record. Such records must include original date of issue, complete time(s) and acknowledgement(s), when applicable.
- (b) When issuing by voice communication, if an error is detected in the record of a GBO, clearance, TOP, or other authority, and before the complete time has been given to any employee, the RTC must direct that all copies be immediately destroyed. The record must be marked void. If re-issued, those which require numbering must be given a new number.
- (c) In copying and recording, the spelling of each station name must be exactly as shown in the time table. The RTC, when recording addresses, may use standard station identity letters. Underscoring will be recorded except when verified by a computer assisted system.
- (d) Where a computer assisted system is not in use, all movements authorized by a clearance and all TOP limits must be recorded on a train sheet.

131.1 ELECTRONIC TRANSMISSION

When a GBO, clearance, TOP, other authority, instruction or information is transmitted using an ECM and not by voice communication, it will not be repeated to the RTC. When transmitted in this manner, the word complete, the time and the initials of the RTC will be generated by the ECM.

132. BREVITY, CLARITY, PRONUNCIATION AND RETENTION

- (a) A GBO, clearance, TOP, authority, instruction and its record shall contain only essential information. It must be brief, but clear in its meaning, in the prescribed form when applicable, and without erasure or any condition which may render it difficult to read or understand.
- (b) In transmitting and repeating by voice communication, all words and numbers must be clearly pronounced. When the communication is required to be in writing, numbers will be pronounced in full, then repeated stating each digit separately. Numbers represented by a single digit must be pronounced, then spelled.
- (c) The employee transmitting or repeating communications required to be in writing must regulate the speed of transmission to allow compliance with this rule.
- (d) When an accident or incident occurs, all authorities, GBO or written instructions must be retained until relieved of this requirement by a supervisor.
- (e) When a clearance, TOP or other written instruction or authority is fulfilled, cancelled or superseded, an "X" must be immediately drawn across it to avoid further use. Where applicable other employees must be advised.

133. NUMBERING

Except where numbering is controlled by computer, each RTC desk in a multiple desk office and desks controlling adjacent territories will use a separate series from other desks for numbering a GBO, clearance, TOP, authority, instruction or other information which requires numbering. Unless otherwise provided each series must be numbered consecutively using whole numbers. All numbers in a series may be preceded or followed by a letter(s). Duplicate numbers must not be in effect at the same time.

134. DESIGNATION OF MOVEMENTS

- (a) GBO, clearance or other authority, will be addressed to those who are to execute and observe them. Addresses will be clear and concise and leave no doubt as to whom they are addressed.
- (b) In the body of a GBO or other authority where positive identification is required, the engine number must be included in the designation.
- (c) When the locomotive number is used in the designation, it must, when practicable be the leading locomotive. The number lights of the designated locomotive only will be illuminated at all times.

135. EMPLOYEES ADDRESSED

A GBO, clearance or other authority addressed to a movement must be regarded as being addressed to the conductor and locomotive engineer or remote control operators and also to the pilot or snow plow foreman, if any. A crew member copying a GBO or clearance must ensure that those addressed receive a copy.

136. COPYING, REPEATING, COMPLETING AND CANCELLING

- (a) The employee copying a GBO, clearance, TOP or other authority from the RTC or the cancellation of same, must copy as it is transmitted and repeat from the copy received all applicable written and pre-printed portions. The spelling of each station name must be exactly as shown in the time table.
- (b) GBO, authorities or instructions must not be copied by the employee operating moving equipment or track units, if it will interfere with the safe operation of such equipment or track unit.
- (c) The RTC must verify each written word and digit each time it is repeated. If correct, the RTC will respond “complete”, the time and the initials of the RTC, which will be recorded and acknowledged by the employee copying. The employee copying must acknowledge the complete time by repeating the complete time and the initials of the RTC to the RTC.
- (d) When transmitted by voice communication direct to the crew of a movement, the complete time must not be given until each crew member copying has correctly repeated it.

139. BECOMING EFFECTIVE

A GBO, clearance, TOP or other authority takes effect at the moment the complete time is given by the RTC. However, the RTC must not take further action if there is a restriction contained therein until the complete time has been acknowledged by the employee copying.

140. CHANGES AFTER COMPLETION

Changes must not be made to a GBO, clearance, TOP or other authority after the complete time has been given by the RTC, except;

- (i) when an address is added to a GBO, the number and the applicable portion of the GBO address must be repeated to and verified by the RTC;
- (ii) when a time or location to call the RTC is indicated on a clearance, TOP or other authority, such time or location may be changed as required. When so changed, the employee copying must draw a line through the previous time or location;
- (iii) when a computer assisted system is used to issue GBO, the effective time and/or date may be removed from the GBO in the system after the effective time, and in the application of Rule 43 instructions in the GBO stating “signals may not be in place” may be removed after the foreman confirms that signals have been placed.

141. MAKING ADDITIONAL COPIES

- (a) When additional copies of a GBO, clearance, TOP or other authority are required, they may be received from the RTC or made from one previously completed. Such copies must be repeated to the RTC from the new copy except when received from an ECM or reproduced by a duplicating device.
- (b) An employee producing or reproducing a copy for delivery to another employee must check each copy to ensure legibility.

142. UNDERSTANDING BETWEEN CREW MEMBERS

- (a) Every conductor, locomotive engineer, remote control operator, pilot and snow plow foreman must read and have a proper understanding of all GBO and clearances as soon as possible after they have been received. Each must be made available to other crew members, as soon as practicable, ensuring that each crew member has read and understands them and, when required, the arrangements for protection between crews and between foremen and crews.
- (b) Crew members within physical hearing range are required to remind one another of the restrictions contained in GBO and clearances in sufficient time to ensure compliance.

143. GBO NUMBERS ON CLEARANCE

When specified in special instructions, the number of each GBO in effect at the time the clearance is issued, which will affect the movement on each subdivision or on the entire trip, will be shown on the first clearance sent to that crew. When there are no GBO for that movement, the word "nil" will be shown.

147. TRANSFER BETWEEN CREWS

- (a) When a conductor, locomotive engineer or both are changed off, or relieved, all GBO, DOB, clearances, authorities, TGBO and other written instructions and all necessary information still in effect must be transferred personally to the relieving crew. The transfer of information must be known to be understood by the relieving employee(s).
- (b) When it is not practicable to carry out a personal transfer, crews relieved of duty on line must contact the RTC as to the disposition of all documentation and authorities held for their movement. If documentation is to be left at any point for the relieving crew, a list of the items transferred must be prepared and signed by the crew member(s) going off duty. The relieving crew must compare all pertinent information with the RTC before proceeding.
- (c) The relieving crew of a movement that has been tied up on line must contact the RTC to ensure that there are no restrictions against moving any portion of their movement. In addition when taking control of a movement occupying a CTC controlled track, if unable to ascertain the last signal indication for their movement, RESTRICTED speed applies to the next signal.
- (d) Verbal instructions received from a foreman must not be transferred between crews. The relieving crew must contact the foreman and obtain the necessary authority and/or instructions.

148. PERSONAL TRANSFER BETWEEN RTC

- (a) Where an ECM is used or where a computer assisted system generates a list as defined in paragraph (b), the relieving RTC must sign into the system in the presence of the on-duty RTC, and receive verbal and/or written transfer of other necessary instructions and information.
- (b) Except as prescribed in paragraph (a), before being relieved, an RTC must make an indelible list in a book provided for the purpose, of GBO, TOP, clearances, and other authorities in effect:
 - (i) Each such record must have been read, understood and initialled by the relieving RTC.
 - (ii) Other necessary instructions and information must also be transferred,
 - (iii) Both RTC must sign the transfer and the relieving RTC will record the time the transfer is completed.

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GENERAL BULLETIN ORDER (GBO)

151. IDENTICAL MEANING TO ALL

The body of each GBO must be given in the same words and figures to each employee and movement addressed.

152. DELIVERY OF GBO

The RTC must ensure that movements affected by a GBO are issued a copy of the GBO, or are otherwise secured.

153. CONFIRMATION TO A FOREMAN

Confirmation of protection must not be given to a foreman until all movements affected have received a copy of the GBO or are otherwise secured.

154. REMAIN IN EFFECT

GBO remain in effect for the entire tour of duty unless cancelled. GBO must be retained at away from home locations to be available, if required, for the return trip.

155. CANCELLING GBO

(a) To cancel an item of a GBO, the RTC will use the following:

Item No _____ of GBO No _____ is cancelled _____.(RTC) _____.

(b) To cancel a GBO, the RTC will use the following:

GBO No _____ is cancelled (RTC) _____.

(c) When the cancellation has been correctly repeated, the RTC will respond "complete", the time and the initials of the RTC.

156. DAILY OPERATING BULLETIN (DOB)

(a) Except as provided for in paragraph (b), a movement must not occupy the main(s) or other track(s) within DOB limits unless it is in possession of the current DOB.

Overlapping DOB and TGB0 Limits - A movement may occupy any track within DOB limits where DOB is applicable, if in possession of a TGB0 which is applicable within the limits or portion of the limits of the DOB over which the movement will operate.

(b) The DOB will take effect at the time specified and will remain in effect until the same time the following day. A crew of a movement within DOB limits unable to clear the limits before the DOB expires, or unable to obtain a copy of the next current DOB, must contact the RTC. In such circumstances, the DOB may be extended by the RTC with any necessary changes. If unable to communicate with the RTC, the movement must be stopped.

(c) The RTC will ensure that the information or instructions contained in each GBO, pertaining to track or other conditions within such limits, is correct and placed in the appropriate DOB.

(d) DOB Verification: All crew members must verify that the DOB is properly dated, and it contains the correct number of pages.

157. TABULAR GENERAL BULLETIN ORDER (TGBO)

On the BNSF a Tabular General Bulletin Order (TGBO) will be designated as a General Track Bulletin (GTB)

- (a) A movement must not occupy any track where TGBO is applicable, unless it is in possession of the current TGBO.

Overlapping TGBO and DOB Limits - A movement may occupy any track within DOB limits or portion of the DOB limits where TGBO limits overlap and are included in the applicable DOB limits over which the movement will operate. Movements required to operate outside of DOB limits must operate their entire trip with a TGBO addressed to them unless authorized by the RTC or by special instructions.

- (b) A crew of a movement within TGBO limits with a TGBO that includes an item that cancels the TGBO at a specific time, must communicate with and be governed by instructions of the RTC before the expiry time. If unable to communicate with the RTC and unable to clear TGBO limits, the movement must be stopped.
- (c) TGBO Verification: All crew members must ensure that their movement is properly designated on their TGBO, it contains the correct number of pages and that the limits cover the specific routing. If an incorrectly designated TGBO is received or there is no TGBO for that movement the RTC must be contacted immediately.
- (d) When designated using the movement identification number, the train journal, list or other acceptable document may be used for verification. If the designation on the TGBO is incorrect, a change of designation must be issued by the RTC. If the designation of the train journal, list or other acceptable document is incorrect while the TGBO designation is correct, the designation on the train journal, list or other acceptable document may be changed when authorized by the RTC, a company officer or other employee who has access to the correct information.

FORMS OF GBO

The following examples of GBO will be used where applicable. Times, mileages and speeds shown in MPH will be in numbers only.

FORM S - MAIN TRACK OUT OF SERVICE

On the BNSF a GBO for Main Track Out of Service will be designated as a Form C Track Bulletin Restriction.

- (1) Main track out of service between siding switches at Hunter. Switches lined and secured for siding. Movements will operate through siding in accordance with Rule 105.
- (2) Main track out of service between main track switches at mile 11.3 and mile 12.1 Canada Sub, Baker Industrial Track. Switches lined and secured for Baker Industrial Track. Movements will operate through Baker Industrial Track in accordance with Rule 105.

