



GCOR 2000

General Code of Operating Rules

Fourth Edition
Effective April 2, 2000

These rules herein govern the operation of the railroads listed and must be complied with by all employees regardless of gender whose duties are in any way affected thereby. They supersede all previous rules and instructions inconsistent therewith.

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Fifth Edition

Effective April 3, 2005

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Transition Guide GCOR Fifth Edition In effect April 3, 2005

**This Guide contains changes from the GCOR Fourth Edition
to the GCOR Fifth Edition.**

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LISTING OF RAILROADS ADOPTING THE GCOR

The following railroads are added to the list:

Adrian & Blissfield Railroad Company
Alabama & Tennessee River Railway,
LLC
Albany & Eastern Railroad Company
Alliance Terminal Railway, LLC
Alton & Southern Railway
C&NC Railroad Corporation
Canon City and Royal Gorge Railroad
Carolina Piedmont Railroad
Carrizo Gorge Railway
Central Illinois Railroad
Central Midland Railway
Charlotte Southern Railroad Company
Chicago SouthShore and South
Bend Railroad
D & I Railroad
Decatur Junction Railway Company
Detroit Connecting Railroad Company
Fulton County Railway, LLC
Georgetown Railroad Company
Golden Triangle Railroad
Great Northwest Railroad
Gulf Colorado & San Saba Railroad
International Bridge & Terminal
Company
Iowa Chicago & Eastern Railroad
Kansas & Oklahoma Railroad
Kaw River Railroad
Keokuk Junction Railway Company
Lake Superior and Ishpeming Railroad
Lapeer Industrial Railroad Company
Longview Switching Company

Maumee & Western Railroad
Michigan Shore Railroad
Minnesota Prairie Line
Mission Mountain Railroad
Missouri & Valley Park Railroad
Modesto & Empire Traction
Company
Nebraska Central Railroad Company
New Orleans & Gulf Coast Railway
Company
Northern Indiana Commuter
Transportation District
Pennsylvania Southwestern Railroad
Portland & Western Railroad
Portland Terminal Railroad
Company
Richmond Pacific Railroad
Richmond Terminal Railroad
Company
San Luis Central Railroad Company
South Kansas & Oklahoma Railroad
Stillwater Central Railroad
Tecumseh Branch Connecting
Railroad Company
Tennken Railroad Company Inc.
Texas Northeastern Railroad
Timber Rock Railroad
Tulare Valley Railroad
V&S Railway Inc.
Wabash Central Railroad
West Tennessee Railroad, LLC
West Tennken Railroad Corporation

The following railroads are deleted from the list:

Duluth, Missabe & Iron Range Railway Company
I&M Rail Link, LLC
Wisconsin Central Ltd.

SUMMARY OF RULE CHANGES

The following Rules are deleted:

5.9.8	Display of Cab Roof Light
5.16	Observe and Call Signals
6.7	Instructions to Clear Following Train
6.10	Calling Attention to Restrictions
6.11	Spacing Trains
Glossary Term	Men
Glossary Term	Trainman

The following new Rules are added:

1.6.2	Notification of Felony Convictions
1.6.3	Notification of Deteriorating Vision or Hearing
2.14.1	Verbally Transmitting and Repeating Mandatory Directives
6.5.1	Remote Control Movements
6.7	Remote Control Zone
6.10	Instructions to Clear Following Train
6.31.1	Permanent Speed Restrictions
8.19.1	Radio Controlled Switches
14.4.1	Radio Blocking
Glossary Abbreviation	RCO Remote Control Operator
Glossary Abbreviation	RCZ Remote Control Zone
Glossary Term	Crew Member
Glossary Term	Men or Equipment
Glossary Term	Radio Blocking
Glossary Term	Remote Control Operator (RCO)
Glossary Term	Remote Control Transmitter
Glossary Term	Remote Control Zone (RCZ)
Glossary Term	Working Limits

The following Rules are changed:

1.2.1	Care for Injured
1.2.3	Equipment Inspection
1.3.2	General Orders
1.3.3	Circulars, Instructions, and Notices
1.6	Conduct
1.6.1	Motor Vehicle Driving Records
1.15	Duty – Reporting or Absence
1.47	Duties of Crew Members
2.10	Emergency Calls
2.14	Mandatory Directive
5.3.5	Acknowledge Stop Signal
5.4.2	Display of Yellow Flag
5.4.3	Display of Yellow-Red Flag
5.4.7	Display of Red Flag or Red Light

