

New England Central Railroad

PTC Implementation Plan **(PTCIP)**

Date of Revision: 4/14/2010

Submitted in fulfillment of FRA Regulations Part 236, Subpart I, Section 236.1011 et.al.

New England Central Railroad PTC Project

PTC Implementation Plan (PTCIP)

PTCIP REVISION HISTORY

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TABLE OF CONTENTS

	PAGE
1. Introduction.....	1
1.1 New England Central Railroad Overview	2
1.2 New England Central Railroad.....	2
1.2.1 Passenger Service	6
1.2.2 Speed Limits	6
1.2.3 Ridership	6
1.3 Current New England Central Railroad Operations and Status	6
1.3.1 Existing Signal System Overview	6
1.3.2 Existing Rolling Stock Equipment Overview	7
1.3.3 Railroad Modernization Program	7
1.4 Organizational Relationships	7
1.4.1 NECR Project Coordinator.....	7
1.4.2 Amtrak Project Coordinator	7
1.4.3 Design Consultant	7
1.5 Request for Amendment of a PTCIP §236.1009(a)(2)(ii).....	7
1.6 Goals and Objectives.....	8
1.7 Success Criteria	8
1.8 Applicability	8
1.9 Document Overview.....	8
1.10 Acronyms and Definitions.....	10
2. Applicable Documents.....	14
3. PTC Functional Requirements [§236.1011(a)(1)]	14
4. Compliance [§236.1011(a)(2)]	14
5. Interoperability [§236.1011(a)(3)]	14
6. Installation Risk Analysis [§236.1011(a)(4)]	14
7. Deployment Sequence and Schedule [§236.1011(a)(5)]	14
8. Rolling Stock [§236.1011(a)(6)].....	15
9. Wayside Devices [§236.1011(a)(7)].....	15
10. Designating track as main line or non-main line [§236.1011(a)(8)]	15
10.1 Non Main Line Track Elements in New England Central Railroad Territory	15
10.2 Main Line Track for MTEA.....	23
11. Exceptions to Risk-Based Prioritization [§236.1011(a)(9)]	23

New England Central Railroad PTC Project

PTC Implementation Plan (PTCIP)

12. Scheduled Dates for PTCDP and PTCSP Delivery [§236.1011(a)(10)]	23
13. Main Line Track Exclusion Addendum [§236.1019]	24
13.1. MTEA Request for the New England Central Railroad	24
13.1.1 General	24
13.1.2 Description	24
13.1.2.1 Palmer Subdivision	24
13.1.2.2 Roxbury Subdivision	25
13.1.3 New England Central Railroad – Palmer and Roxbury Subdivision Operation	25
13.1.4 Applicable Rules Section(s)	26
13.1.5 Proposed Operation that Meets Rule	26
13.1.5.1 Maximum Authorized Speed (MAS)	26
13.1.5.2 Train to Train Operation	26
13.1.5.3 Protection of Main Line Switch in Improper Position	27
14. Appendices	28

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New England Central Railroad – PTC Project

PTC Implementation Plan (PTCIP)

1. INTRODUCTION

This document is the PTC Implementation Plan Document (PTCIP) for the New England Central Railroad (NECR), to comply with the Federal Railroad Administration (FRA) Regulations for Part 236 I, Positive Train Control Systems; as Final Rule published January 15, 2010.

This section provides an overview of the NECR plan for its compliance with the requirements of filing an Implementation Plan in accordance with the mandate of the RSIA 08, and the requirements of the 49CFR236 Subpart I Final Rule. As defined in paragraph (a) (1) of 49 U.S.C. 20157:

“...each Class I railroad carrier and each entity providing regularly scheduled intercity or commuter rail passenger transportation shall develop and submit to the Secretary of Transportation a plan for implementing a positive train control system...”

NECR is a Class III short-line railroad sharing overhead traffic with Amtrak’s *Vermont* passenger service. Though NECR operates approximately 366 miles (589 km) of historic and strategic trackage in Massachusetts, New Hampshire, Vermont and Connecticut, only 236 miles of NECR territory operates passenger service; thus, the contents of this PTCIP will address only those sections of railroad on which Amtrak operates.

The NECR is filing an Main Line Track Exclusion (MTEA) exemption from 49 CFR Part 236, Subpart I PTC requirements. The explanation of NECR’s MTEA filings is provided in Section 13 of this plan. This MTEA location is also shown on the NECR track map attached Appendix II to this document.

1.1 NEW ENGLAND CENTRAL RAILROAD OVERVIEW

The NECR is the successor to the Central Vermont Railway which was sold by the CN to the RailTex Corp. in 1995, at which point it was renamed to the New England Central. It operates 366 miles of track between East Alburgh, VT and New London, CT, handling a wide range of commodities with emphasis on forest products and metals/construction materials. The NECR features seven days per week service to all major interchange points. NECR interchanges with four Class I railroads: Canadian National (CN) Railway at East Alburgh, VT, Canadian Pacific (CP) Railways at Bellows Falls, VT, Norfolk Southern (NS) at Brattleboro, VT and CSXT at Palmer, MA. Other rail partners such as the Vermont Railway (VTR), Washington County Railroad (WACR), Claremont Concord Railroad (CCRR), Pan Am Southern (PAS), Massachusetts Central Railroad (MCER), Green Mountain Railroad (GMRC), and the Providence & Worcester (PW) Railroad interchange with NECR at various points throughout the New England region.