When a foreman has received confirmation in writing that the GBO is in effect, impassable main track, between the switches of the siding or other tracks, may be protected in the manner prescribed by Rule 840.1. Before Form S is issued, any derail on such track must be secured in the non-derailing position or removed from the rail.

FORM T - EQUIPMENT LEFT ON MAIN TRACK

On the BNSF a GBO for Equipment Left on Main Track will be designated as a Form C Track Bulletin Restriction.

- (1) Work 5748 (9460 East) leave unattended equipment on main (No 4) track between Mile 9 and Mile 11 Maple Leaf Sub.

When so instructed, the crew of the movement named may leave equipment between the designated points.

- (2) Unattended equipment occupying main (No 4) track between mile 9 and mile 11 Maple Leaf Sub.

Example (2) will be used to protect equipment occupying the main track.

- (3) Derailed equipment obstructing main (east) track (No 1 track and No 2 track) between mile 28 and mile 29 Beaver Sub.

Example (3) will be used to protect derailed equipment on the main track or obstructing a main track.

The crew of a movement receiving examples (2) or (3) must proceed prepared to stop short of such equipment.

FORM V - SPECIFYING SPEED

On the BNSF a GBO Specifying Speed will be designated as a Form A Track Bulletin Restriction.

- (1) Due to track conditions, do not exceed 10 MPH between mile 15 and mile 20 (at mile 19.4) (on east track) Canada Sub.

This example will be used with Rule 43 protection, or for other conditions requiring a reduction in movement speed not covered by example (2), (3) or (5). When required, the GBO must specify the track, or tracks, upon which the restriction applies and the cause of the condition.

- (2) Do not exceed 30 MPH while handling _____.

This example may be used when it is necessary to restrict the speed of specific equipment.

- (3) Do not exceed 20 MPH entering public crossing at grade mile 43.5 Beaver Sub until crossing fully occupied.

This example must be used to restrict the speed of movements entering a public crossing at grade.

- (4) Automatic warning devices defective at public crossing at grade mile 10 Canada Sub. Stop before fouling and provide protection by a crew member until crossing fully occupied.

This example must be issued immediately after the crossing protection is reported defective. Example (4) will be replaced by example (5) after the required number of flagmen have been posted, and it will remain in effect until the protection devices are reported operating properly. EXCEPTION: When the defect is of a short term nature and maintenance forces have been dispatched to the defective site, instructions may be provided to affected movements in writing requiring the application of Rule 103(g). Access by movements to the defective crossing must be protected by the RTC using blocking or other positive protection until all affected movements are advised to protect the crossing. RTC must maintain protection until advised that the defect has been corrected. If not corrected within twenty four (24) hours of initial advice, Form V GBO must be issued.

- (5) Automatic warning devices defective at public crossing at grade mile 10 Canada Sub. Do not exceed 10 MPH until crossing fully occupied.

FORM Y - PLANNED PROTECTION

On the BNSF a GBO used for Planned Protection will be designated as a Form B Track Bulletin Restriction.

Form Y will be used to provide protection as prescribed by Rule 42.

Be governed by Rule 42 on Nov 30th from 0800 until 1700 between mile 10 and mile 12(on east track) Canada Sub Foreman _____.

Note: This form may be modified for daily or other exceptional usage. E.g. daily from 0800 until 1700.

When required, the GBO must specify the track, or tracks, upon which the restriction applies.

TRACK CONDITION MESSAGE (TCM)

Issue track condition messages to cover any condition that is not normally covered by a track bulletin restriction.

Protect restrictions that affect train movements on main tracks or sidings with a track bulletin restriction.

Protect contractor's equipment working near main tracks with a track bulletin restriction. If contractor's equipment is on or foul of the main track or siding, protect the equipment per Rule 842.

Protect "Watch your footing" items along main tracks and sidings with a track condition message.

When entering "Watch your footing" items, show why there is a footing problem, i.e. rail alongside track, ties scattered, icy conditions, etc.

When entering "Watch your footing" items, use the phrase "Watch your footing". Do not use "Bad footing" or "Dangerous footing", etc.

List Track Condition Messages in station sequence.

Monitor and update track condition messages, keeping all information current. Consult your supervisor if in doubt as to whether information should be covered by track bulletin restriction or track condition message.

OCCUPANCY CONTROL SYSTEM (OCS) RULES

301. APPLICATION AND SUPERVISION

- (a) on subdivisions, portions of subdivisions or other tracks specified in special instructions, movements will be governed by Occupancy Control System (OCS) Rules.
- (b) The RTC will supervise OCS territory by means of clearances, TOP, GBO and other instructions as may be required.

302. CLEARANCE REQUIRED

- (a) Except within cautionary limits, a train or transfer must be authorized by a clearance to foul or enter a track where OCS rules are applicable.
- (b) A clearance will be sent direct to the crew of the train or transfer addressed. Before the clearance is acted upon the conductor and locomotive engineer or remote control operators must, as soon as possible, ensure that each is in possession of the clearance and their train or transfer is correctly designated. Engine number must be verified visually to ensure correctness.

302.1 CLEARANCE IN EFFECT

A clearance remains in effect until fulfilled, superseded or cancelled. Clearances that authorize a train or transfer to proceed, unless cancelled, must be fulfilled in the order in which they are issued on that subdivision.

302.2 SUPERSEDING A CLEARANCE

- (a) A clearance may be issued superseding a clearance already in possession of the crew of the train or transfer addressed.
- (b) When superseding a clearance that includes limits the train or transfer is occupying, the superseding clearance must include that section of track.
- (c) The superseding clearance must not include a requirement to wait until the arrival of an opposing train or transfer.
- (d) If a superseding clearance restricts the limits of authority already in possession of the train or transfer addressed, the RTC must not take further action until the conductor and locomotive engineer or remote control operators have acknowledged the complete time.

302.3 CANCELLING CLEARANCE

- (a) Before a clearance is cancelled, the train or transfer addressed must be;
 - (i) clear of the limits of the clearance;
 - (ii) protected as prescribed by Rule 101.2; or
 - (iii) within cautionary limits.
- (b) When a clearance is cancelled, the cancellation does not take effect until it has been correctly repeated and acknowledged by the conductor and locomotive engineer or remote control operators.

The conductor and locomotive engineer or remote control operators must state the following to the RTC:

- Their name
- The clearance number being cancelled
- The track limits being cancelled
- The cancelled time and initials of the RTC.

303. PROTECTION AGAINST FOLLOWING TRAINS OR TRANSFERS

- (a) A combination of trains or transfers to a limit of two may each be authorized to proceed in the same direction, within the same limits, provided that each is instructed on its clearance to protect against the other. Before either moves within the limits stated, crew members of the two must have a thorough understanding as to each other's operations and the protection to be provided. These and subsequent arrangements must be in writing before being acted upon. If communication fails between the trains or transfers affected, no moves shall be made other than those which were last arranged.
- (b) WITHIN ABS TERRITORY With the protection of at least two block signals to the rear, two or more trains or transfers may be authorized to proceed in the same direction within the same limits governed by block signal indications.

303.1 RADIO PROTECTION AGAINST FOLLOWING TRAINS AND TRANSFERS

(Not applicable to trains or transfers in possession of a work clearance)

- (a) Where specified in special instructions, protection against following trains and transfers will be provided as follows:
- (b) The RTC must not authorize a train or transfer to follow a preceding train or transfer until the crew of the following train or transfer has been restricted by its clearance as follows;
"To (following train or transfer) Protect against (preceding train or transfer) from (location)".
- (c) Except as provided in paragraph (e), a train or transfer so restricted must not leave the location named nor leave any identifiable location until the preceding train or transfer has reported that it has left an identifiable location ahead. This report must be recorded in writing by a crew member of the following train or transfer. Such information may be received from the RTC.

Note: Identifiable locations as listed in Rule 82 must be used.

- (d) A train or transfer so restricted must not pass the preceding train or transfer.
- (e) When the preceding train or transfer has stopped, arrangements may be made with the following train or transfer to "close up". These arrangements must be made in writing between the crews of both trains or transfers. When the preceding train or transfer resumes moving, the following train or transfer will be governed by paragraph (c).

Note: When the preceding train or transfer has left the location to which the following train or transfer is authorized, Rule 303.1 no longer applies.

304. RESTRICTION BEFORE LEAVING

When a train or transfer has been restricted by clearance, such train or transfer must not leave the point named until it is positively known that the opposing trains or transfers named on the clearance have arrived. A train has not arrived until its designated engine and TIBS or tail end remote locomotive has arrived.

Trains or transfers operating without TIBS or a tail end remote locomotive have not arrived until confirmed by direct communication with a member of the crew of such movement.

Note: If unable to observe the arrival of a train or transfer, or unable to communicate with a member of the crew, the RTC must be contacted.

304.1 STOPPING CLEAR OF FOULING POINT

A train or transfer required to stop at a meeting, clearing or waiting point, or at the end of authority, must be stopped clear of the route to be used by another train or transfer.

305. BEFORE ISSUING CLEARANCE AUTHORITY

Before issuing clearance authority, the RTC must provide protection against all conflicting trains, transfers and TOP within the limits stated.

306. TRACK USE

In multi-track OCS, a clearance must specify the track(s) to be used.

308. WORK CLEARANCE AUTHORITY

(a) When authorized to work by clearance a train or transfer may move in either direction within the limits named in the clearance.

(b) A work clearance remains in effect until superseded or cancelled.

308.1 CHANGING DIRECTION - PROCEED CLEARANCE

Unless otherwise provided by rules or special instructions, when authorized to proceed by clearance, a train or transfer must move only in the specified direction. Provided that the trailing end has stopped within 300 feet of the switch or signal, a proceed train or transfer may:

(i) reverse into interlocking limits on signal indication or permission of the signalman;

(ii) reverse into CTC on signal indication or written permission of the RTC; or

(iii) reverse to enter non-main track at a hand operated switch. Note:

1) A train or transfer operating under the above provisions must not have released the track to be operated over.

2) Item (iii) is not applicable to a train or transfer operating in ABS that has to re-enter a block it has cleared.

309. MOVING THROUGH WORKING LIMITS

(a) To enter or move within the working limits of one or more trains or transfers, a train or transfer must be restricted by its clearance as follows: "Protect against Work 5748 (and Work 9460) between Exeter and Jasper."

(b) A train or transfer must not enter nor move within the working limits until a thorough understanding is established with the conductor and locomotive engineer or remote control operators of each work train or transfer. Such understanding must be in writing and include information with respect to the specific operation of each train and transfer and the protection to be provided. Such protection must be provided until the train or transfer has left the working limits.

310. MULTIPLE WORK AUTHORITIES

(a) Two or more work authorities may be issued within the same or overlapping limits. Each train or transfer must be restricted by its clearance to protect against each other.

(b) Conductors and locomotive engineers or remote control operators authorized to work must have a thorough understanding, in writing, as to the specific operation of each work train or transfer and the protection to be provided.

311. TRAINS OR TRANSFERS ENTERING TOP LIMITS

(a) A train or transfer must not be authorized to enter or move within the limits of a TOP until it has been restricted as follows:

"Protect against foreman (name) between (location) and (location)."

- (b) The train or transfer must not enter, nor move within, the TOP limits until instructions have been obtained from the foreman named on the clearance. These instructions must be repeated to and acknowledged by the foreman before being acted upon.
- (c) Except as provided by this rule, the RTC must not authorize any train or transfer to enter or move within TOP limits until the foreman named in the TOP has reported clear and the TOP has been cancelled.

312. FOULING OCS WITHOUT AUTHORITY

If a train or transfer fouls OCS without authority, it must be stopped and an emergency radio broadcast initiated on the standby channel and then on the standby channel for the RTC and protection as required by Rule 35 initiated.