5.4.8	Flag Location
5.8.1	Ringling Engine Bell
5.8.2	Sounding Whistle
5.9.1	Dimming Headlight
5.9.2	Headlight Off
5.13	Blue Signal Protection of Workmen
6.3	Main Track Authorization
6.4	Reverse Movements
6.4.1	Permission for Reverse Movements
6.5	Handling Cars Ahead of Engine
6.6	Picking Up Crew Member
6.13	Yard Limits
6.14	Restricted Limits
6.15	Block Register Territory
6.25	Movement Against the Current of Traffic
6.27	Movement at Restricted Speed
6.30	Receiving or Discharging Passengers
6.32.2	Automatic Warning Devices
6.32.4	Clear of Crossings and Signal Circuits
6.32.5	Actuating Automatic Warning Devices
6.32.6	Blocking Public Crossings
7.3	Additional Switching Precautions
8.3	Main Track Switches
8.9.1	Testing Spring Switch
8.16	Damaged or Defective Switches
8.19	Automatic Switches
8.20	Derail Location and Position
9.12.3	Automatic Interlockings
9.15	Track Permits
9.15.2	Clearing Track Permits
9.16	Stop and Proceed Indication
9.17	Entering Signaled Track at Hand-Operated or Spring Switch
9.17.1	Signal Protection in ABS by Lining Switch
9.21	Overlap Circuits
10.1	Authority to Enter CTC Limits
10.3	Track and Time
10.3.1	Protection of Limits
13.2.3	Elimination of Audible Indicator
13.3.3	Movement with an Inoperative Cab Signal Device
14.2	Designated Limits
14.3	Operating with Track warrants
14.4	Occupying Same Track Warrant Limits
14.5	Protecting Men or Equipment
14.7	Reporting Clear of Limits
14.10	Track Warrant in Effect

15.1	Track Bulletins
15.2	Protection by Track Bulletin Form B
15.4	Protection When Tracks Removed from Service
15.6	Change of a General Order, Special Instruction, or Rule
17.6	Conforming with Block Signals
17.7	ATC Failure / Cut Out Enroute
Glossary Term	Crossover
Glossary Term	Engineer

1.0 General Responsibilities

1.2 Personal Injuries and Accidents

1.2.1 Care for Injured

The Rule is changed to read:

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

1.2.3 Equipment Inspection

The second paragraph is changed to read:

The equipment inspected must be marked for identification and placed in custody of the responsible manager or employee until the claims department is contacted and determines disposition.

1.3 Rules

1.3.2 General Orders

The last paragraph is changed to read:

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.

1.3.3 Circulars, Instructions, and Notices

The Rule is changed to read:

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.

1.6 Conduct

The following new second paragraph is added:

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.

1.6.1 Motor Vehicle Driving Records

The last paragraph is changed to read:

An employee must report any conviction to an employee assistance representative within 48 hours after the employee receives notice of the conviction.

1.6.2 Notification of Felony Convictions

The following new Rule is added:

The conduct of any employee leading to conviction of any felony is prohibited. Any employee convicted of a felony must notify the proper authority of that fact within 48 hours after the employee receives notice of the conviction.

1.6.3 Notification of Deteriorating Vision or Hearing

The following new Rule is added:

Any engineer who has knowledge that their hearing or vision has deteriorated and cannot be corrected to the minimum acceptable requirement as outlined in federal regulations (20/40 distant visual acuity, 70 degree field of vision, ability to recognize/distinguish between railroad color signals, hearing loss no greater than 40 decibels) must report that fact immediately to the proper authority or the medical department.

1.15 Duty - Reporting or Absence

The following new last sentence is added:

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

1.47 Duties of Crew Members

The Rule is retitled and changed to read:

The conductor and the engineer are responsible for the safety and protection of their train and 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 train dispatcher 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.
 - Track warrant.
 - Track bulletin.or
 - Radio speed restriction.

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.
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.

2.0 Railroad Radio Rules

2.10 Emergency Calls

The Rule is changed to read:

Emergency calls will begin with the words "Emergency, Emergency, Emergency". These calls will be used to cover initial reports of hazardous conditions which could result in death or injury, damage to property or serious disruption of railroad operations such as:

- derailments
- collisions
- storms

- washouts
- fires
- track obstructions
- or
- emergency brake applications.

In addition, emergency calls must be made for the following:

- overrunning limits of authority
- or
- overrunning Stop indications.

Emergency calls must contain as much complete information on the incident as possible.

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

2.14 Mandatory Directive

The following new tenth bullet is added:

- Before a mandatory directive is acted upon, the conductor and engineer must each have a written copy and each crew member must read and understand it.

2.14.1 Verbally Transmitting and Repeating Mandatory Directives

The following new Rule is added:

When transmitting and repeating mandatory directives:

- State and spell single digit numbers by number and digit.
- State multiple digit numbers by number and digit.
- Identify decimal points as “point”, “dot”, or “decimal”.
- State and spell directions.

3.0 Standard Time

No changes to Chapter 3.

4.0 Timetables

No changes to Chapter 4.