NECR maintains significant operations at several locations along their line. Its main office and main shop are located in St. Albans, VT. Vermont's largest rail yard is the St. Albans yard, which handles upwards of 30,000 cars each year. Other significant operations are at White River Junction and Brattleboro, both of which are the location of offices and smaller yards. Palmer, Massachusetts serves as the main yard and office for operations south of the Vermont line.¹

1.2 NEW ENGLAND CENTRAL RAILROAD

NECR's traffic consists largely of general freight, with emphasis on lumber, panels & plywood, poles, newsprint, printing paper, compressed gas, chemicals, fuel oils, road salt, ferrous and non-ferrous metals, fabricated metals, resins, finished vehicles, feed mill ingredients, machinery & equipment, recyclables, ash, construction debris, foodstuffs and non-metallic minerals. Additionally, container on flat car (COFC) and trailer on flat car (TOFC) business is operated from the Canadian border to Boston, in partnership with the PW Railroad.

NECR also provides the availability for railcar storage, and on-line public warehouse and transfer yard facilities for rail/truck, truck/rail and rail/ocean service.

In addition to freight service, the NECR hosts Amtrak's *Vermont* service between Washington, D.C. and St. Albans Vermont. The *Vermont* operates daily, round trip service on NECR trackage between Palmer, MA and St. Albans VT (the *Vermont* schedule is attached as Appendix V to this document).

NECR territory is comprised of four subdivisions defined as follows:

¹ NECR is owned by RailAmerica, Inc., which is an owner of approximately 40 shortline and regional railroads across North America.

New England Central Railroad – PTC Project

PTC Implementation Plan (PTCIP)

- Swanton Subdivision – The Swanton Subdivision is the northernmost region of the NECR. This subdivision runs from St. Albans, VT to the US/Canada Border. A distance of 18.7 miles. The entire Swanton Subdivision is non-signaled, Yard Limits extend between MP-0 in St. Albans and MP-2.6 at Newton, with the rest of the line under Track Warrant Control (TWC) rules. There are two (2) passing sidings on the subdivision within the TWC control limits. The Amtrak *Vermont* does not run on this subdivision.
- Roxbury Subdivision - The Roxbury Subdivision runs from St. Albans, VT to the Windsor, VT., a distance of 132 miles. The Roxbury Subdivision uses a combination of Automatic Block Signaling (ABS) and TWC control. There are nine (9) passing sidings on the subdivision, all within the TWC control limits. The Amtrak *Vermont* runs the entire length of this subdivision.
- Palmer Subdivision - The Palmer Subdivision runs from Windsor, VT to the New London, CT., a distance of 169.4 miles. The Palmer Subdivision uses a combination of Centralized Traffic Control (CTC), ABS and TWC control. Yard Limits at Palmer, MA extend between MP-55.7 in Palmer and MP-64.8 at Belchertown. There are nine (9) passing sidings on the subdivision, six (6) within the TWC control limits and three (3) falling under CTC control. The Amtrak *Vermont* runs from Palmer, MA (MP-64.8) of this subdivision to Windsor, VT. (MP-169.4).
- Burlington Subdivision - The Burlington Subdivision runs from the Vermont Railway Yard in Burlington, VT to the junction at the SW Burlington Subdivision., a distance of 7.8 miles. The Burlington Subdivision utilizes TWC control on the mainline. The Amtrak *Vermont* does not run on this subdivision.

A map of the NECR is shown in Figure 1.1-1 supplemented by a detailed map of the NECR through Vermont in Figure 1.1-2.

New England Central Railroad – PTC Project
PTC Implementation Plan (PTCIP)