315. RADIO BROADCAST REQUIREMENTS

- (a) A member of the crew on all trains and transfers must initiate a radio broadcast to the airwaves on the designated standby channel 1 to 3 miles from the next station or interlocking. This broadcast must include the next requirement to protect against another train, transfer or foreman if the restriction is between the upcoming station and the next station or interlocking.
- (b) A member of the crew located on other than the engine must confirm that the radio broadcast has been made in accordance with (a). If unable to contact the engine crew to ascertain this information, immediate action must be taken to stop the movement before it will reach the next point of restriction.

GENERAL DESCRIPTION AND LOCATION OF FIXED SIGNALS

401. LOCATION

Wherever practicable, fixed signals other than switches will be located above, or to the right of, the track they govern. Where circumstances require that signals be otherwise placed, such conditions will be indicated by GBO or special instructions.

EXCEPTION: A block or interlocking signal that is required to be placed to the left of the track it governs need not be indicated by GBO or special instructions, provided that such location does not place the signal to the right of another signalled track.

401.1 SIGNAL DISPLAYED

The indications displayed on block and interlocking signals govern operation to the next signal or block end sign. Except as otherwise specified in special instructions, a signal to leave the main track to enter non-main track applies to the block end sign or until the movement has passed entirely through the controlled location and entered non-main track.

Movement from Signal Requiring Restricted Speed

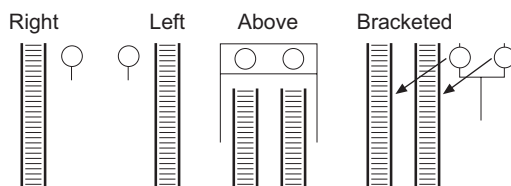
When a train passes a signal requiring movement at restricted speed, the train must move at restricted speed until its leading wheels have passed the next governing signal. When leaving block system limits, trains operating on the main track must move at restricted speed for two miles or until the leading wheels pass the opposing distant signal.

401.2 NO ADVANCE SIGNAL

At locations where there is no advance signal to the signal governing movements into CTC or movements are re-entering CTC from a siding, all movements must approach the governing signal preparing to stop until it can be observed as displaying a more favourable indication than Stop.

402. POSITIONING

Where conditions allow, block and interlocking signal heads will be positioned with respect to the tracks on which they affect movements. When viewed from the train, block and interlocking signals are generally to the right of the track. However, they may be located to the left or above the track. To display indications for two tracks, two bracketed signals may be located on a supporting mast. The signal to the right governs the track to the right, and the signal to the left governs the track to the left.



403. APPEARANCE OF COLOUR LIGHT SIGNALS

- Block and interlocking signal aspects will be displayed by the colour, position, flashing of lights, or combinations thereof.
- The indications of any such signal may be qualified or modified by an attached arrow and/or plate(s).
- Lights may be attached to either side of the signal mast and number plates may be provided for the purpose of identifying the location.

403.1 STOP SIGNAL PASSED WITHOUT AUTHORITY

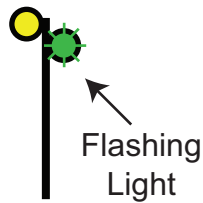
Whenever any part of a movement passes a block or interlocking signal indicating Stop without authority;

- (i) the portion of the movement which has passed the signal must be protected immediately in the manner as prescribed by Rule 35;
- (ii) an emergency radio call, giving warning of the situation, must be made at once; and
- (iii) the RTC or signalman must be notified as quickly as possible, who will, if necessary, issue instructions.
- (iv) If the instructions include the authority to proceed or reverse direction, any dual control, power-operated or spring switches within the limits governed by the signal must be examined to ensure that the switch points are properly lined for the route to be used and no part of the switch is damaged or broken. Unless relieved of the requirement by the RTC or signalman, Rule 104.2(b) must be complied with at dual control switches. Note: the movement may be moved before the dual control switch is operated by hand, but only sufficient distance to clear the wheels from the actual switch points.

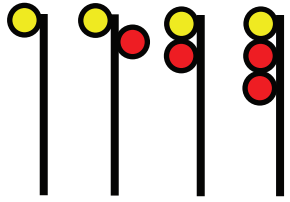
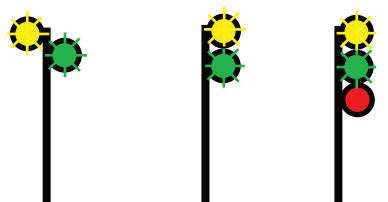
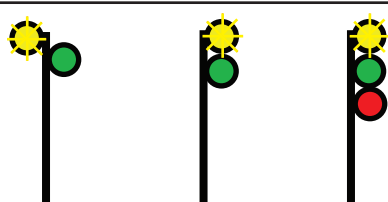
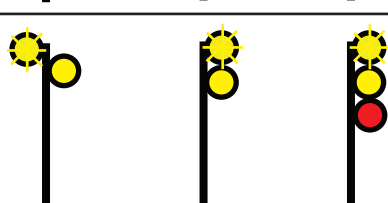
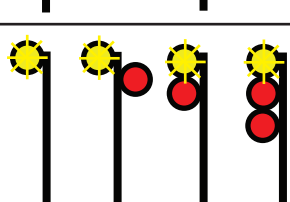
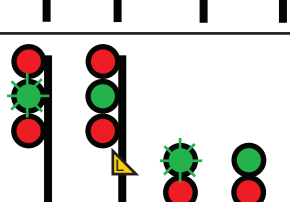


404. STANDARD INDICATIONS

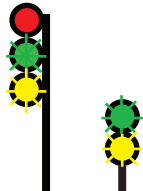
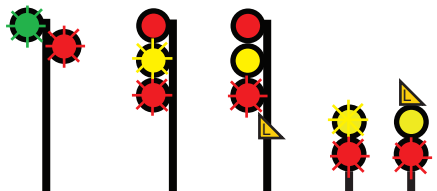
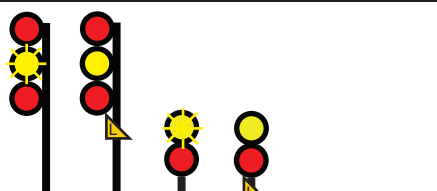
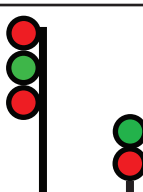
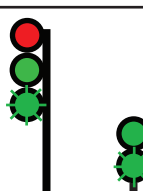

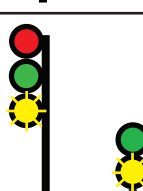
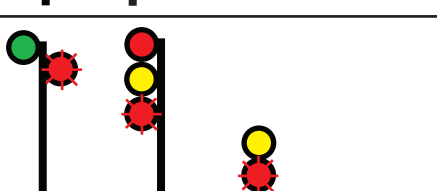
The illustrations in Rules 405-440 are standard aspects and indications. Other signal aspects and indications necessary will be illustrated in special instructions.

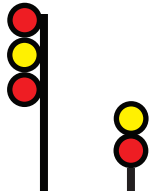
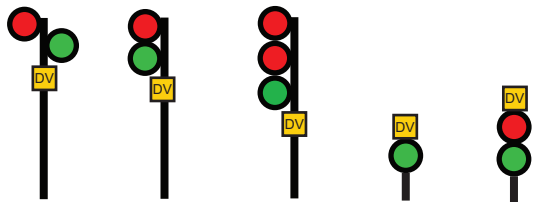
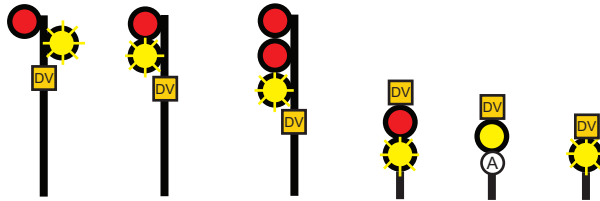
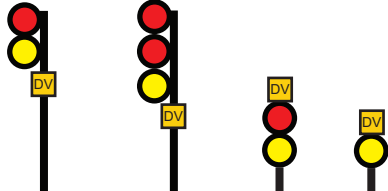
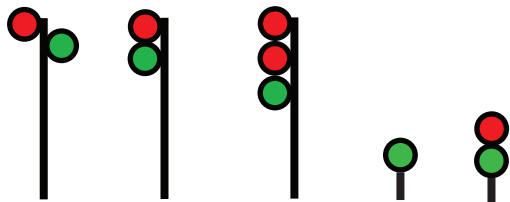



BLOCK AND INTERLOCKING SIGNALS

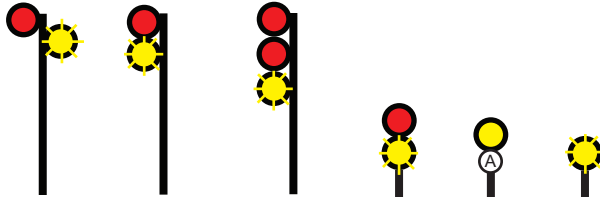
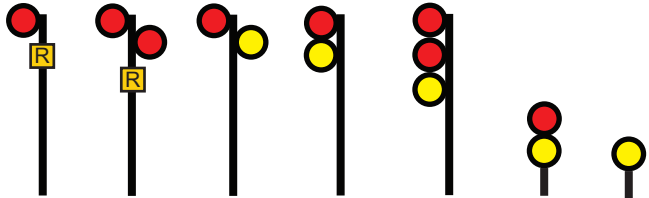
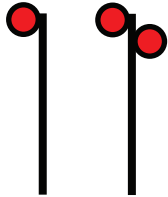
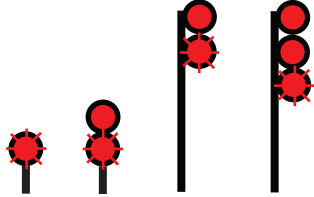
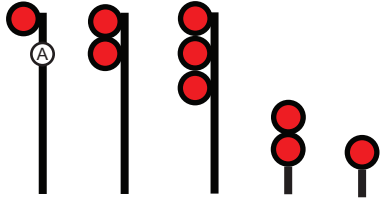


Rule	Aspect	Name	Indication
405		Clear Signal	Proceed
406		Clear to Limited	Proceed, approaching next signal at LIMITED speed
407		Clear to Medium	Proceed, approaching next signal at MEDIUM speed.
408		Clear to Diverging	Proceed, approaching next signal at DIVERGING speed.
409		Clear to Slow	Proceed, approaching next signal at SLOW speed.
410		Clear to Restricting	Proceed, next signal is displaying restricting signal.

Rule	Aspect	Name	Indication
411		Clear to Stop	Proceed, preparing to stop at next signal.
412		Advance Clear to Limited	Proceed, approaching second signal at LIMITED Speed
413		Advance Clear to Medium	Proceed, approaching second signal at MEDIUM speed
414		Advance Clear to Slow	Proceed, approaching second signal at SLOW speed.
415		Advance Clear to Stop	Proceed, next signal is displaying Clear to Stop, be prepared to stop at second signal.
416		Limited to Clear	Proceed, LIMITED speed passing signal and through turnouts.
417		Limited to Limited	Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at LIMITED speed.
418		Limited to Medium	Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at MEDIUM speed.

Rule	Aspect	Name	Indication
419		Limited to Slow	Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at SLOW speed
420		Limited to Restricting	Proceed, LIMITED speed passing signal and through turnouts, next signal is displaying restricting Signal.
421		Limited to Stop	Proceed, LIMITED speed passing signal and through turnouts, preparing to stop at next signal.
422		Medium to Clear	Proceed, MEDIUM speed passing signal and through turnouts.
423		Medium to Limited	Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at LIMITED speed.
424		Medium to Medium	Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at MEDIUM speed.
425		Medium to Slow	Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at SLOW speed.
426		Medium to Restricting	Proceed, MEDIUM speed passing signal and through turnouts, next signal is displaying restricting Signal.