5.0 Signals and Their Use

5.3 Hand and Radio Signals

5.3.5 Acknowledge Stop Signal

The Rule is changed to read:

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

5.4 Flags for Temporary Track Conditions

5.4.2 Display of Yellow Flag

A. Restriction Specified in Writing

The following paragraph is changed to read:

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

5.4.3 Display of Yellow-Red Flag

The following new first and second paragraphs are added:

Maintenance of Way employees may display yellow-red flags from one hour before to one hour after a track bulletin Form B is in effect. During that time, trains may accept verbal permission from the employee in charge as outlined in Rule 15.2 (Protection by Track Bulletin Form B).

The display of yellow-red flags as described does not extend the authorized working time beyond the times listed on the track bulletin Form B.

5.4.7 Display of Red Flag or Red Light

The third paragraph is changed to read:

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

5.4.8 Flag Location

The second paragraph is changed to read:

Flags or red lights must be displayed to the right of the track as viewed from an approaching train. In multiple main track territory or where sidings are adjacent to main track(s), they will be placed on the field side of outside tracks. Red flags or red lights may be displayed between the rails as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). Flags or red lights will be placed in this manner unless otherwise specified by track bulletin, track warrant, special instructions, or general order.

5.8 Bell and Whistle Signals

5.8.1 Ringing Engine Bell

The Rule is changed to read:

Ring the engine bell under any of the following conditions:

- Before moving, except when making momentary stop and start switching movements.
- As a warning signal anytime it is necessary.
- When approaching men or equipment on or near the track.
- When whistle signal (7) is required.
- Approaching public crossings at grade with the engine in front and sounding of the whistle is prohibited, start signal at the crossing sign. If no sign, or if movement begins between sign and crossing, start signal soon enough before crossing to provide warning. Continue ringing bell until the crossing is occupied.

5.8.2 Sounding Whistle

The Rule is changed to read:

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

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

Other forms of communications may be used in place of whistle signals, except signals (1), (7), and (8). See following chart.

The required whistle signals are illustrated by “o” for short sounds and “—” for longer sounds:

<u>Sound</u>	<u>Indication</u>
(1) Succession of short sounds	Use when persons or livestock are on the track at other than road crossings at grade. In addition, use to warn railroad employees when an emergency exists, such as a derailment. When crews on other trains hear this signal, they must stop until it is safe to proceed.
(2) —	When stopped: air brakes are applied, pressure equalized.
(3) — —	Release brakes. Proceed.
(4) o o	Acknowledgment of any signal not otherwise provided for.
(5) o o o	When stopped: back up. Acknowledgment of hand signal to back up.
(6) o o o o	Request for signal to be given or repeated if not understood.
(7) — — o —	Approaching public crossings at grade with the engine in front, start signal at least 15 seconds but not more than 20 seconds before the crossing. If movement exceeds 59 MPH, start signal at the crossing sign or not more than 1/4 mile before the crossing if no sign. Prolong or repeat signal until engine occupies the crossing.
(8) — o	Approaching men or equipment on or near the track, regardless of any whistle prohibitions. After this initial warning, sound whistle signal (4) intermittently until the head end of train has passed the men or equipment

5.9 Headlight Display

5.9.1 Dimming Headlight

The first paragraph is changed to read:

Approaching public crossings at grade with engine in front, the headlight must be on bright at the crossing sign. If no sign, or if movement begins between sign and crossing, the headlight must be on bright soon enough before the crossing to provide warning. Except when the engine is approaching and passing over a public crossing at grade, dim the headlight during any of the following conditions:

Item 4. is changed to read:

4. When approaching and passing the head end of a train at night.

5.9.2 Headlight Off

The following Note in [Diagram A.] is deleted:

Note: Switch lined for main track.

5.9.8 Displaying Cab Roof Light

This Rule is deleted.

5.13 Blue Signal Protection of Workmen

B. How to Provide Protection

Item 1. is changed to read:

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

C. Blue Signal Readily Visible to Engineer

Items 1. and 2. are changed to read:

1. A blue signal must be attached to the controlling engine and be visible to the engineer or employee controlling the engine.
2. Engines equipped for remote control operations must be in manual.

5.16 Observe and Call Signals

This Rule is deleted. Its requirements are incorporated into revised Rule 1.47 (Duties of Crew Members).

6.0 Movement of Trains and Engines

6.3 Main Track Authorization

The following new tenth bullet is added:

- Rule 15.4 (Protection When Tracks Removed from Service)

6.4 Reverse Movements

The Rule is changed to read:

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

6.4.1 Permission for Reverse Movements

The following new second paragraph is added:

When a train or engine is advised that working limits have been established behind their train, obtain permission from the employee in charge to make any reverse movements, including within the same signaled block.