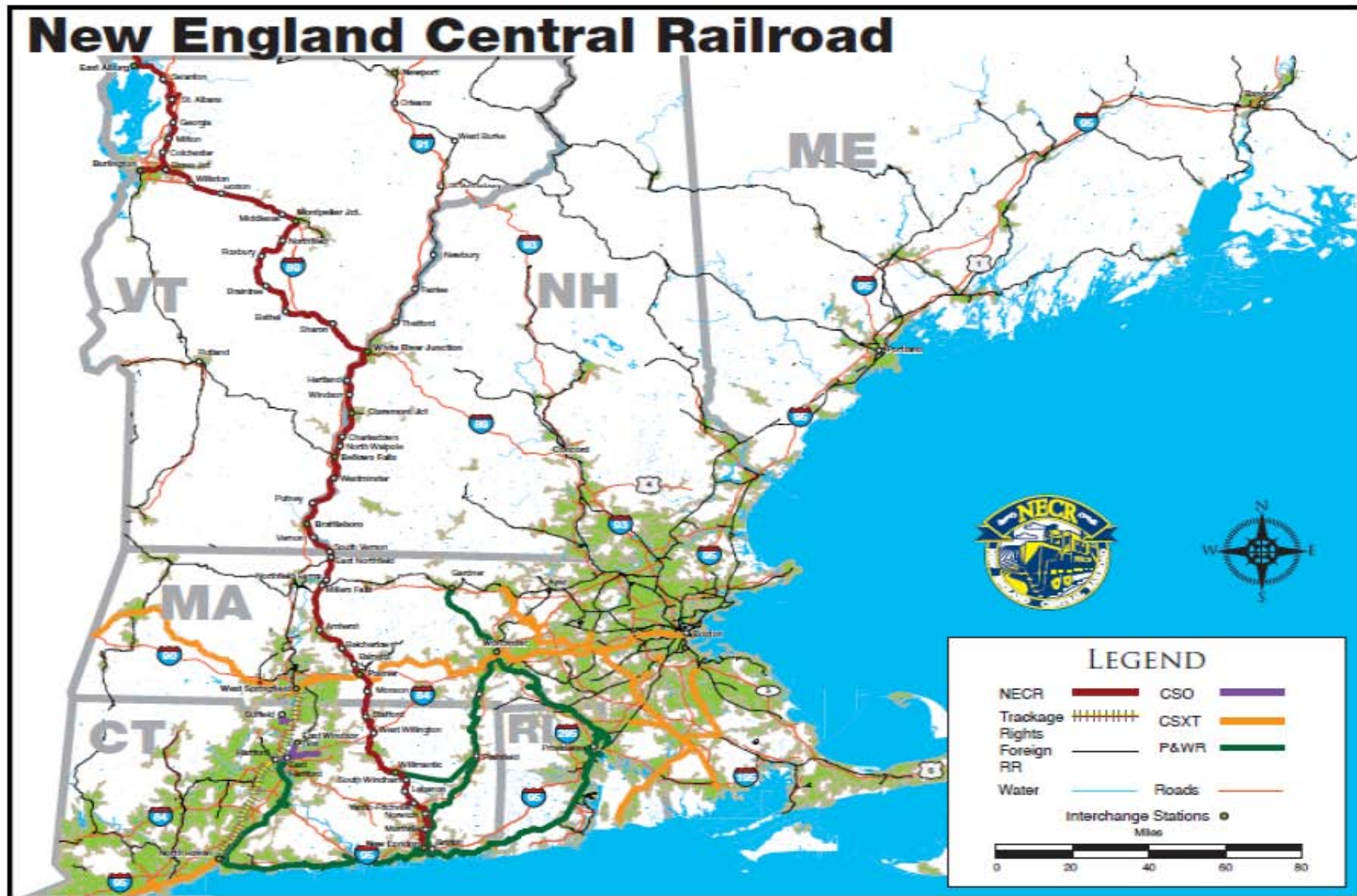


Figure 1.1-1 New England Central Railroad Map

New England Central Railroad – PTC Project PTC Implementation Plan (PTCIP)



Figure 1.1-2 NECR Through Vermont

1.2.1 PASSENGER SERVICE

The NECR hosts Amtrak's *Vermont* passenger service operating two trains daily. These trains operate on NECR trackage from Palmer, MA to St. Albans, VT, a distance of 236 miles. The *Vermont* makes station stops at St. Albans, Burlington-Essex Jct., Waterbury-Stowe, Montpelier-Barre, Randolph, White River Jct., Windsor-Mt. Ascutney, Claremont, NH, Bellows Falls, Brattleboro, and Amherst, MA. The train provides service to/from all major east coast cities south of Springfield, MA to Washington, DC including NYC, Philadelphia, and Baltimore. The *Vermont* egresses from Springfield, MA onto the CSXT mainline east to Palmer, MA where it interchanges with the NECR and continues its trip north.

1.2.2 SPEED LIMITS

The current Maximum Authorized Speed (MAS) on NECR is 59 mph passenger and 40 mph freight. The current MAS and Permanent Speed Restrictions for the NECR Main Line are listed within the Railroad Division Timetable which is attached as Appendix I to this document.

1.2.3 RIDERSHIP

For FY 2009, the total trip ridership on Amtrak's *Vermont* line, which traverses the NECR was approximately 74,016 rides. Additional details about ridership are contained in the Tables of passenger volumes by segment found in the Appendix IV to this PTCIP.

1.3 CURRENT NEW ENGLAND CENTRAL RAILROAD OPERATIONS AND STATUS

The following section presents an overview of the current operational and functional systems in place on the New England Central Railroad System.

1.3.1 EXISTING SIGNAL SYSTEM OVERVIEW

On the segment of railroad traversed by the *Vermont*, the NECR uses a combination of CTC, ABS, and TWC (non-signaled). All TWC Forms are administered by the dispatcher located at the ARDC in St. Albans, VT.

- Roxbury Subdivision - The Roxbury Subdivision runs from St. Albans, VT to the Windsor, VT., a distance of 132 miles. The Roxbury Subdivision uses a combination of automatic block signaling and TWC control. There are nine (9) passing sidings on the subdivision, all within the TWC control limits. The Amtrak *Vermont* runs the entire length of this subdivision.
- Palmer Subdivision - The Palmer Subdivision runs from Windsor, VT to the New London, CT., a distance of 169.4 miles. The Palmer Subdivision uses a combination of CTC, automatic block signaling and TWC control. Yard Limits at Palmer, VT. extend between MP-63.7 in Palmer and MP-67.0 at Belchertown. There are nine (9) passing sidings on the subdivision, six (6) within the TWC control limits and three (3) falling under CTC control. The Amtrak *Vermont* runs from Palmer, VT. (MP-64.8) of this subdivision to Windsor, VT. (MP-169.4).

New England Central Railroad – PTC Project

PTC Implementation Plan (PTCIP)

1.3.2 EXISTING ROLLING STOCK EQUIPMENT OVERVIEW

The NECR fleet consists of 16 Diesel Electric Locomotives mostly Electro-Motive Division General Purpose (GP) class. NECR has no plans to introduce PTC upgrades to any of their motive power.

1.3.3 RAILROAD MODERNIZATION PROGRAM

NECR will receive a \$51million federal economic stimulus grant to improve passenger rail speeds between St. Albans and Palmer, Massachusetts. The \$51 million grant will fund highway grade crossing improvements, eliminate pole line, replace track ties, eliminate 100 pound welded rail, increase train speeds up to 79 mph and upgrade bridges along the rail line which will result in a 27 minute travel time savings for passengers using Amtrak's *Vermont* service between St. Albans and East Northfield, Massachusetts.

1.4 ORGANIZATIONAL RELATIONSHIPS

NECR's PTC Project will be managed by a multi-disciplined team of RailAmerica, New England Central and Amtrak senior management and staff with assistance from consultant Gannett Fleming.