Rule	Aspect	Name	Indication
427		Medium to Stop	Proceed, MEDIUM speed passing signal and through turnouts, preparing to stop at next signal.
428		Diverging to Clear	Proceed, DIVERGING speed passing signal and through turnouts
429		Diverging to stop	Proceed, DIVERGING speed passing signal and through turnouts preparing to stop at next signal.
430		Diverging	Proceed at REDUCED speed, not exceeding DIVERGING speed passing signal and through turnouts.
431		Slow to Clear	Proceed, SLOW speed passing signal and through turnouts.
432		Slow to Limited	Proceed, SLOW speed passing signal and through turnouts, approaching next signal at LIMITED speed.
433		Slow to Medium	Proceed, SLOW speed passing signal and through turnouts, approaching next signal at MEDIUM speed.
434		Slow to Slow	Proceed, SLOW speed passing signal and through turnouts, approaching next signal at SLOW speed

Rule	Aspect	Name	Indication
435		Slow to Stop	Proceed, SLOW speed passing signal and through turnouts, preparing to stop at next signal.
436		Restricting Signal	Proceed at RESTRICTED speed.
437		Stop and Proceed Signal	Stop, then proceed at RESTRICTED speed
438		TAKE OR LEAVE SIDING OR OTHER TRACK SIGNAL	Indications will be specified in special instructions for each specific application of this signal.
439		Stop Signal	Stop.

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AUTOMATIC BLOCK SIGNAL SYSTEM (ABS) RULES

505. APPLICATION

Block signals govern the use of the blocks. They do not dispense with the use or observance of other signals whenever and wherever required and do not authorize main track occupancy.

507. WITHDRAWAL OF SIGNALS

When signals in ABS are withdrawn from service, movements will be governed by instructions from the RTC or special instructions.

509. STOPPED BY STOP SIGNAL

- (a) When a movement is stopped by a block signal indicating Stop and no conflicting movement is evident, a crew member must immediately communicate with the RTC.

Note: Instructions are not required from the RTC when a movement is required to re-enter a block occupied by a portion of their movement. RESTRICTED speed is still applicable.

- (b) When able to, the RTC will inform the crew member in writing:

“There is no opposing movement in the block governed by Signal No _____.”

After complying with Rule 513 where applicable, the movement may proceed at RESTRICTED speed to the next signal or Block End sign.

- (c) When unable to obtain the information that there is no opposing movement in the block, and no conflicting movement is evident, the movement may, after complying with Rule 513 where applicable, move forward and must stop where its leading wheels are 100 feet past the Stop signal. After waiting ten (10) minutes and if there is still no evidence of an opposing movement, the movement may proceed at RESTRICTED speed to the next signal or Block End sign.

513. ENTERING MAIN TRACK

- (a) Before entering or fouling a main track and no movement is observed approaching on the main track, a crew member must reverse the switch and wait five minutes, unless a greater period is specified in special instructions before allowing the movement to move foul of the main track. The crew member must remain at the switch until the waiting time has elapsed. The switch must be quickly restored to its normal position should an approaching movement on the main track become evident.

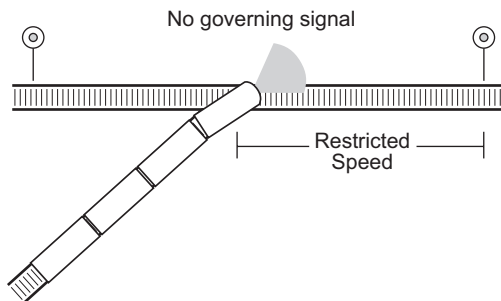
When entry is to be made through a crossover, the switch in the track on which the movement is standing is the only crossover switch to be reversed for the required waiting period.

EXCEPTION: The required waiting period need not be observed within cautionary limits or when:

- an opposing movement has passed the switch and is still occupying the block;
- the crew entering the main track is in possession of a clearance to work; or
- the crew is relieved in writing by the RTC.

Before relieving a crew, the RTC must ensure that there are no movements operating in the block that will approach the switch. The switch must be opened within 5 minutes after receiving permission from the RTC.

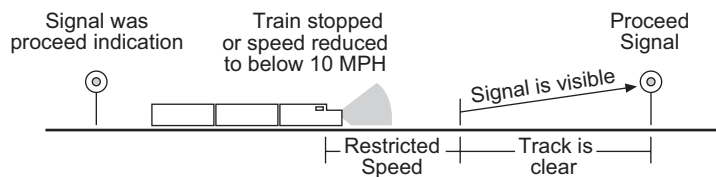
- (b) A movement entering a block between signals, must move at RESTRICTED speed until the leading wheels have passed the next governing signal or the end of the block system:



515. DELAYED IN THE BLOCK

When a movement, which has entered a block on signal indication permitting operation at other than RESTRICTED speed, is stopped or otherwise delayed in the block, it must move at RESTRICTED speed to the next signal:

- (i) unless or until the track is seen to be clear to the next signal and the indication of such signal permits operation at other than RESTRICTED speed; or



- (ii) unless there are no track switches between such movement and the next signal. In such case the movement may proceed preparing to stop at the next signal, unless or until the track is seen to be clear to the next signal and such signal displays a more favourable indication than Stop or Stop and Proceed.

EXCEPTION: When a movement is stopped or delayed in the block after having passed a “Clear signal” Rule 405, REDUCED speed applies instead of RESTRICTED speed.

CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC) RULES

560. SUPERVISION AND APPLICATION

CTC is applicable in limits specified in the time table or special instructions and will be supervised by the RTC. Block signals will govern the operation of trains or transfers. The RTC will issue instructions as required.

563. CLEARING OPPOSING SIGNALS INTO NON-SIGNALLED SIDINGS

- (a) When two opposing train(s) or transfer(s) are to be lined into the same non-signalled siding, each locomotive engineer or remote control operator must be advised of the fact before the signal is cleared to permit operation of either train or transfer into the siding.
- (b) At meeting points, the RTC must not line a train or transfer into a siding until the switch at the opposite end of the siding is set for main track.

Note: This rule is not applicable where automated office control devices will not permit opposing train(s) or transfer(s) to enter a non-signalled siding and at sidings where SCT is in effect.

564. AUTHORITY TO PASS STOP SIGNAL

- (a) A train or transfer must have authority to pass a block signal indicating Stop.
- (b) The RTC may authorize the train or transfer to pass the signal but before doing so must:
 - (i) ensure that there are no conflicting trains or transfers within, or authorized to enter, the controlled block affected (other than one authorized by Rule 567); and
 - (ii) provide protection against all opposing trains or transfers.
- (c) When signal blocking devices are used, they may be removed after the authorized train or transfer has entered the controlled block affected. The RTC must not permit any opposing trains or transfers to enter the controlled block until the authorized train or transfer has cleared such block.
- (d) The train or transfer so authorized, must stop at the signal and then proceed at RESTRICTED speed to the next signal or Block End sign, and must be governed by Rule 104.1 at spring switches, Rule 104.2 at dual control switches, Rule 104.3 at power-operated switches and Rule 611 at automatic interlockings.
- (e) When a known condition prevents clearing of controlled signals into an affected block, the RTC may authorize operation at REDUCED speed to the next signal or Block End sign. The train or transfer will be advised whether or not equipment is present in the block.

REDUCED speed remains applicable unless the block is known to be clear of equipment. REDUCED speed commences when the leading piece of equipment has passed entirely through the controlled location. The train or transfer must approach the next signal prepared to stop and there be governed by the indication displayed.
- (f) The authority granted and instructions received must be in writing and, where applicable, specify the route to be used. The locomotive engineer or remote control operator must be made aware of the route to be used before moving.

565. STOP SIGNAL CTC TO ABS

A train or transfer leaving CTC and entering ABS, if required to move past a signal indicating Stop, will be governed by Rule 564 within CTC and Rule 509 within ABS.

566. WORK AUTHORITY

- (a) A train or transfer may be given work authority that permits moving in either direction within specified limits.
- (b) Before issuing such authority the RTC must;
 - (i) ensure that there are no other trains or transfers within, or authorized to enter, the required limits; and
 - (ii) block at Stop all devices controlling signals governing other trains or transfers into such limits.
- (c) The RTC must maintain signal blocking against all trains or transfers and must not authorize any other trains or transfers to enter the affected limits until the work authority has been cancelled.
- (d) If work authority is cancelled while the train or transfer is within the affected limits, the conductor or locomotive engineer must inform the RTC of their intended direction. The RTC must maintain signal blocking against opposing trains or transfers until the protected train or transfer has cleared the controlled block.
- (e) When the authority specifies: “Call RTC” the conductor or locomotive engineer must communicate with the RTC as instructed.
- (f) The authority granted and instructions received must be in writing. The locomotive engineer or remote control operator must be aware of the track limits before moving.
- (g) Controlled signals within the limits other than the entry and exit signals of the authority that are indicating STOP may be considered as indicating “proceed at RESTRICTED speed”.

566.1 SIGNAL INDICATION SUSPENDED WHILE SWITCHING

- (a) A crew may be authorized to manually operate specific dual control switches at a controlled location, as prescribed by Rule 104.2, paragraph (d). Such authority must be included with work authority, as prescribed by Rule 566 or 567. The indications of signals governing operation over such switches may be considered suspended while switches are in the “hand” position, but only while switching is being performed at the designated controlled location. Signal indication or Rule 564 must authorize the train or transfer into the controlled location, before being issued the Rule 566/566.1 authority.

Note: Verbal permission may be given to manually operate specific dual control switches within the limits of Rule 566 or 567 authority that did not include 566.1 authority for those switches.

- (b) When switching is to be performed over a spring switch, which is included in the limits of a work authority prescribed by Rule 566 or 567, the indication of the signal governing operation over such switch may be considered suspended, if the switch is properly lined.
- (c) When switching is to be performed at a controlled location that includes only a hand operated switch, which is included in the limits of a work authority prescribed by Rule 566 or 567, the indication of the signal governing operation through the controlled location may be considered suspended but only when switching is being performed through that switch.

567. JOINT WORK AUTHORITY

- (a) More than one train or transfer may be given joint work authority that permits operation in either direction within the specified limits. Each such train must be instructed: “Protecting against each other.” **Each train must operate at RESTRICTED SPEED.** The conductor and locomotive engineer or remote control operators of each train or transfer must have a thorough understanding in writing with respect to the intended operation of each train or transfer and the protection to be provided.
- (b) Before issuing joint authority, the RTC must;
 - (i) ensure that there are no trains or transfers in the affected limits, other than the trains or transfers which are to be authorized; and
 - (ii) block at Stop all devices controlling signals governing trains and transfers into the affected limits.

- (c) The RTC must maintain signal blocking against all trains or transfers and must not authorize any train or transfer, other than one which is thereby protected, to enter the affected limits until the work authority has been cancelled. Each train or transfer must be clear of the affected limits before the work authority is cancelled.

EXCEPTION: If the work authority remains to be cancelled to only one train or transfer, it may be cancelled while that train or transfer is within the affected limits. In such case, the conductor or locomotive engineer must inform the RTC of their intended direction. The RTC must maintain signal blocking against conflicting trains or transfers until the protected train or transfer has cleared the controlled block.

- (d) When the authority specifies: "Call RTC _____," the conductor or locomotive engineer of each train or transfer so instructed must communicate with the RTC as instructed.
- (e) The authority granted and instructions received from the RTC must be in writing. The locomotive engineer or remote control operator of the train or transfer so authorized, must be made aware of the track limits before moving.

567.1 ENTERING FOREMAN'S LIMITS

- (a) A train or transfer may be authorized to enter or move within the limits of a TOP when instructed to protect against the foreman within specified limits.
"Protect against foreman (name) between (location) and (location)."
- (b) The conductor and locomotive engineer or remote control operators must be made aware of the authority granted and have received specific instructions from the foreman before moving. The instructions must be repeated to, and acknowledged by the foreman before being acted upon.
- (c) The RTC must not authorize another train or transfer or issue another TOP to apply, within the protected limits granted under this rule until it has been fulfilled by the train or transfer having cleared the limits, or the authority has been cancelled.
- (d) In addition to the permission and instructions received from a foreman to enter and/or move within the limits, trains or transfers must also be authorized to enter the TOP limits under the provisions of Rule 105(a), Rule 564 or Rule 568, or to reverse within the TOP limits under the provisions of Rule 566.