6.5 Handling Cars Ahead of Engine

The first paragraph is changed to read:

When cars or engines are shoved and conditions require, a crew member must provide protection for the movement. Cars or engines must not be shoved to block other tracks until it is safe to do so.

The third bullet is changed to read:

- Maximum timetable speed for snow service unless a higher speed is authorized by the employee in charge.

6.5.1 Remote Control Movements

The following new Rule is added:

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

Relief of Providing Protection

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

1. The remote control zone has been activated.
2. Switches/derails are known to be properly lined.
3. Track(s) within the zone are known to be clear of other trains, engines, railroad cars, and men or equipment fouling track.

This process must be repeated each time the remote control zone is activated.

6.6 Picking Up Crew Member

Item 1. (a) is changed to read:

- a. Another authority is not in effect within the same or overlapping limits unless conflicting movements are protected.

Item 4. is changed to read:

4. Movement will not be made into or within yard limits, restricted limits, interlocking limits, drawbridges, railroad crossings at grade, or track bulletin Form B limits.

6.7 Instructions to Clear a Following Train

This Rule is deleted and is renumbered as Rule 6.10 (Instructions to Clear a Following Train).

6.7 Remote Control Zone

The following new Rule is added:

A. Entering Remote Control Zone

Before entering a remote control zone, all employees that are not part of the remote control crew must determine whether the zone is activated. Employees may receive this information from the remote control operator, other authorized employee, or special instructions.

When the remote control zone is activated, track(s) within the zone must not be fouled with equipment, occupied, or switches operated until the remote control zone has been deactivated or permission is granted by the remote control operator to enter the remote control zone.

Protection must be provided while other employees are in the remote control zone. The remote control operator must know the track is clear and switches are properly lined after other employees are clear of the remote control zone.

B. Transfer of an Active Remote Control Zone

An active remote control zone may be transferred to other remote control operators. A job briefing must be conducted each time the zone is transferred between remote control operators and, if applicable, other authorized employee.

C. Deactivating Remote Control Zone

When the remote control operator ends the tour of duty, the remote control zone must be deactivated except the remote control zone may remain active if:

- Transferred.
- or
- Special instructions specify the hours the remote control zone is active.

6.10 Calling Attention to Restrictions

This Rule is deleted. Its requirements are incorporated into revised Rule 1.47 (Duties of Crew Members).

6.10 Instructions to Clear a Following Train

The following new Rule is added. This was formerly Rule 6.7 (Instructions to Clear a Following Train).

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

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

6.11 Spacing Trains

This Rule is deleted.

6.11 [Not Used]

Added as a "Place Holder". There is no Rule 6.11 in the GCOR Fifth Edition.

6.13 Yard Limits

The first paragraph is changed to read:

Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines, only after obtaining a track warrant, listing all track bulletins that affect their movement. Engines must give way as soon as possible to trains as they approach. Engines must keep posted as to the arrival of passenger trains and must not delay them.

6.14 Restricted Limits

The first paragraph is changed to read:

Between designated points specified by signs and in the special instructions, trains and engines are authorized to use the main track not protecting against other trains or engines, only after obtaining a track warrant, listing all track bulletins that affect their movement. All movements must be made at restricted speed.

6.15 Block Register Territory (BRT)

The first paragraph is changed to read:

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

The second bullet is changed to read:

- If the register indicates the territory is occupied, entry cannot be made on the register until the employee in charge or engineer of each preceding entry has been contacted. When the territory is jointly occupied, movements must be made at restricted speed.

6.25 Movement Against the Current of Traffic

The following new fourth bullet is added:

- Rule 9.17.1 (Signal Protection in ABS by Lining Switch).

6.27 Movement at Restricted Speed

The first paragraph is changed to read:

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

The second paragraph is changed to read:

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

6.30 Receiving or Discharging Passengers

The Rule is changed to read:

A. Passenger Crew Responsibilities

When approaching a station to receive or discharge passengers, determine if the train is routed on the track nearest the station platform. If other trains could pass on a main track or controlled siding between the passenger train and the station platform:

- Communicate with the train dispatcher to determine whether any trains are approaching between the train and the station platform.
- Do not make the station stop until assured that trains will not pass between the train and the station platform.

If unable to communicate with the train dispatcher, the station stop may be made after the crew determines that no trains are approaching on the track between the train and the station platform. Before making the station stop, the conductor must assign crewmember responsibilities to ensure passenger safety. If during the station stop a train is seen or heard approaching, crewmembers must take immediate action to keep passengers from fouling the affected track.

B. Responsibilities of Approaching Movements

When notified that a passenger train will be at a station, do not pass between station platform and a passenger train until assured that all passengers and employees have cleared the track between the passenger train and the station platform. Movement may then pass when preceded by an employee walking ahead of the movement.