1.4.1 NECR PROJECT COORDINATOR

The Director of Signals and Communications for RailAmerica will be assigned to act as the liaison between the Amtrak PTC team and the New England Central Team (PTC Project Coordinator). The PTC Project Coordinator will provide overall program management and authority on behalf of NECR. The Project Coordinator will be the single point of contact for all PTC related activities and the interface to consultants, Amtrak, the FRA, and others as required.

1.4.2 AMTRAK PROJECT COORDINATOR

Amtrak will assign the Sr. Director PTC to act as the liaison between the NECR PTC team and the Amtrak PTC team. The Amtrak PTC Project Coordinator will provide overall program management and authority on behalf of Amtrak. The Project Coordinator will be the single point of contact for all PTC related activities and the interface to consultants, NECR team, the FRA, and others as required.

1.4.3 DESIGN CONSULTANT

Amtrak has engaged a consultant, Gannett Fleming Transit & Rail Systems, to provide the final documentation required for FRA submittal for the approval of the NECR's request of a MTEA exemption. The Design Consultant operates under the direct oversight of the Amtrak PTC project coordinator.

1.5 REQUEST FOR AMENDMENT OF A PTCIP §236.1009(a)(2)(II)

NECR will, if needed in the future, make and file a Request For Amendment (RFA) of its PTCIP in accordance with §236.1021. This process is Not Applicable to this PTCIP submission.

1.6 GOALS AND OBJECTIVES

The overall goals and objectives of the NECR PTCIP is to develop a compliant strategy and if appropriate, to file for an MTEA track exception as defined by §236.1019.

1.7 SUCCESS CRITERIA

NECR does not intend to deploy PTC based upon an MTEA track exception defined by §236.1019.

1.8 APPLICABILITY

HR 2095, the "Rail Safety Improvement Act of 2008", enacted in October 2008, requires that all carriers providing "intercity rail passenger transportation or commuter rail passenger transportation" have a system of Positive Train Control in operation by December 31, 2015. The law also goes on to require that "each entity providing regularly scheduled intercity or commuter rail passenger transportation" shall submit to the Secretary of Transportation a plan for the implementation of said systems by the date required, which is April 16, 2010. NECR will request a waiver from the law as outlined in paragraph §236.1019 and described in Section 13 of this document. We do not believe that the NECR would be required to deploy PTC and thus would not be required to provide an implementation plan per the statute §236.1019 (c) (2).

1.9 DOCUMENT OVERVIEW

This section provides an overview of the organization of this PTCIP.

- Section 1 describes the NECR operation, the PTC program general objectives, applicability, and scope of this document.
- Section 2 lists the documents that are referenced in this PTCIP.
- Section 3 will not be applicable to the NECR contingent upon the approval of this PTCIP by the FRA.
- Section 4 will not be applicable to the NECR contingent upon the approval of this PTCIP by the FRA.
- Section 5 will not be applicable to the NECR contingent upon the approval of this PTCIP by the FRA.
- Section 6 will not be applicable to the NECR contingent upon the approval of this PTCIP by the FRA.
- Section 7 will not be applicable to the NECR contingent upon the approval of this PTCIP by the FRA.
- Section 8 will not be applicable to the NECR contingent upon the approval of this PTCIP by the FRA.
- Section 9 will not be applicable to the NECR contingent upon the approval of this PTCIP by the FRA.

New England Central Railroad – PTC Project PTC Implementation Plan (PTCIP)

- Section 10 uses a track map to indicate which track segments NECR designates as mainline and which are non-mainline track.
- Section 11 will not be applicable to the NECR contingent upon the approval of this PTCIP by the FRA.
- Section 12 will not be applicable to the NECR contingent upon the approval of this PTCIP by the FRA.
- Section 13 contains NECR Main Line Track Exclusion Addendums (MTEA) as defined in FRA Rule §236.1019.
- Section 14 includes the several Appendices referenced in this PTCIP, which are included to provide supporting details that aid in understanding the PTCIP and its assertions and conclusions.

This PTCIP does not include a Notice of Product Intent (NPI) as an Appendix, per the definitions in §236.1009 (c) and §236.1013(e) of the Subpart I rule.

New England Central Railroad – PTC Project

PTC Implementation Plan (PTCIP)

1.10 ACRONYMS AND DEFINITIONS

The following is a list of abbreviations and acronyms that may be used in interpreting the NECR PTCIP and its Appendices:

<u>Acronym</u>	<u>Meaning</u>
AAR	Association of American Railroads
ABS	Automatic Block Signal
AMTRAK	National Rail Passenger Corp. Railroad
ARDC	American Rail Dispatching Center
AREMA	American Railway Engineering and Maintenance-of-Way Association
CFR	Code of Federal Regulation
COFC	Container On Flat Car
CTC	Centralized Traffic Control
FRA	Federal Railroad Administration
H.O.	Hand Operated as in H.O. Switch
IEEE	Institute of Electrical and Electronic Engineers
MOW	Maintenance of Way
MTEA	Main Line Track Exclusion Addendum
NECR	New England Central Railroad
NORAC	Northeast Operating Rules Advisory Committee
NPI	Notice of Product Intent
NPRM	Notice of Proposed Rule Making (by the FRA)
OTE	On-Track Equipment

New England Central Railroad – PTC Project
PTC Implementation Plan (PTCIP)

<u>Acronym</u>	<u>Meaning</u>
PIH	Poison by Inhalation Hazard
PSR	Permanent Speed Restriction
PTC	Positive Train Control
PTCIP	Positive Train Control Implementation Plan
PTCSP	Positive Train Control Safety Plan
RSAC	Railroad Safety Advisory Committee
ROW	Right Of Way
VTR	Vermont Railway
TCS	Traffic Control System
TIH	Toxic Inhalation Hazard
TSR	Temporary Speed Restriction
TWC	Track Warrant Control
U.S.C.	United States Code

The following lists the FRA definitions of specific terms that are used in the PTCIP:

Term	Meaning
Class I Railroad	A railroad which in the last year for which revenues were reported exceeded the threshold established under regulations of the Surface Transportation Board (49 CFR part 1201.1-1 (2008)).
Class II Railroad	A mid-sized freight-hauling railroad, in terms of its operating revenue. A railroad is considered a Class II Carrier by having annual operating revenues of less than \$250 million but in excess of \$20 million after applying the railroad revenue deflator formula shown in Note A of the regulations of the Surface Transportation Board (49 CFR part 1201.1-1 (2008)) Switching and terminal railroads are excluded from Class II status.