568. SIGNAL OR PERMISSION TO ENTER MAIN TRACK

- (a) A train or transfer must not foul or enter a main track, nor re-enter one after having cleared it, except by signal indication or until permission has been received from the RTC.
- (b) When entry to the main track is to be made at a non-electrically locked hand operated switch, or at a switch where the seal on the electric switch lock is broken, such permission from the RTC must include the direction and route to be taken and must be in writing. The locomotive engineer or remote control operator must be made aware of the circumstances before moving. Before issuing such permission the RTC must;
 - (i) ensure that there are no conflicting trains or transfers within, or authorized to enter, the controlled block affected; and
 - (ii) block at Stop all devices controlling signals governing trains or transfers into the affected controlled block.
- (c) The RTC must maintain signal blocking and not permit any opposing train or transfer to enter the controlled block until the protected train or transfer has cleared the controlled block. Signal blocking against following trains or transfers must not be removed nor may following trains or transfers be permitted to enter the controlled block until the conductor or locomotive engineer, of the train or transfer being protected, has reported that the train or transfer has entered the main track and is moving in the authorized direction.

EXCEPTION: Permission is not required when a train or transfer is to enter or re-enter the main track when the train or transfer is authorized by Rule 566 or 567.

569. CANCELLING AUTHORITIES

- (a) Authority or permission granted by Rules 564 or 568 may be cancelled provided the train or transfer has not entered the controlled block affected.
- (b) When authority granted by Rules 564, 566, 567, 567.1, or 567.2 or the permission in writing granted by Rule 568 is cancelled, the cancellation does not take effect until it has been correctly repeated and acknowledged by the conductor and locomotive engineer or remote control operator of the train or transfer affected. These employees must acknowledge the cancellation by repeating the cancelled time and initials of the RTC to the RTC. Other members of the crew must immediately be advised of the cancellation and all copies of the cancelled authority must be destroyed. Rule 567.1 or 567.2 issued to a train or transfer authorized to move in one direction only may be considered fulfilled when the train or transfer has exited the TOP limits.

570. ENTERING BETWEEN SIGNALS

- (a) A train or transfer that has entered a block between signals at a hand operated switch, equipped with an electric switch lock, must approach the next signal prepared to stop, unless or until the track is seen to be clear to the next signal and such signal displays a more favourable indication than Stop or Stop and Proceed.
- (b) When entry to a block is made at a switch not equipped with an electric switch lock, or one where the seal on the electric switch lock is broken, a train or transfer must operate at RESTRICTED speed to the next signal, unless or until the track is seen to be clear to the next signal, and the indication of such signal permits operation at other than RESTRICTED speed.
- (c) A train or transfer that has entered a block, where it has been necessary to activate the emergency release of an electric switch lock, must move at RESTRICTED speed to the next signal.

571. RESTORING SIGNALS TO STOP AND CHANGING ROUTES

- (a) Signals must not be restored to indicate stop when the train or transfer for which signals were first cleared is less than three blocks distant from the first of such signals, unless the locomotive engineer or remote control operator has acknowledged that they are stopped or able to stop their train or transfer without passing the controlled signal to be restored.
- (b) In case of emergency, a signal may be restored to stop at any time.
- (c) No part of a route may be changed, nor signals cleared for a train or transfer on a conflicting route, when the train or transfer for which the route was cleared is less than three blocks from the location where the route will be changed unless the locomotive engineer or remote control operator has acknowledged that they are able to comply with the new routing.

573. REVERSING DIRECTION

- (a) A train or transfer, having passed beyond the limits of a block, must not back into that block until the RTC has been informed, and such train or transfer is authorized by;
 - (i) the indication of a block signal, other than a Restricting Signal equipped with a plate displaying the letter "R", or a Stop and Proceed Signal;
 - (ii) Rule 564; or
 - (iii) Rule 566 or 567.

NOTE: (iii) does not dispense with the requirements of Rule 564 at a Stop Signal except in the application of Rule 566(g).
- (b) When a train or transfer has entered a controlled location on signal indication, and stops with its trailing end within such controlled location, it may only move in the opposite direction as prescribed by paragraph (a), clause (iii).

- (c) Provided it will not re-enter a block it has cleared, a train or transfer may reverse direction within a block without Rule 566 or 567 protection as follows:
 - (i) to reverse a distance of 300 feet or less, a crew member must take up a position to see the section of track to be used is clear and will remain clear of equipment or a track unit; or
 - (ii) to reverse a distance greater than 300 feet, a flagman must take up a position beyond the farthest point to which the train or transfer may extend. Stop signals must be given by the flagman from a point where they can be plainly seen from an approaching train or transfer from not less than 300 yards.

574. CTC SUSPENDED

When all or part of the CTC is withdrawn from service, trains and transfers will be governed by special instructions.

576. SWITCHING AT A CONTROLLED LOCATION

- (a) Signal Indication - The preferred method of switching at a controlled location is with the use of the signal system by having the RTC signal the train or transfer over the controlled location with directional signals. If unable to clear the controlled location when switching is completed, the RTC will authorize departure by issuing a Rule 566 to the train or transfer. If the first move into the block was authorized by Rule 564, operation to the next signal must be made at RESTRICTED speed. Rule 566 would not be required when the RTC verbally authorizes the train or transfer to pull ahead to the next signal where there are no dual control switches to be encountered.
- (b) Switching Signals - A member of the crew will request the switching signal so that multiple moves may be made through the controlled location on a specific route. When switching is completed, the RTC must be advised to ensure the signal will be cancelled. Before doing so, the member of the crew requesting the cancellation must advise all other crew members and receive their assurance that they are and will remain clear of the switching signal limits. If unable to clear the controlled location, the RTC will verbally authorize departure. The RTC will then cancel the switching signal. The train or transfer may then proceed to the next signal at RESTRICTED speed.

To avoid having to proceed at RESTRICTED speed, trains or transfers should attempt to back clear of the switching signal on the final move and leave on a more permissive signal indication.
- (c) Rule 566.1 Signals Suspended - The train or transfer must be signalled into the controlled location. When the train or transfer has accepted the signal and entered the control location, Rule 566/566.1 authority will be issued by the RTC. If the train or transfer is unable to be clear of the limits when switching is completed, they must advise the RTC before leaving the location. If Rule 564 authorized the first move into the block, the train or transfer must operate to the next signal at RESTRICTED speed.
- (d) Taking Head-Room - Provided that the trailing end remains within non-main track territory, a train or transfer may accept a signal to enter a controlled location, where the intent of the move is to subsequently reverse direction so as to be completely in the clear in the non-main track territory. The RTC must be informed of the intended head-room move when the signal is requested. The crew may request one or more head-room moves but each time the signal provides a permissive indication, it is for one head-room move only.

578. RADIO BROADCAST REQUIREMENTS

- (a) Within single track, a member of the crew on all trains or transfers must initiate a radio broadcast to the airwaves on the designated standby channel stating the name of the signal displayed on the advance signal to the next controlled location, controlled point or interlocking.
- (b) A member of the crew located on other than the engine must confirm that the radio broadcast has been made in accordance with (a). If unable to contact the engine crew to ascertain this information, immediate action must be taken to stop the train or transfer before it will reach the next controlled location, controlled point or interlocking.

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INTERLOCKING RULES

601. APPLICATION

A movement will be governed by interlocking rules within interlocking limits. Interlocking signal indications govern the use of the routes within interlocking limits. Instructions may be issued by a signalman when necessary.

602. PROPER SIGNAL INDICATIONS REQUIRED

- (a) Except in case of emergency, radio or hand signals must not be used when the proper indication can be displayed by the interlocking signals.
- (b) A movement stopped by the signalman, other than by means of signal indication, while approaching, or within an interlocking, must not move in either direction until the proper signal or instructions have been received from the signalman.
- (c) When a movement stops with its trailing end within interlocking limits, it must not reverse direction without the proper interlocking signal indication, or permission from the signalman.

604. ESTABLISHING AND CHANGING ROUTES

- (a) Signals must not be restored to indicate stop unless the locomotive engineer or remote control operator has acknowledged that they are stopped or able to stop their movement without passing the interlocking signal to be restored.
- (b) In case of emergency, a signal may be restored to Stop at any time.
- (c) No part of a route may be changed, nor signals cleared for a movement on a conflicting route, unless the locomotive engineer or remote control operator of the movement for which the route was cleared has acknowledged that they are able to comply with the new routing.

605. DELAYED IN TIMING CIRCUIT

A movement approaching an automatic interlocking, equipped with a timing circuit, must approach the interlocking signal prepared to stop if occupying the timing circuit in excess of the time specified in special instructions. At automatic interlockings not equipped with a timing circuit, a movement occupying the track between the advance signal and the interlocking signal in excess of 5 minutes must approach the interlocking signal prepared to stop.

607. RULE APPLICABLE AT A STOP SIGNAL

When an interlocking signal indicates Stop and no conflicting movement is evident, the following will apply:

TYPE OF INTERLOCKING	APPLICABLE RULE (as indicated in special instructions)
Manual	608
Locally-Controlled	609
Remotely-Controlled	610
Automatic	611

608. MANUAL INTERLOCKING

Movements operating through the limits of a manual interlocking will be governed by special instructions.

609. STOP SIGNAL LOCALLY-CONTROLLED INTERLOCKING

- (a) When a movement is stopped by a locally- controlled interlocking signal indicating Stop, and no conflicting movement is evident;
 - (i) the signalman may authorize such movement to pass the signal, but before doing so, the signalman must provide protection against all conflicting movements ; and

The signalman may authorize the movement to proceed by using hand signals or the following words, “After stopping, (train) at (location) has authority to pass signal displaying Stop indication,” specifying the route where applicable.
 - (ii) the movement so authorized must move at RESTRICTED speed to the next signal or Block End sign and will be governed by Rule 104.1 at spring switches, Rule 104.2 at dual control switches and Rule 104.3 at power-operated switches,
- (b) Before moving, the locomotive engineer or remote control operator must be informed of the situation. When the signalman is off duty at a locally-controlled interlocking, a movement stopped by an interlocking signal indicating Stop will be governed by special instructions.

610. STOP SIGNAL REMOTELY- CONTROLLED INTERLOCKING

- (a) A movement must have authority to pass a remotely-controlled interlocking signal indicating Stop. The signalman may authorize the movement to pass the signal but before doing so must ensure that there is no conflicting movement in the route to be used, and that all devices controlling signals governing conflicting movements are blocked at Stop. The authorization must specify the route to be used, and must be in writing.
- (b) The movement so authorized must move at RESTRICTED speed to the next signal or Block End sign and will be governed by Rule 104.1 at spring switches, Rule 104.2 at dual control switches and Rule 104.3 at power-operated switches. If there is a railway crossing at grade equipped with a box marked “switches” within the interlocking, the provisions of Rule 611 apply.
- (c) The locomotive engineer or remote control operator must be made aware of the route to be used before moving.