C. Other than Main Track Movements

A movement must not pass between a passenger train and the station platform being used unless safeguards are provided.

6.31 Maximum Authorized Speed

6.31.1 Permanent Speed Restrictions

The following new Rule is added:

Permanent speed restrictions must not be exceeded until the rear of the train clears the limits of the restriction, unless otherwise specified.

6.32 Road Crossings

6.32.2 Automatic Warning Devices

The Rule is retitled and changed to read:

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

- Movement has stopped within 3,000 feet of the crossing.
 - Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
 - Movement is closely following another movement.
 - Movement is on other than the main track or siding.
- or
- Movement enters a main track or siding within 3,000 feet of the crossing.

Employees must observe all automatic warning devices and report any that are malfunctioning to the train dispatcher or proper authority by the first available means of communication. Notifv all affected trains as soon as possible.

A. Automatic Warning Devices Malfunctioning

Use the following table to properly complete movement over the crossing:

Movement When Notified That Automatic Warning Devices Have An Activation Failure, Are Disabled, or Malfunctioning	
If ...	Then ...
The crew is notified that the crossing warning system has an activation failure or that the crossing warning system has been disabled, and an equipped flagger is not at the crossing to provide warning.	Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member. Then proceed at normal speed.
The crew is notified that the crossing warning system is malfunctioning, and an equipped flagger is not at the crossing to provide warning.	Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member, or If devices are seen to be working or when instructed by the train dispatcher or proper authority, proceed over the crossing at 15v MPH without stopping until the head end of the train completely occupied the crossing. Then proceed at normal speed
The crew is notified that the crossing has one equipped flagger who is unable to provide warning in all directions of approaching traffic.	Proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing has one or more equipped flaggers who are able to provide warning in all directions of approaching traffic.	Proceed over the crossing at normal speed without stopping.
NOTE: An equipped flagger is a person other than a crew member who is equipped with an orange vest, orange shirt or orange jacket. At night, the vest, shirt or jacket must be fluorescent. The flagger must have a red flag or stop paddle by day and a light at night.	

When advised by the train dispatcher or proper authority that the automatic warning devices are repaired or returned to service, these restrictions no longer apply.

B. Whistle for Crossing

When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2(7) regardless of any prohibition.

6.32.4 Clear of Crossings and Signal Circuits

The second paragraph is changed to read:

When practical, avoid leaving cars, engines, or equipment standing closer than 250 feet from the road crossing when there is an adjacent track.

6.32.5 Actuating Automatic Warning Devices Unnecessarily

The Rule is retitled and the first sentence is changed to read:

Avoid actuating automatic warning devices unnecessarily by leaving switches open or permitting equipment to stand within the controlling circuit.

6.32.6 Blocking Public Crossings

The Rule is changed to read:

When practical, a standing train or switching movement must avoid blocking a public crossing longer than 10 minutes.

7.0 Switching

7.3 Additional Switching Precautions

The seventh bullet of the second paragraph is changed to read and the following new eight and ninth bullets are added:

- 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.

8.0 Switches

8.3 Main Track Switches

"or" is moved to follow the sixth bullet and the following new seventh bullet is added:

- or
- Within ABS-TWC, ABS-DTC, or Rule 9.14 (Movement with the Current of Traffic) territory at the entering switch of a siding after the following has been done:
 1. Communication has been established between crews of trains meeting or passing.
 2. An understanding has been reached that the train on the main track will stop and restore the switch to the normal position. A crew member must not report clear of the limits until it is known the switch is lined and locked in the normal position.

8.9 Movement Over Spring Switches

8.9.1 Testing Spring Switch

Item 3. is changed to read:

3. The switch is not protected by a block signal or switch point indicator.

The following new last paragraph is added:

The switch does not need to be tested if it has been lined for the diverging route or written instructions advise the crew that the spring switch has been spiked.

8.16 Damaged or Defective Switches

The Rule is changed to read:

Report a switch that is damaged or defective to the train dispatcher, 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.

8.19 Automatic Switches

The following paragraph is deleted:

On Siding. A train operating on a siding must be stopped before it passes the overlap sign until it is authorized to proceed.

8.19.1 Radio Controlled Switches

The following new Rule is added:

The location of radio controlled switches and operating instructions will be designated in the timetable/special instructions.

8.20 Derail Location and Position

The following new last paragraph and bullets are added:

Derails that are used in conjunction with Rule 5.12 (Protection of Occupied Outfit Cars), Rule 5.13 (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 in non-derailing position with an effective locking device.

9.0 Block System Rules

9.12 Stop Indications

9.12.3 Automatic Interlockings

The Rule is changed to read:

At a signal displaying a Stop indication, the crew will be governed by instructions in the release box, special instructions, or other instructions. After complying with the instructions that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed. However, if there is a conflicting movement, the train must not proceed until the movement has passed or stopped, and both crews agree on the next movement.