New England Central Railroad – PTC Project
PTC Implementation Plan (PTCIP)

Term	Meaning
Class III Railroad	A lesser freight-hauling railroad, in terms of its operating revenue. A railroad is considered a Class III Carrier by having annual operating revenues of less than \$20 million after applying the railroad revenue deflator formula shown in Note A of the regulations of the Surface Transportation Board (49 CFR part 1201.1-1 (2008)).
Host railroad	A railroad that has effective operating control over a segment of track.
Interoperability	The ability of a controlling locomotive to communicate with and respond to the PTC railroad's positive train control system, including uninterrupted movements over property boundaries.
Main line	Except as excepted pursuant to § 236.1019 or where all trains are limited to restricted speed, a segment or route of railroad tracks, including controlled sidings: <ul style="list-style-type: none"> (1) of a Class I railroad, as documented in current timetables filed by the Class I railroad with the FRA under § 217.7, over which 5,000,000 or more gross tons of railroad traffic is transported annually, as reported on the traffic density map required to be filed with the Surface Transportation Board. or (2) used for regularly scheduled intercity or commuter passenger service, as defined in 49 U.S.C. § 24102, or both.
Main Line Track Exclusion Addendum	The document defined by § 236.1019.
NPI	Notice of Product Intent as further described in § 236.1013.
PTC railroad	Each Class I railroad and each entity providing regularly scheduled intercity or commuter rail passenger transportation required to implement and operate a PTC system.
PTC System Certification	Certification as required under 49 U.S.C. § 20157 and further described in §§ 236.1009 and 236.1015.
Request For Amendment	A request for an amendment of a plan or system made by a PTC railroad in accordance with § 236.1021.
Segment of track	Any part of the railroad where a train operates. Each segment of track shall be defined as such in the PTCIP.

New England Central Railroad – PTC Project
PTC Implementation Plan (PTCIP)

Term	Meaning
Tenant railroad	A railroad, other than a host railroad, operating on track upon which a PTC system is required.
Track segment	Segment of track
Fail-Safe	A design philosophy applied to safety-critical systems such that the results of hardware failures or the effect of software error shall either prohibit the system from assuming or maintaining an unsafe state or shall cause the system to assume a state known to be safe. (IEEE-1483)
Safety-critical	<p>Safety-critical, as applied to a function, a system, or any portion thereof, means the correct performance of which is essential to safety of personnel or equipment, or both; or the incorrect performance of which could cause a hazardous condition, or allow a hazardous condition which was intended to be prevented by the function or system to exist. (236-H)</p> <p>A term applied to a system or function, the correct performance of which is critical to safety of personnel and/or equipment; also a term applied to a system or function, the incorrect performance of which may result in an unacceptable risk of a hazard. (IEEE-1483)</p>
Safety Validation	A structured and managed set of activities, including analysis and test, which show that the system, as specified and implemented, performs the intended functions and that those functions result in overall safe operation. Validation answers the question, “Did we build the right system?” (IEEE-1483)
Safety Verification	A structured and managed set of activities, including analysis and test, which show that the system, including its subsystems, interfaces and components, as designed and implemented, meets the allocated system safety goals and requirements. Verification answers the question, “Did we build the system right?” (IEEE-1483)
Vital Function	A function in a safety-critical system that is required to be implemented in a fail-safe manner. Note: Vital functions are a subset of safety-critical functions. (IEEE-1483)

2. APPLICABLE DOCUMENTS

This section provides a list of all the documents and other sources referenced in this PTC Implementation Plan. For dated references, only the edition cited is effective as a reference. For the undated references, the latest edition of the reference document applies, including any amendments.

- A. 49 CFR Part 236.
- B. 49 CFR Part 236 Subpart I – Final Rule, January 15, 2010
- C. 49 CFR Part 236 Subpart H, March 5, 2005.
- D. 49 CFR Part 214
- E. Main Line Track Exclusion Addendum, as is attached to this PTCIP.
- F. New England Central Employee Timetable
- G. NECR Operating Department Rules
- H. Amtrak Schedule - *Vermont*

3. PTC FUNCTIONAL REQUIREMENTS [§236.1011(a)(1)]

The NECR requests an MTEA exclusion from this requirement as outlined in Section 13 of this document and as defined by Part §236.1019.

4. COMPLIANCE [§236.1011(a)(2)]

The NECR requests an MTEA exclusion from this requirement as outlined in Section 13 of this document and as defined by Part §236.1019.

5. INTEROPERABILITY [§236.1011(a)(3)]

The NECR requests an MTEA exclusion from this requirement as outlined in Section 13 of this document and as defined by Part §236.1019.

6. INSTALLATION RISK ANALYSIS [§236.1011(a)(4)]

The NECR requests an MTEA exclusion from this requirement as outlined in Section 13 of this document and as defined by Part §236.1019.

7. DEPLOYMENT SEQUENCE AND SCHEDULE [§236.1011(a)(5)]

The NECR requests an MTEA exclusion from this requirement as outlined in Section 13 of this document and as defined by Part §236.1019.