611. STOP SIGNAL AUTOMATIC INTERLOCKING

- (a) When a movement is stopped by an automatic interlocking signal indicating Stop, and no other movement or application of Rule 40.3 is evident;
 - (i) a crew member, after opening the box marked “switches”, will observe panel lights, where provided. If those of the conflicting route(s) are lighted and no conflicting movement is evident, the crew member will open the knife switch and may then allow the movement to proceed;
 - (ii) (MULTI-TRACK) in the box marked “switches” where lights are provided to indicate the approach of a movement, if those of the conflicting route and those of the same railway on the adjacent track are lighted and no other movement is seen approaching, the crew member will open the knife switch and may then allow the movement to proceed;
 - (iii) where lights are not provided, or where those of the conflicting route(s) are not lighted, the crew member, after opening the knife switch, must wait five minutes, unless a greater period is specified in special instructions and posted in the box marked “switches”, before permitting the movement to proceed;
- (MULTI-TRACK) - When the lights of the same railway on the adjacent track are not lighted and no other movement is seen approaching, the crew member will contact the RTC before opening the knife switch, to ascertain whether or not a movement is closely approaching on that adjacent track to prevent displaying STOP indications to such movement.

- (iv) after complying with (i), (ii) or (iii) the movement must then operate at RESTRICTED speed to the next signal or Block End sign; and
- (v) after the movement has occupied the crossing, the switch must be closed and the box marked “switches” locked.
- (b) Where a pushbutton is provided, to enable a reverse move to be made over the crossing, the crew member will open the box, depress the pushbutton and be governed by signal indication. If the signal fails to clear, the instructions contained in paragraph (a), clauses (i), (ii), (iii), (iv) and (v) must be complied with.
- (c) A movement required to switch within or into automatic interlocking limits must, after complying with (a)(iii) leave the knife switch open until switching is completed. When the knife switch is in the open position, signals governing the switching may be considered suspended but only while switching.

612. STOPPED FOUL OF SIGNAL

When a movement, which has accepted an indication of an interlocking signal permitting it to proceed, stops before the leading locomotive or car has completely passed such signal, it may then proceed only after receiving permission from the signalman or under the provisions of Rule 611.

613. APPROACHING INTERLOCKING LIMITS

At a location not protected by an advance signal, a movement must approach interlocking limits prepared to comply with a signal indicating Stop.

614. LEAVING INTERLOCKING IN ABS OR CTC

When an interlocking is located in ABS or CTC, the indication of the last interlocking signal, in the direction of travel, also governs the movement to the next signal or Block End sign. If necessary to pass such signal in accordance with Rule 609, 610 or 611, unless otherwise specified in special instructions, Rule 509 or 564 also applies beyond the interlocking limits.

615. SINGLE UNIT OF EQUIPMENT RESTRICTED

A single unit of equipment must not be left standing on the movable portion of an interlocked drawbridge or within the interlocking limits of a railway crossing at grade.

616. DAMAGE TO INTERLOCKING

When it is known or suspected that:

- (i) a derailment has occurred; or
- (ii) track, appliances or signals are damaged or malfunctioning; the signalman must block all controls for signals governing movements over the affected routes at Stop. No move may then be permitted until the signalman has established that they may pass safely.

617. DISCONNECTING TRACK PARTS OR LOCKING DEVICES

Before any movement is permitted to pass over any movable track part or locking device which has been disconnected, all movable track parts affected must be spiked or secured in the required position and their controls blocked to prevent them from being operated.

618. MOVEMENTS ENTERING FOREMAN'S LIMITS

- (a) A movement may be authorized to enter or move within the limits of a TOP when instructed to protect against the foreman within specified limits. “Protect against foreman (name) between (location) and (location).”

- (b) The conductor and locomotive engineer or remote control operators must be made aware of the authority granted and have received specific instructions from the foreman before moving. The instructions must be repeated to, and acknowledged by, the foreman before being acted upon.
- (c) The signalman must maintain signal blocking against all other movements and must not authorize any other movement, or issue another TOP to apply, within the protected limits until the authority granted under this rule has been cancelled. Other members of the crew must immediately be advised of the cancellation and all copies of the cancelled authority must be destroyed.

619. TRANSFER BY SIGNALMEN

When relieved of duty, a signalman must make a transfer in a book or on a form provided for that purpose, of TOP and other authorities in effect. The transfer must include the time and other necessary information and must be signed by both the relieved and the relieving signalman.

620. NON-INTERLOCKED DRAWBRIDGES AND RAILWAY CROSSINGS AT GRADE

A movement must stop before any part of it passes the governing stop sign at a non-interlocked drawbridge or at a non-interlocked railway crossing at grade. If no conflicting movement is evident and the route is properly lined, the movement may resume. Special instructions will govern when there is an attendant in charge.

PROTECTION OF TRACK UNITS AND TRACK WORK

NOTICE: Wherever the term RTC appears herein, it also applies to signalman.

801. OCS CLEARANCE IN LIEU OF TOP

A clearance may be issued in lieu of TOP and the provisions of Rules 82, 85, 849, 302, 308.1, 311 and 312 apply.

802. SPEED

Unless otherwise authorized, track units must always be operated at track unit speed.

If track unit speed permits, on-track equipment must not exceed the manufacturer's recommended speed or any of the following speeds, whichever is less:

Type of Equipment Speed

Hy-rail vehicles over 6,800 kg GVW.....	25 MPH
Bridge Inspection/Hy-rail vehicles 6,800 kg GVW or under.....	45 MPH
Locomotive Cranes (with or without cars).....	30 MPH
Trackmobile without Cars.....	20 MPH
Trackmobile with Cars.....	10 MPH
Other on-track equipment.....	30 MPH
On-track equipment towed by other on-track equipment.....	20 MPH

Exception: Speed of on-track equipment designed for high speed travel will be governed by the System Special Instructions.

When determining the proper speed, take into consideration the following:

- Track conditions, such as grade, curvature and rail condition.
- Load.
- Sight distance.
- Visibility.
- Other conditions that might adversely affect the safe operation of on-track equipment.

803. TRACK UNIT AUTHORIZATION

Track occupancy by a track unit is permitted as follows:

Territory	Rule
OCS	Rule 842 TOP or Clearance
CTC	Rule 842 or TOP
Signalled Track	Rule 842 or TOP
Cautionary Limits	Rule 94

NOTE: See Rules 805 to 813 for rules applicable within interlocking limits.

804. TRACK WORK AUTHORIZATION

Track work is permitted as follows:

Territory	Rule
OCS	Rule 842, TOP or Clearance
CTC	Rule 842 or TOP
Signalled Track	Rule 842 or TOP
Cautionary Limits	Rule 840.2, Rule 842 Or TOP

NOTE: See Rules 805 to 813 for rules applicable within interlocking limits.

TRACK WORK AND TRACK UNITS AT RAILWAY CROSSINGS AT GRADE, DRAWBRIDGES, INTERLOCKINGS AND NON-INTERLOCKINGS

805. MANUAL AND OTHER INTERLOCKINGS NOT SPECIFIED IN THESE RULES - PROTECTION OF TRACK UNITS AND TRACK WORK

See special instructions.

806. AUTOMATIC INTERLOCKINGS - RAILWAY CROSSINGS AT GRADE

(a) Track Work:

Rule 840.3 applicable.

(b) Track Units:

If no conflicting movement is evident, the track unit may proceed but must stop clear of the conflicting route, where the foreman must then unlock the box marked “switches”, and open the switch at the interlocking. The switch must not be closed until the track unit has cleared the conflicting route(s). EXCEPTION: A track unit that affects the signal system must stop before passing the interlocking signal.

Before permitting the track unit to proceed the foreman must wait five minutes or such greater time as may be posted in the box or indicated in special instructions. The required waiting period need not be observed when occupancy indication lights on the conflicting route(s) are illuminated. MULTI-TRACK - When the lights of the same railway on the adjacent track are not lighted and no movement is seen approaching, the foreman will contact the RTC before opening the switch, to ascertain whether or not a movement is closely approaching on that adjacent track to prevent displaying STOP indications to such movement.

807. LOCALLY-CONTROLLED INTERLOCKING - RAILWAY CROSSING AT GRADE

(a) Track Work:

Separate TOP for the interlocking or other written instructions issued by the signalman.

(b) Track Units:

Operation beyond the interlocking signal must not be made until verbal authority, hand signal or separate TOP for the interlocking has been received from the signalman. If the control office is closed or all attempts to communicate with the signalman fail, the foreman must;

- (i) if no conflicting movement is evident, unlock the box marked “switches” located at the interlocking and, after opening the switch must wait five minutes or such greater time as may be specified in the box before permitting the track unit to proceed;
- (ii) not close the switch until the track unit clears the interlocking limits; and
- (iii) where switches are not provided, follow the instructions posted in the box or contained in special instructions.

808. LOCALLY-CONTROLLED INTERLOCKING - DRAWBRIDGES

(a) Track Work:

Separate TOP for the interlocking or other written instructions issued by the signalman.

(b) Track Units:

Operation beyond the interlocking signal must not be made until verbal authority, hand signal or separate TOP for the interlocking has been received from the signalman.

If there is no signalman on duty, the track unit may proceed after the foreman has ascertained that the route is properly lined.

809. REMOTELY-CONTROLLED INTERLOCKING - RAILWAY CROSSING AT GRADE

(a) Track Work:

Separate TOP for interlocking.

(b) Track Units:

Operation beyond the interlocking signal must not be made until a separate TOP for the interlocking has been received from the signalman. Where specified in special instructions, the signalman may provide verbal authority for the foreman to occupy the interlocking limits.

810. REMOTELY-CONTROLLED INTERLOCKING - DRAWBRIDGES

(a) Track Work:

Separate TOP for interlocking.

(b) Track Units:

Operation beyond the interlocking signal must not be made until a separate TOP for the interlocking has been received from the signalman.

811. SIGNALMAN REQUIREMENTS- CONTROLLED INTERLOCKINGS

Before giving verbal authority or a hand signal to proceed, a signalman must;

- (a) ensure there are no conflicting movements within or authorized to enter the authorized route;
- (b) block at STOP all devices controlling signals governing movements into the authorized route; and
- (c) maintain the blocking until the foreman has reported clear of the authorized route.

812. NON-INTERLOCKED RAILWAY CROSSINGS AT GRADE

(a) Track Work:

Rule 840.1 applicable.

(b) Track Units:

Operation beyond the governing stop sign must not be made until it is ascertained that no conflicting movement is evident. Special instructions will govern, when there is an attendant in charge.

813. NON-INTERLOCKED DRAWBRIDGES

(a) Track Work:

Rule 840.1 applicable.

(b) Track Units:

Operation beyond the governing stop sign must not be made until it has been ascertained that the route is properly lined. Special instructions will govern, when there is an attendant in charge.

TRACK UNITS OPERATING OVER POWER-OPERATED AND DUAL CONTROL SWITCHES

814. POWER-OPERATED SWITCHES

When a track unit(s) is required to move over a power-operated switch;

- (a) the switch must be lined by the RTC, except where the RTC gives permission to the foreman to have it operated by a qualified employee; and
- (b) when a power-operated switch is operated by a qualified employee, and after the track unit has cleared the switch points, the foreman must immediately advise the RTC.

815. DUAL CONTROL SWITCHES

When a track unit(s) is required to move over a dual control switch;

- (a) the switch must be lined by the RTC, except where the RTC gives permission to the foreman to operate such switch in the “hand” position; and
- (b) when a dual control switch is operated by the foreman in the “hand” position, and after the track unit has cleared the switch points, the foreman must ensure that the selector lever has been restored to the “power” position and locked and immediately advise the RTC.

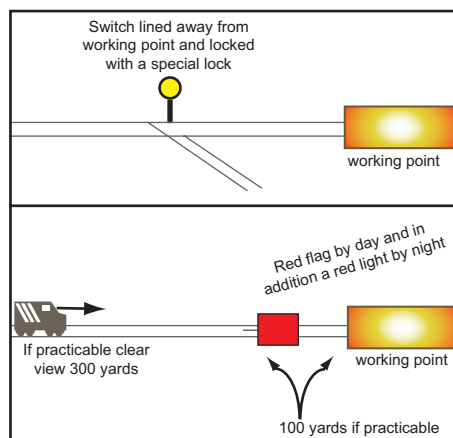
816. FOREMAN REQUIREMENTS - IDENTIFYING ARRIVAL AND/OR DEPARTURE OF MOVEMENTS

When a foreman has been authorized to perform track work behind or has authorized a movement(s) to pass through working limits, the foreman must not enter the track at a location within the limits until it has been positively ascertained that the movement(s) have arrived and/or left that location. Such information may be received from the RTC or by identifying that a train has arrived by visually identifying the designated engine and TIBS or tail end remote locomotive. Movements operating without TIBS or a tail end remote locomotive must be identified by direct communication with a member of the crew of such or through the RTC.