9.15 Track Permits

The Rule is changed to read:

On tracks designated in the timetable, a track permit will authorize a train, track car, machine, or employee to occupy the main track or tracks between specific points. The track permit must be issued by a designated control operator under the direction of the train dispatcher. Within these limits, movements may be made in either direction according to signal indication.

Limits designated by a switch extend only to the signal governing movement over the switch, unless otherwise designated.

A train must obtain authority to pass a controlled signal displaying Stop indication to enter track permit limits. Within track permit limits a train, after stopping, may pass a signal displaying Stop indication at restricted speed without further authority, except when signal governs movement at an interlocking.

9.15.2 Clearing Track Permits

The first paragraph is changed to read:

Marking or blocking devices must not be changed or removed until the limits have been released to the control operator.

The following new fourth and fifth paragraphs are added:

Employees reporting clear of track permit authority must state:

- Their name or other identification.
- Track permit number being released.
- Limits being released.

Releasing Portion of Limits

When a crew member informs the control operator that the authority is released between two specific points, the authority is considered void between those points. This track release must begin at the outer limit of the authority.

9.16 Stop and Proceed Indication

Item 2. (f) is changed to read:

- f. Move within track and time, work and time, work between, track permit, or track out of service limits.

9.17 Entering Signaled Track at Hand-Operated or Spring Switch

The Rule is retitled and the second paragraph is changed to read:

In ABS territory, when authorized to enter the signaled track, a crew member or switch tender must open the switch and wait 5 minutes at the switch to establish block signal protection. If at the end of 5 minutes the employee does not hear or see movement approaching, the train may enter the signaled track. At a crossover, line the switch in the track the train is on, wait the 5 minutes, then line the other switch of the crossover.

A. When Hand Operation of a Spring Switch or 5-Minute Wait is Not Required

Items 3. and 4. are changed to read:

3. Block signal governing movement to signaled track indicates proceed.
4. Block signals governing movements on the signaled track indicate that no train is approaching from either direction.

9.17.1 Signal Protection in ABS by Lining Switch

The following new last paragraph and Items a., b., and c. are added:

In addition, before crossing over or fouling a main track, trains must comply with the following:

- a. Do not move until 5 minutes after lining the switch.
- b. Locate the block signal that protects the switch against trains moving with the current of traffic. To move against the current of traffic past that signal, pull the leading engine or car 100 feet beyond the signal. Wait 10 minutes before moving any further against the current of traffic. Then proceed at restricted speed.
- c. To move against the current of traffic beyond any further signals, obtain authority as outlined in Rule 14.6 (Movement Against the Current of Traffic) or Rule 15.3 (Authorizing Movement Against the Current of Traffic).

9.21 Overlap Circuits

The following new last paragraph is added:

Unless otherwise instructed by the train dispatcher, a train on a siding at a meeting or passing point must not pass an overlap sign location until authorized to leave the siding.

10.0 Rules Applicable Only in Centralized Traffic Control (CTC)

10.1 Authority to Enter CTC Limits

Signal Governing Movement Over a Hand-Operated Switch

The following paragraphs are changed to read:

If a signal governs movement over a hand-operated switch that is not electrically locked, the control operator must authorize the train to enter the main track or controlled siding before the switch is opened. After the switch is opened, if the signal does not display a proceed indication, a crew member must wait 5 minutes at the switch. After the 5 minute wait if the signal does not display a proceed indication, move the train at restricted speed and notify the control operator.

However, if the block to be entered is occupied by its own standing train or when the hand-operated switch remains open, the movement may, after stopping, pass an absolute signal displaying a Stop indication without waiting 5 minutes and without contacting the control operator.

10.3 Track and Time

The first paragraph is changed to read:

The control operator may authorize a train to occupy a track or tracks within specified limits for a certain time period. Authority must include track designation, track limits, and either a time limit or the words “until released”. The train may use the track in either direction within the specified limits according to signal indication until the limits are verbally released.

A. Passing Signal Displaying Stop or Stop and Proceed Indication

The following new last sentence is added to Item 1:

Train must move at restricted speed.

Item C. title is changed to read:

C. Releasing When Within the Limits

The following new Item D. is added:

D. Releasing Portion of Limits

When a crew member informs the control operator that the authority is released between two specific points, the authority is considered void between those points. This track release must begin at the outer limit of the authority.

10.3.1 Protection of Limits

The last paragraph is changed to read:

Blocking or marking devices must not be changed or removed until limits have been released to the control operator.

11.0 Rules Applicable in ACS, ATC and ATS Territories

No changes to Chapter 11.

12.0 Rules Applicable Only in Automatic Train Stop System (ATS) Territory

No changes to Chapter 12.