8. ROLLING STOCK [§236.1011(a)(6)]

The NECR requests an MTEA exclusion from this requirement as outlined in Section 13 of this document and as defined by Part §236.1019.

9. WAYSIDE DEVICES [§236.1011(a)(7)]

The NECR requests an MTEA exclusion from this requirement as outlined in Section 13 of this document and as defined by Part §236.1019.

10. DESIGNATING TRACK AS MAIN LINE OR NON-MAIN LINE [§236.1011(a)(8)]

As defined by part §236.1003, “Main line means, except as provided in §236.1019 or where all trains are limited to restricted speed within a yard or terminal area or on auxiliary or industry tracks, a segment or route of railroad tracks:

...Used for regularly scheduled intercity or commuter rail passenger service, as defined in 49 U.S.C. 24102, or both...”

Per the definition, the main line segment of the NECR is illustrated in the Track Map attached as Appendix II to this document.

10.1 NON MAIN LINE TRACK ELEMENTS IN NEW ENGLAND CENTRAL RAILROAD TERRITORY

Non-main-line track elements are defined as those within yard or terminal areas where trains are limited to restricted speed, or those designated as auxiliary or industry tracks. Such non-main-line track segments on the NECR territory traversed by Amtrak’s *Vermont* are identified in Table 10.1-1.

Table 10.1-1 NECR Non-Main-Line Sidings and Non-Revenue Track

Track Segment	Line(s)	Mileposts	Reason for non-main line status	Protection against mainline incursion
Barretts Run-around	Palmer Subdivision	MP 69.0	Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
N.E. Treaters	Palmer Subdivision	MP 74.2	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.

New England Central Railroad – PTC Project
PTC Implementation Plan (PTCIP)

Track Segment	Line(s)	Mileposts	Reason for non-main line status	Protection against mainline incursion
Belchertown N.E. Treaters	Palmer Subdivision	MP 74.3	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Belchertown	Palmer Subdivision	MP 74.6 – MP 74.9	Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Belchertown West	Palmer Subdivision	MP 74.8 – MP 75.0	Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Belchertown Universal Forest	Palmer Subdivision	MP 77.1	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Amherst	Palmer Subdivision	MP 85.1 – MP 86.8	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.
Amherst U Mass	Palmer Subdivision	MP 86.3	Industry Track	TWC operations in place. Switches lined & locked for main line traffic.

New England Central Railroad – PTC Project
PTC Implementation Plan (PTCIP)

Track Segment	Line(s)	Mileposts	Reason for non-main line status	Protection against mainline incursion
Leverett Team	Palmer Subdivision	MP 90.3	One ended stub	TWC operations in place. Switches lined & locked for main line traffic.
PAS Interchange	Palmer Subdivision	MP 99.8	Millers Falls Interchange Track	TWC operations in place. Switches lined & locked for main line traffic.
E. Northfield	Palmer Subdivision	MP 110.5	PAS Railroad Interchange	ABS system in service.
Cersosimo	Palmer Subdivision	MP 115.5	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Vernon Vt. Yankee	Palmer Subdivision	MP 116.1	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Brattleboro Wye	Palmer Subdivision	MP 119.8 – MP 120.0	Wye	TWC operations in place. Switches lined & locked for main line traffic.
Brattleboro Ctr.	Palmer Subdivision	MP 120.1 – MP 120.5	Yard Track	TWC operations in place. Switches lined & locked for main line traffic.

New England Central Railroad – PTC Project
PTC Implementation Plan (PTCIP)

Track Segment	Line(s)	Mileposts	Reason for non-main line status	Protection against mainline incursion
Brattleboro	Palmer Subdivision	MP120.7 – MP 121.7	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.
Brattleboro West River track	Palmer Subdivision	MP 121.9 to MP 122.1	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.
FiberMark	Palmer Subdivision	MP 124.1	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Putney	Palmer Subdivision	MP 130.0 to MP 130.7	Passing Siding	CTC system controlled territory.
Comm. Feed Store	Palmer Subdivision	MP 141.0	One ended Industry Track	CTC system controlled territory.
Bellows Falls – Hall Spur	Palmer Subdivision	MP 144.1	One ended Industry Track	CTC system controlled territory.
Bellows Falls – Conn – GMRC	Palmer Subdivision	MP 144.7	GMRC Interchange	CTC system controlled territory.
Walpole Interchange	Palmer Subdivision	MP 145.8 – MP 146.0	Industry Track	CTC system controlled territory.

New England Central Railroad – PTC Project
PTC Implementation Plan (PTCIP)

Track Segment	Line(s)	Mileposts	Reason for non-main line status	Protection against mainline incursion
Walpole	Palmer Subdivision	MP 145.1 – MP 146.8	Passing Siding	CTC system controlled territory.
Charlestown Run-around	Palmer Subdivision	MP 152.7 – MP 153.0	Industry Track	CTC system controlled territory.
Plains LPG	Palmer Subdivision	MP 160.0	Industry Track	CTC system controlled territory.
Claremont Jct.	Palmer Subdivision	MP 159.9 to MP 162.2	Passing Siding / CCR Interchange	CTC system controlled territory.
WACR Bank Switch Interchange	Roxbury Subdivision	MP 13.4	Interchange to WACR	TWC operations in place. Switches lined & locked for main line traffic.
White River Jct.	Roxbury Subdivision	MP 14.4 - MP 15.9	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.
RSD Warehouse	Roxbury Subdivision	MP 17.1	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
S. Royalton	Roxbury Subdivision	MP 31.7 - MP 32.6	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.