Note: This requirement is also applicable to an employee providing arrival and departure information to the RTC from a field location.

840.1 PROTECTION OF TRACK WORK ON NON-MAIN TRACK - RULE 40.1

Note: Before starting any track work on a siding, the RTC must be advised. Before starting any track work on a yard track, the employee (if any) responsible for the yard tracks, must be advised.



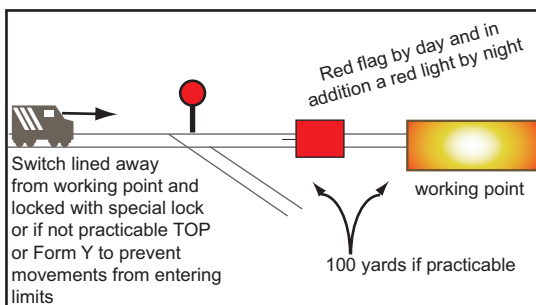
Before any track work is started, the foreman will provide protection as follows:

- (i) each switch must be locked with a special lock in the position which will prevent a movement from operating on the portion of track where work is to be performed; or
- (ii) place a red flag by day, and in addition, a red light by night, or when day signals cannot be plainly seen, between the rails in each direction from the working point. A derail capable of restricting access to the track where work will occur must be locked in derailing position near the red flag or light with an effective locking device. When practicable such signals must be placed at least 300 feet from the working point and where there will be a clear view of them from an approaching movement of 900 feet if possible. Where there is equipment on the track which prevents a clear view from an approaching movement of 900 feet the red signals must be placed to include such equipment.

Protection may be provided by using a combination of the requirements of items (i) and (ii).

- (iii) Before starting any track work at any location where the work will be protected by the use of the prescribed red signals, foreman must ensure the signals will be visible to all movements operating or switching within the limits.

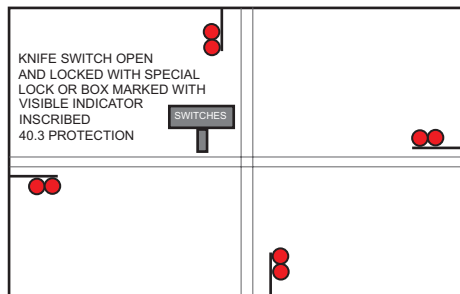
840.2 PROTECTION OF TRACK WORK IN CAUTIONARY LIMITS - RULE 40.2



Unless otherwise specified in special instructions,

- (a) Before any track work is started, the RTC and/or the employee responsible for the track must be advised, and in addition:
 - (i) The working limits must be protected by a red flag by day, and in addition, a red light by night, which must be placed between the rails, at least 300 feet where practicable, in each direction from the working point. The limits must be protected by lining and locking one or more main track switches to prevent access to the working limits. Such switches must be locked with special locks;
 - (ii) When not practicable to line and lock switches to prevent access to the working limits, TOP or Rule 842 protection must be obtained to restrict movements from entering the cautionary limits;
 - (iii) Switches within the working limits that provide access must be lined for normal position and locked with a special lock.
- (b) After track work is completed, main track switches lined to protect the track work must be restored to normal position. The RTC and/or the employee responsible for the track must be so advised.

840.3 PROTECTION OF TRACK WORK AT AUTOMATIC INTERLOCKING - RULE 40.3

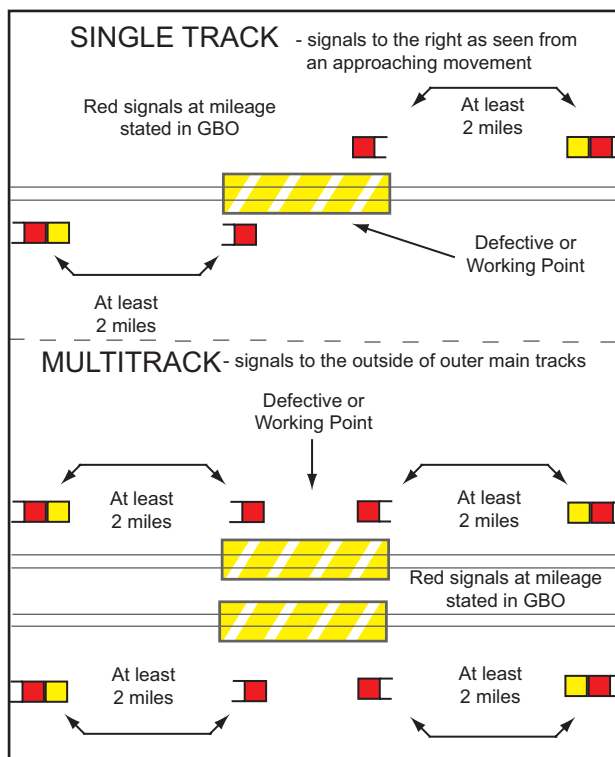


When the foreman is in possession of other protection encompassing all routes within the interlocking limits, protection as per Rule 840.3 is not required.

Track work may be performed within the limits of an automatic interlocked railway crossing at grade after protection has been provided as follows:

- Permission must be obtained from the RTC of both railways (where applicable).
- After permission has been obtained and before any track work is started, the foreman must open the box marked “switches”, open the knife switch and must wait five minutes or such greater time as may be posted in the box. The switch must be left open until track work is completed.
- In addition, a visible indicator marked “40.3 Protection” or special lock must be secured to the box marked “switches” to indicate that track work is ongoing.
- After track work is completed the RTC of both railways (where applicable) must be notified.

842. PLANNED PROTECTION - RULE 42



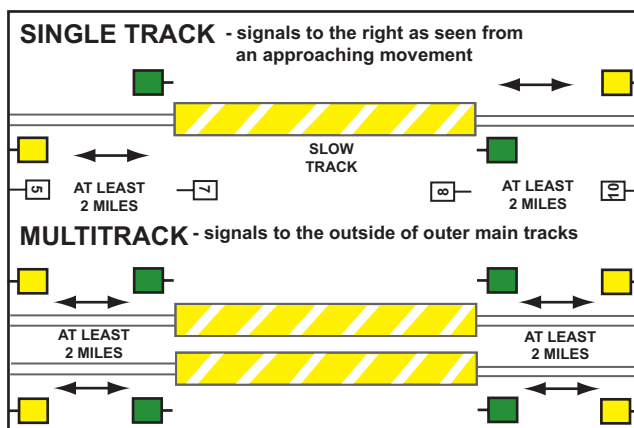
- When protection is required, the request must be in writing and on the prescribed form. When protection has been provided, the track and time limits must be confirmed in writing prior to the foreman named in the GBO arranging for the display of the prescribed flags as follows;

- (i) place a red flag at each location stated in the GBO to the right of the track as seen from an approaching movement; and
 - (ii) place a yellow over red flag at least two miles outside the track limits defined by the red flags, to the right of the track as seen from an approaching movement,
 - (iii) Track work must not be undertaken until the prescribed signals are in place in all directions,
 - (iv) Rule 842 flags must not be in place more than 30 minutes prior to or after the times stated in the GBO unless provided for in the GBO.
 - (v) Rule 842 limits must not be overlapped.
- (b) When a specific track is to be used, instructions from the foreman must specify the track upon which the instructions apply.

In CTC, when Rule 842 protection is in effect on more than one track or when signalled turnouts are within the limits there must be a clear understanding in writing between the foreman and the RTC as to what route(s) movements are to use. The foreman's instructions to the movement must be identical to the routing arrangement with the RTC. Should the foreman require operation on a specific track when the arrangement with the RTC was for more than one route, the foreman must make a new arrangement with the RTC before authorizing the movement.

- (c) Track limits shall be kept as short as practicable and be expressed in whole miles or by other identifiable locations.
- (d) The GBO must indicate the location of flags that cannot be placed at the distance prescribed by Rule 842.

843. SLOW TRACK PROTECTION - RULE 43

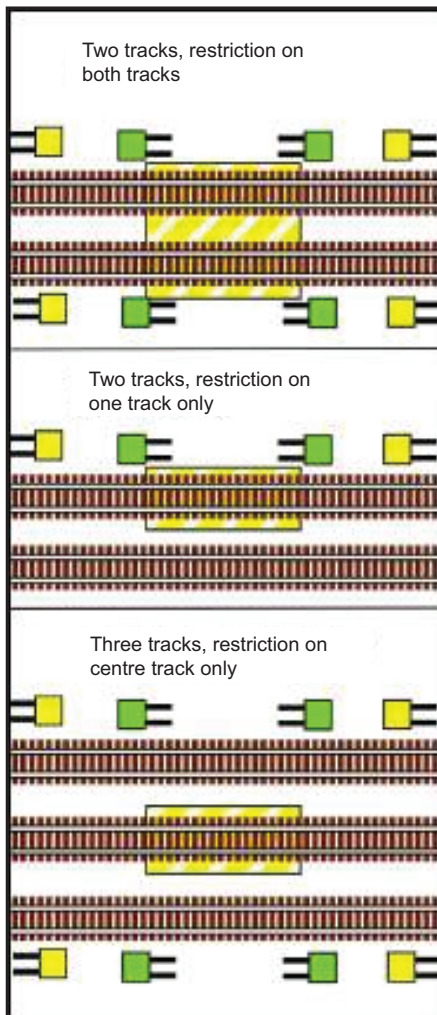


- (a) When slow track protection is required the request must be in writing and when practicable on the prescribed form, and after GBO protection has been provided, the speed restriction and limits must be confirmed to the foreman in writing who will arrange to:
 - (i) place a yellow flag at least two miles in each direction from the defect, to the right of the track as seen from an approaching movement; and
 - (ii) place a green flag in each direction, immediately beyond the defect, to the right of the track as seen from an approaching movement.
- (b) The GBO must indicate the location of flags that cannot be placed at the distance prescribed by Rule 843.
- (c) When the placement of flags as prescribed by Rule 843 is delayed, the RTC must be advised and the following must be added to the Form V: "Signals may not be in place." The flags must be placed as soon as possible and the GBO changed accordingly.

- (d) When a Rule 43 restriction is located at a single mile point, one green signal will be displayed to identify the restriction and may be displayed to either side of the track.
- (e) When a rail break has been detected by an engineering employee and it is safe to operate over the break at a speed less than posted speed, the RTC will provide GBO protection to affected movements stating the authorized speed over the break and how such location is marked in the field, by either a Rail Break Sign or foreman, at the break. Flags required by Rule 843 will not be in place.
- (f) The regular placement of flags as required by Rule 843 must be utilized after twenty four (24) hours if the defect is continuing.

845. SIGNAL PLACEMENT MULTI-TRACK

Except on a subdivision designated in special instructions, signals required by Rules 842 and 843, must be placed to the outside of the outermost track(s) and not between the main tracks.



846. MOUNTING OF SIGNALS

- (a) Signals displayed for protection of impassable or slow track must provide an unobstructed view of them as seen by the crew of an approaching movement. They will be of the prescribed colour, size and shape.
- (b) When a day signal cannot be plainly seen, each flag must be reflectorized or equipped with a reflectorized lens, target or disc, or a reflectorized sign may be used instead. In the application of Rules 840.1 and 840.2, the required light must be displayed.
- (c) Red, Yellow, and Yellow over Red flags may display those colours only in the direction of an affected approaching movement. Green flags must display that colour in both directions.