13.0 Rules Applicable Only in Automatic Cab Signal System (ACS) Territory

13.2 Normal Operation

13.2.3 Elimination of Audible Indicator

[Diagram A.] and [Diagram B.] illustrating reverser handle positions are deleted. The Rule text is unchanged.

13.3 Unusual Conditions

13.3.3 Movement with an Inoperative Cab Signal Device

The first bullet of the third paragraph is changed to read:

- Proceed according to block signal indications, not exceeding 79 MPH.

14.0 Rules Applicable Only Within Track Warrant Control (TWC) Limits

14.2 Designated Limits

The first paragraph is changed to read:

Track warrant limits must be designated by specifying track, where required, and specific locations such as switches, mile posts, or railroad identifiable points. However, station names may be used as follows:

14.3 Operating with Track Warrants

Item 2. is changed to read:

2. If authorized to "WORK BETWEEN" two specific points, the train or engine may move in either direction between those points. When a crew member informs the train dispatcher that the authority is released between two specific points, the authority is considered void between those points. This track release must begin at the outer limit of the authority.

14.4 Occupying Same Track Warrant Limits

Item 4. is changed to read:

4. Trains are authorized to proceed through the limits of another train authorized to "WORK BETWEEN" two specific points, and track warrants instruct all trains to move at restricted speed within the overlapping limits. When station name(s) designate the overlapping limits, refer to Rule 14.2 (Designated Limits) for limits where trains are required to move at restricted speed.

“or” is moved to follow the Item 4. and the following new Item 5. is added:

or

5. Radio Blocking is authorized as outlined by Rule 14.4.1 (Radio Blocking).

14.4.1 Radio Blocking

The following new Rule is added:

Where designated by special instructions, in non-signaled territory, more than one train may be authorized to proceed in the same direction within the same or overlapping limits, provided the following train:

- Is notified on the track authority of the identity of the preceding train.
- Does not occupy the limits ahead of the preceding train.
- Notifies the crew of the preceding train that radio blocking has been authorized stating the limits.
- Is notified by the preceding train that the entire train has passed a specific location. Location specified must not be beyond limits indicated. The following words must be used: “(Train) clear of (location)”.
- Does not proceed beyond the last location the preceding train has reported to have passed.

All instructions between the trains must be written, repeated, and acknowledged with “THAT IS CORRECT” before being acted on. These written instructions between the trains must be retained until the end of tour of duty.

Notify the train dispatcher if communication cannot be established between the two trains. If necessary, radio blocking information may be relayed only by the train dispatcher.

The last named point of the following train’s authority must not extend beyond the last named point of the preceding train’s authority.

In the application of Rule 6.4 (Reverse Movements) and Rule 6.6 (Picking Up Crew Member), the movement must not go beyond the last specific location reported to the following train.

Written Instructions Between Trains		
(Suggested Form)		
<i>(Following Train ID) is authorized Radio Blocking from _____ to _____ behind (Preceding Train ID).</i>		
<u>LOCATION</u>	<u>TIME</u>	<u>CREW MEMBER</u>
<i>(Preceding Train ID) clear of _____ at _____ reported by _____</i>		
<i>_____ at _____ reported by _____</i>		
<i>_____ at _____ reported by _____</i>		
<i>_____ at _____ reported by _____</i>		
<i>_____ at _____ reported by _____</i>		

14.5 Protecting Men or Equipment

Items 1. and 2. are changed to read:

1. All trains are authorized to proceed in one direction only, and the track warrant specifies that men or equipment do not occupy limits ahead of these trains.
or
2. All trains authorized are notified of the men or equipment and have been instructed by track warrants to move at restricted speed within overlapping limits. When station name(s) designate the overlapping limits, refer to Rule 14.2 (Designated Limits) for limits where trains are required to move at restricted speed. Also, a track warrant must inform the employee in charge of men or equipment about the trains. If the track is not safe for trains to move at restricted speed, the employee must protect the track with red flags according to Rule 5.4.7 (Display of Red Flag or Red Light).

14.7 Reporting Clear of Limits

The first paragraph is changed to read:

A train without a crew member on the rear and operating in non-signaled or double track territory may report clear of the limits, report having passed a specific location, or release the track between two specific locations only when it is known the train is complete. This must be determined by one of the following ways:

14.10 Track Warrant in Effect

The following new second paragraph and bullets are added:

Employees reporting clear of track warrant limits must state:

- Their name or other identification.
- Track warrant number being released.
- Limits being released.

15.0 Track Bulletin Rules

15.1 Track Bulletins

Receipt and Comparison of Track Bulletins

The first paragraph is changed to read:

The conductor and engineer must receive a track warrant at their initial station unless otherwise instructed by the train dispatcher. All track bulletins that affect their train's movement must be listed on the track warrant, unless the track warrant shows "NONE" or "NO." The conductor and engineer must have copies of all track bulletins listed and other instructions required. Each crew member must read and understand them.