New England Central Railroad – PTC Project
PTC Implementation Plan (PTCIP)

Track Segment	Line(s)	Mileposts	Reason for non-main line status	Protection against mainline incursion
North Pacific Lumber	Roxbury Subdivision	MP 35.4	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Bethel	Roxbury Subdivision	MP 38.6 - MP 39.3	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.
Bethel House	Roxbury Subdivision	MP 39.3	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Randolph	Roxbury Subdivision	MP 45.4 – MP 46.3	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.
Randolph House	Roxbury Subdivision	MP 46.7	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Roxbury	Roxbury Subdivision	MP 60.2 – MP 61.2	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.

New England Central Railroad – PTC Project
PTC Implementation Plan (PTCIP)

Track Segment	Line(s)	Mileposts	Reason for non-main line status	Protection against mainline incursion
Montpelier Jct. & WACR	Roxbury Subdivision	MP 75.9 – MP 76.3	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.
Montpelier Jct.	Roxbury Subdivision	MP 75.6 - MP 76.4	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.
Montpelier Jct. Dubois	Roxbury Subdivision	MP 77.0 - MP 77.3	Double ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Waterbury	Roxbury Subdivision	MP 84.8 – MP 85.8	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.
Bolton	Roxbury Subdivision	MP 93.0 – MP 94.9	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.
Essex Jct. Burlington	Subdivision	108-0	WYE	TWC
Jct. SW Burlington Subdivision	Roxbury Subdivision	108.1	Manual Interlocking	ARDC Dispatcher must provide a signal to proceed. GCOR 9.12.2 rule in effect.

New England Central Railroad – PTC Project
PTC Implementation Plan (PTCIP)

Track Segment	Line(s)	Mileposts	Reason for non-main line status	Protection against mainline incursion
Stevens Gas	Roxbury Subdivision	MP 109.8	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Shelburne Limestone	Roxbury Subdivision	MP 111.0	One ended Industry track	TWC operations in place. Switches lined & locked for main line traffic.
Milton	Roxbury Subdivision	MP 118.6 – MP 119.5	One ended Industry Track	TWC operations in place. Switches lined & locked for main line traffic.
Oakland	Roxbury Subdivision	MP 129.9 – MP 127.9	Passing Siding	TWC operations in place. Switches lined & locked for main line traffic.

10.2 MAIN LINE TRACK FOR MTEA

Segments of track considered main line, but for which a Main Line Track Exclusion is being requested, are listed in Table 10.2-1.

Table 10.2-1 Main Line Track for which an MTEA is Requested

Track Segment, yard, or terminal	Line(s)	Mileposts	Current Maximum Speed	Reason for non-main line status	Protection against mainline incursion
Palmer Subdivision	NECR	MP 64.8 to MP 169.4	59 Pass 40 Frt.	§236.1019 (c) (2) (i)	Combination of TWC, CTC and ABS
Roxbury Subdivision	NECR	MP 0.0 to MP 132.0	59 Pass 40 Frt.	§236.1019 (c) (2) (i)	Combination of TWC and ABS

11. EXCEPTIONS TO RISK-BASED PRIORITIZATION [§236.1011(a)(9)]

The NECR requests an MTEA exclusion from this requirement as outlined in Section 13 of this document and as defined by Part §236.1019.

12. SCHEDULED DATES FOR PTCDP AND PTCSP DELIVERY [§236.1011(a)(10)]

The NECR requests an MTEA exclusion from this requirement as outlined in Section 13 of this document and as defined by Part §236.1019.

13. MAIN LINE TRACK EXCLUSION ADDENDUM [§236.1019]

The following sections provide a Mainline Track Exclusion Addendum for the contiguous segment of NECR mainline track (Roxbury Subdivision and a segment of the Palmer Subdivision) for which exclusion of installed PTC is requested due to circumstances as stated by the Part 236 Subpart I Rule.

An MTEA may be filed per one of the following Main Line Track Exception rule citations;

- Passenger Terminal Exception – Rule §236.1019 (b)
- Limited Operations Exception - Rule §236.1019 (c)

13.1. MTEA REQUEST FOR THE NEW ENGLAND CENTRAL RAILROAD

13.1.1 GENERAL

A Main Line Track Exclusion Addenda – Limited Operation Exemption (MTEA-LOE) for the Palmer and Roxbury Subdivisions is being filed by the NECR. Under FRA Rule §236.1019 (c) (2) the FRA provides that a Limited Operations Exception may be requested and granted when:

“Passenger service is operated on a segment of track of a freight railroad that is not a Class I railroad on which less than 15 million gross tons of freight traffic is transported annually and the following condition applies:

The segment is unsignaled and no more than four regularly scheduled passenger trains are operated during a calendar day...”

13.1.2 DESCRIPTION

Amtrak’s *Vermont* operates daily passenger service on the Palmer and Roxbury Subdivisions of NECR territory north of Palmer MA. Movement authority for both of the aforementioned subdivisions is provided by a combination of TWC, CTC and ABS.

13.1.2.1 Palmer Subdivision

The Palmer Subdivision spans approximately 169 miles (272 km) between New London, MA and Windsor VT. The *Vermont* interchanges between CSXT and NECR at Palmer, MA and continues approximately 104 miles (167 km) north to a junction with the Roxbury Subdivision. This track segment is predominately single track with nine (9) passing sidings and 14 service sidings. The Palmer Subdivision also interchanges with the PAS, GMRC, CCR and MCER at E Northfield (MP110.5), Bellows Falls (MP 144.8), Claremont Jct. (MP 162.0) and Palmer (MP 64.8) respectively.