TRACK OCCUPANCY PERMITS

849. BEFORE ISSUING TOP AUTHORITY

Before issuing TOP authority, the RTC (or signalman within an interlocking) must;

- (a) ensure there is no conflicting movement within, or authorized to enter, the TOP limits to be granted unless such movement has been restricted in accordance with Rule 311, 567.1, 567.2, 618 or 618.1; and
- (b) in CTC and controlled interlockings, block at Stop all devices controlling signals governing the entry of movements into the limits to be granted. Signal blocking applied to protect a TOP must be maintained until the TOP is cancelled to the foreman.

850. SAME OR OVERLAPPING TOP LIMITS

The RTC (or signalman within an interlocking) must not authorize a movement to enter TOP limits when such limits are the same as or overlapping other TOP limits.

851. TOP AUTHORITY WITHIN CAUTIONARY LIMITS

- (a) A TOP must not be issued to apply within cautionary limits where there are movements operated that cannot be controlled by the RTC.
- (b) The RTC must not authorize a movement to the cautionary limit sign while a TOP is in effect within such limits.

852. TOP ENCOMPASSING CONTROLLED LOCATIONS

When authorized by a TOP to occupy a track within a controlled location, the authority includes any track within the controlled location that connects to that track but only to a point on the connecting track where occupancy would require separate TOP authority.

853. REMAINS IN EFFECT

A TOP once in effect continues so until superseded or cancelled.

854. ONE TRACK UNIT - FOREMAN REQUIREMENTS

Before acting under the authority of a TOP, a foreman in charge of a single track unit must;

- (a) read the TOP aloud to the employees accompanying the track unit; and
- (b) require those employees who hold a valid certificate of rules qualification to read and initial the TOP.

855. MULTIPLE TRACK UNITS AND/OR TRACK WORK - FOREMAN REQUIREMENTS

Before acting under the authority of a TOP, a foreman in charge of the protection of track work or in charge of more than one track unit must;

- (a) read the TOP aloud to at least one other employee involved in the work who holds a valid certificate of rules; and
- (b) when conditions permit, require those to whom the TOP is read aloud, to read and initial the TOP.

Special instructions will indicate additional procedures for protection of multiple work groups.

856. COMMUNICATION BETWEEN EMPLOYEES AND FOREMEN

An employee who has been made aware of the contents of the TOP must remind the foreman of the contents in sufficient time to ensure compliance.

857. MULTIPLE TOP

Special instructions will indicate additional procedures for protection of multiple work groups.

Multiple Work Group

Multiple Work Group — Job Briefing

When two or more work groups are using the same authority, the Employee In Charge (EIC) of the authority must have a job briefing with each work group.

Multiple Work Group — Documentation

The Employee in Charge (EIC) of the authority must document the following on the “Multiple Work Groups Using the Same Authority” form:

- Authority number
- Name of each work group using the authority
- Time acknowledgment received
- Time authority limits are cleared

When working limits have been established, the employee in charge of the other work group must document the following on the “Working Limits” form:

- Working limits
- EIC of the working limits
- At time
- Clear time

EXCLUSIVE TOP

858. EXCLUSIVE DESIGNATION

When an Exclusive TOP is issued, it must be indicated in the appropriate section of the TOP.

859. EXCLUSIVITY

Before an Exclusive TOP is issued, the RTC must verify that no other TOP, Form Y or Form T is in effect within the limits to be covered by the TOP. An Exclusive TOP must not be issued as a Follow-Up TOP.

860. AFTER ISSUING AN EXCLUSIVE TOP

Within the limits of an Exclusive TOP, the RTC must;

- (a) not issue another TOP;
- (b) not issue a Form T or Form Y;
- (c) not issue a Rule 311, 567.1, 567.2, 618 or 618.1 authority to a movement.

861. EXCLUSIVE TOP - TWO TRACK UNITS

When a second track unit is occupying the limits, both track unit operators must have a thorough understanding in writing as to the operation of each other.

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FOLLOW-UP TOP

862. RTC REQUIREMENTS

When one or more movements remain within the limits to be covered by a TOP, the RTC may issue a Follow-Up TOP to a foreman, provided such movements are authorized to proceed in the same direction and have left the location where the foreman will enter the limits of the TOP. The RTC;

- (a) may only issue the TOP to the foreman when the foreman is at the location where the foreman will enter the limits of the TOP;
- (b) must not issue the TOP if any of the movements are authorized to reverse within the limits; or
- (c) authorize any of the movements to reverse within the limits; and
- (d) before issuing the TOP, verify that each movement has left the location where the foreman will enter the limits; and
- (e) in the TOP, include the designation, time and location that the last movement has left.

863. FOREMAN REQUIREMENTS

When a Follow-Up TOP has been issued to a foreman and one or more movements remain within the limits of the TOP, the foreman, or any employees for whom the foreman is responsible, must;

- (a) not enter the limits of the TOP except at or behind a location which the designated movement has left;

Prior to fouling the track at the location where the track will be first occupied, employees who receive a Follow-Up TOP must:

- After receiving the authority, establish direct radio contact with a crew member of the movement
- Confirm the movement's identity by engine initials, number and direction
- Ascertain the movement's MP location, confirming it has passed the location where the track will be fouled or occupied.

Direct radio contact is not required when employees are occupying the track with authority following a movement and additional authority is received to follow the same movement.

An electronic device cannot be used to ascertain the movement has passed the point where the track will be occupied.

- (b) not pass the designated movement within the limits of the TOP.

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TOP CANCELLATION

864. FOREMAN REQUIREMENTS

Before a TOP is cancelled the foreman must;

- (a) ensure that:
 - (i) any employees or track unit(s) for which the foreman is responsible are clear of the track; and
 - (ii) the track within the limits of the TOP is safe for movements at normal speed, or is protected as prescribed by Rule 843; or
- (b) ensure all track units or track work for which the foreman is responsible within the limits of the TOP are protected as prescribed by Rule 842; or
- (c) be issued a new TOP to include the track affected by the track work or occupied by the track unit(s); and
- (d) promptly advise the RTC, stating the foreman's name, TOP number and the limits of the TOP to be cancelled.

865. RTC REQUIREMENTS

When a TOP is no longer required;

- (a) the limits of the TOP to be cancelled must be verified by the foreman and the RTC;
- (b) the RTC will cancel the TOP by stating to the foreman the TOP number, the cancellation time and the initials of the RTC;
- (c) the foreman must acknowledge the cancellation by repeating the TOP number, the cancelled time and the initials of the RTC to the RTC; and
- (d) the cancellation takes effect once it has been correctly repeated and acknowledged by the foreman.

Movement of On-Track Equipment

1. Movement of On-Track Equipment

On-track equipment must move at a speed that will allow stopping within half the range of vision short of:

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

2. Approaching Road Crossings

On-track equipment must approach all grade crossings prepared to stop and must yield the right of way to vehicular traffic. If necessary, flag the crossing to protect movement of on-track equipment. The use of horns at railroad crossings by all roadway machines and hyrail equipment is optional at the discretion of the operator.

3. Equipment Components Clear

Before passing over crossings, switches, derails and frogs, be sure all equipment components will clear.

4. Hy-Rail Vehicle Movement Over Spring Frogs, Self-Guarded Frogs, Lift Frogs, and Flange-Bearing Diamonds

Do not move hy-rails through the spring side of spring rail frogs or the low speed route(s) of lift frogs or flange-bearing diamonds, or make a facing point move through self-guarded frogs, except as outlined below:

- The hy-rail must stop before moving through the spring-rail frog, the self-guarded frog, or the low speed route(s) of the lift frog or flange-bearing diamond.
- When available, an employee must remain on the ground to guard against derailment and direct the hy-rail operator through the spring side of the frog.

Spring switches must be lined and locked for the route to be used before moving through the switches.

Hy-rail operators must look to ensure that switches are properly lined for movement before passing through the switches. When operating a hy-rail over a power operated switch, power operated derail, self-guarded frog, or low speed route(s) through a lift frog or flange-bearing diamond, do not exceed 5 MPH. Additionally, hy-rails must reduce to one half of their maximum authorized speed when operating over all other hand operated switches and frogs.

When operating a hand operated switch for hy-rail movement, return and lock it in the normal position after the hy-rail has passed the switch. When the train dispatcher or control operator is unable to line a dual-control switch for the desired route, hy-rail operators must first receive permission to operate the switch by hand as outlined in Rule 104.2 (Dual Control Switches).

5. Maintaining a Safe Braking Distance

On-track equipment operators are responsible for maintaining a safe braking distance between their on-track equipment and other on-track equipment, trains and engines.

For purposes of this rule:

Working mode will apply to on-track equipment stopped or moving slowly in the performance of maintenance activities. Traveling mode will apply to on-track equipment moving to and from a work location or performing inspection activities.

On-track equipment operators must:

- Insure that on-track equipment remains at least 300 feet behind a train or engine while in working or traveling mode, except when it has been determined by a job briefing that the train or engine is stopped and will not move.
- Insure that on-track equipment remains at least 300 feet behind other on-track equipment while in traveling mode. Exception: On track equipment may be “bunched” to make movements over short segments of track such as railroad crossings at grade (diamonds), moveable structures and control points. A job briefing must establish the procedure with all involved employees. Machines must be at least 50 feet apart during such movements. At grade crossings where, due to traffic volumes, it is determined that separation of 50 feet or more may allow aggressive highway vehicle operators to drive between machines, the interval may be reduced to not less than 25 feet, as long as environmental conditions are consistent with safe travel on the rail, and machines do not exceed walking speed.

If machines will be “bunched” when stopped, all employees must remain clear of the track until the entire movement has stopped, unless otherwise instructed by the employee in charge. After stopping, the lead machine operator must do the following:

- Dismount the machine.
- Assume a position that is visible to a following machine operator and anyone who could step into the path of the next approaching machine.
- Spot the following machine using hand signals.

Each successive operator must follow this procedure to spot the next machine.

- Use radio or hand signals to notify the operator of the following machine when slowing or stopping on-track equipment during traveling mode. If the following machine operator does not acknowledge the radio or hand signal, stop, dismount the on-track equipment and proceed, clear of the track, toward the following machine giving stop signals.
- Maintain at least 50 feet between on-track equipment while in working mode unless job briefing establishes a shorter distance due to existing working conditions. While in working mode, it is the responsibility of all machine operators to maintain a safe distance between their machine and other men and on-track equipment.
- Ascertain that a back-up alarm is activated and/or the appropriate whistle signal has been sounded and that the distance to be traveled is clear of workers and machines before making a back-up move.
- Follow these procedures when equipment is being tied up:
 - Secure all brakes, booms, locks and hooks.
 - Dismount the machine on the field side of the track away from traffic. If the track is between two live tracks, dismount on the side designated by the job briefing.
 - Stand beside the machine and direct the next roadway machine to a stop.
 - Do not go between machines until all machines have come to a stop or the employee in charge has given permission.

6. Getting On and Off Equipment

Employees must not get on or off work equipment while it is moving.

Exception: In an emergency, or where designated by special instructions or general order, employees may get on or off work equipment while it is moving. In addition, employees may get on and off the following equipment while it is moving in work mode: Tie Laying Machines, THS- 2000 Tie Insertion Machine, High Speed Undercutters, 09-3X Production Tamper, Ballast Distribution Systems 100 & 200, and Rail Heaters. Work mode means when the equipment is engaged in its normal operation, moving less than 1 MPH, and not while traveling to a work site.

7. Display of Lights

If equipped with lights, on-track equipment will display a white light to the front and a red light to the rear.

8. Handling Emergency Situations

When there is an emergency, employees must not attempt to remove on-track equipment at the risk of their own safety.

9. Replacing Displaced Signals

Employees operating on-track or off-track equipment must replace signals such as flags, fixed signals and signs if they are displaced or disturbed.