The following new second paragraph is added:

All crew members are responsible for complying with the requirements of track bulletins and reminding each other of those requirements.

The following new last paragraph is added:

At locations where track warrants listing track bulletins are received by printer or fax, crew members must verify that route description, if printed, covers the intended route of their train. If it does not, contact the train dispatcher and determine if the track warrant is valid. Also, crew members must check the date and “OK” time on the track warrant and if the track warrant is over 4 hours old, contact the train dispatcher and determine if additional track bulletins are needed.

15.1.1 Changing Address of Track Warrants or Track Bulletins

If the address must be changed on a track warrant used to deliver track bulletins only or a track bulletin that does not grant authority according to Rule 15.3 (Authorizing Movement Against the Current of Traffic), the train dispatcher may verbally change the train symbol, engine identification, direction, or date.

15.2 Protection by Track Bulletin Form B

A. Verbal Permission

The second bullet and following paragraph of Item 2. are changed to read:

- “(Train) may proceed through the limits at _____ MPH (or maximum authorized speed) but not exceeding _____ MPH between/at (specifying location) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

The following new Item 4. is added:

4. To require a train to stop at a designated location within the limits, add the following:
 - “(Train) must stop at (location) for additional instructions.”

15.4 Protection When Tracks Removed from Service

The Rule is changed to read:

Before a track is removed from service it must be protected.

A track bulletin may protect tracks removed from service by designating the track and naming the points at each end of the track. Trains must not use this track, unless the track bulletin states the name or title of an employee who may authorize use, and this person directs all movement. Movements must be made at restricted speed.

Proper authority must also be received to pass an absolute signal displaying a Stop indication to enter the out of service track. Except at interlockings, after stopping, movements may pass Stop indications within the out of service limits. Movements within the out of service limits may pass Stop and Proceed indications without stopping.

When required, the train dispatcher must advise crews of alternate routes and switch positions.

15.6 Change of a General Order, Special Instruction, or Rule

The Rule is retitled and the first paragraph is changed to read:

When authorized by the designated manager, a track bulletin may be used to issue, change, or cancel general orders, special instructions, or rules.

16.0 Rules Applicable Only in Direct Traffic Control (DTC) Limits

No Changes to Chapter 16.

17.0 Rules Applicable Only in Automatic Train Control (ATC) Territory

17.6 Conforming with Block Signals

The Rule is changed to read:

Cab signal indications do not supersede the indication displayed on block and interlocking signals. However, train speed may be increased when:

- Cab signal changes from Restricting to Clear where a block or interlocking signal is not located, but only after the train moves a distance equal to its length or reaches the next governing block signal or identified cab signal aspect change point.
- Cab signal changes from Restricting to Clear while train is stopped.
or
- Initiating movement.

Note: When the cab signal cycles from Clear to Restricting and immediately back to Clear, the train may continue at normal speed.

17.7 ATC Failure/Cut Out Enroute

Item 2. is changed to read:

2. After an absolute block is established in advance of a train:
 - If cab signals are operative or movement will be entirely in continuous block signal territory, proceed in accordance with signal indications not exceeding 79 MPH.
 - If cab signals are not operative and movement is outside continuous block signal territory:
 - Passenger trains may proceed not exceeding 59 MPH.
 - Freight trains may proceed not exceeding 49 MPH.

Glossary

Abbreviations

The following new Abbreviations are added:

RCO Remote Control Operator

RCZ Remote Control Zone

The following Terms are deleted:

Men

Railroad Employees.

Trainmen

Conductors, assistant conductors, brakemen, yard engine foremen, switchmen, and yard helpers.

The following new Terms are added:

Crew Member

Conductors, assistant conductors, brakemen, engineers, remote control operators, yard engine foremen, switchmen, and yard helpers.

Men or Equipment

A term referring to Engineering Department employees and their related equipment.

Radio Blocking

A method to establish an absolute block for a following train in non-signalized territory by direct communication with a preceding train.

RCO

See Remote Control Operator

RCZ

See Remote Control Zone

Remote Control Operator (RCO)

An employee who may operate an engine with or without cars by means of a remote control transmitter.

Remote Control Transmitter

A device that gives the remote control operator control of a remote control engine.

Remote Control Zone (RCZ)

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

Working Limits

A segment of track within definite boundaries on which movements may be made only as permitted by the employee in charge. Boundaries may be established using mile posts, station signs, timetable locations, or clearly identifiable points.

The following Terms are changed:

Crossover

A combination of two switches that connect two adjacent tracks.

Engineer

Also includes student engineers, firemen, hostlers, and remote control operators.

The Table of Contents and Index have been modified accordingly.