Yard limits for Palmer interlocking extend from MP 63.7 to MP 67.0 thus all movements made within said limits must be made at restricted speed. Movements between MP 67.0 and MP 122.2 are governed by TWC and are controlled by the ARDC dispatcher in St. Albans, VT. ABS signals are in service between MP 108.6 and MP 111.7; therefore, all trains and engines operating within these limits must comply with the signals most restrictive indication. Movement authority for the remaining trackage between MP 122.2 and MP 169.4 is governed by a CTC system.

13.1.2.2 Roxbury Subdivision

The Roxbury Subdivision spans approximately 132 miles (212 km) between Windsor and St. Albans, VT. The *Vermont* operates the entire length of this subdivision which is predominately single track with nine (9) passing sidings and 11 service sidings accessed by Hand Operated (H.O.) switches. The Roxbury Subdivision interchanges with the Washington County Railroad, WACR, CCRR, and PAS at White River Jct. (MP 14.8), Montpelier Jct. (MP 76.4) and the Burlington subdivision at and Essex Jct. (MP 108.0) respectively.

Movements between MP 0.0 and MP 130.9 are governed by TWC and are controlled by the ARDC dispatcher in St. Albans, VT. In addition, ABS signals are in service between MP 0.0 and MP 14.2; therefore, all trains and engines operating within these limits must comply with the signals most restrictive indication. Yard limits for St. Albans extend from MP 130.9 to 132.0 thus all movements made within said limits must be made at restricted speed.

13.1.3 NEW ENGLAND CENTRAL RAILROAD – PALMER AND ROXBURY SUBDIVISION OPERATION

The NECR operates daily freight and passenger traffic on the Palmer and Roxbury Subdivisions. Through freight traffic includes one northbound, and one southbound train between Palmer and St. Albans. Typical consist length for each through train is approximately 40 cars. Additionally, the NECR operates six local freight trains per day on average. Amtrak operates the *Vermont* passenger service on a daily schedule with one through train in each direction. There are currently no scheduled meets between passenger and freight operations.

Movement authority through the two aforementioned subdivisions is a combination of TWC, CTC and ABS. Prior to proceeding through any interlocking, trains must contact the ARDC dispatcher in St. Albans for signals to proceed. If no signal can be given, the dispatcher will verify that no conflicting movement exists and give permission to pass the stop indication in accordance with the General Code of Operating Rules (GCOR) 9.12.2. The GCOR is attached as Appendix III to this document.

13.1.4 APPLICABLE RULES SECTION(S)

A Limited Operations Exception is being requested by the NECR for the Palmer and Roxbury Subdivisions under FRA Rule §236.1019(c)(2) for:

- Railroads that are not a Class I railroad and on which less than 15 million gross tons (MGT) of freight traffic are transported annually and
- That on any segment that is unsignaled no more than four regularly scheduled passenger trains are operated during a calendar day.

The NECR qualifies for this exception by the fact that:

- It is not Class I railroad
- It hauls approximately 5MGT annually, significantly less than the 15 MGT required by the Rule
- Amtrak only has two scheduled trains per day

13.1.5 PROPOSED OPERATION THAT MEETS RULE

Based on the qualifications identified above, the NECR is not planning implementation of PTC protection on its railroad. Protection as applicable to the rule will be enforced as follows:

13.1.5.1 Maximum Authorized Speed (MAS)

- Passenger trains shall be limited to MAS of 59 MPH by timetable where permissible
- Freight trains shall be limited to MAS of 40 MPH by timetable where permissible
- Movement on all tracks other than main track and through turnouts shall be limited to 10 MPH as defined by timetable.

13.1.5.2 Train to Train Operation

- ***Freight Train Operation:*** All freight operations on the Palmer and Roxbury Subdivisions are governed by TWC, ABS or CTC. Therefore, all freight operations shall be separated by at least one of the aforementioned rules depending on location.
- ***Passenger Train Operation:*** The *Vermont* is scheduled such that only one consist operates on the NECR main track at any one time. Should there be a need to operate two passenger trains on the NECR simultaneously, they shall be separated by at least one of the following rules depending on location: TWC, ABS, or CTC.

- ***Passenger/Freight Train Operation:*** Standard NECR operations dictate that all freight operations must clear main tracks at least 30 minutes prior to the arrival of Amtrak's *Vermont*. In the event that freight and passenger operations occur simultaneously, they shall be separated by at least one of the following rules depending on location: TWC, ABS or CTC.

13.1.5.3 Protection of Main Line Switch in Improper Position

Protection against Main Line switches in improper position is as follows:

- ***CTC Territory*** - Mainline switches in CTC territory are protected against by the CTC system. Mainline switches not properly aligned will display a restrictive aspect on the signal governing the affected block.
- ***TWC/ABS Territory*** – Mainline switches in signaled TWC territory are protected against by the ABS system as well as Track Warrants. Mainline switches not properly aligned will display a restrictive aspect on the signal governing the affected block. In addition, all switches are left lined and locked for main line traffic, and the ARDC dispatcher must receive verbal confirmation that all switches are lined for main line traffic prior to clearing a Track Warrant.
- ***TWC (Non-singled) Territory*** – In non-signaled TWC territory, all switches are left lined and locked for main line traffic. The ARDC dispatcher must receive verbal confirmation that all switches are lined for main line traffic prior to clearing a Track Warrant.

The GCOR governs handling of all switches and derails on NECR property. Open switches shall be protected against by NECR operating rules and procedures in addition to management oversight.

14. APPENDICIES

NECR has provided the following Appendices to this PTCIP for presentation of detailed data, calculations, graphics, and figures (track maps) which would make the PTCIP text above difficult to read and interpret. The Appendices are:

APPENDIX I	NEW ENGLAND CENTRAL RAILROAD TIMETABLE NO. 8
APPENDIX II	PALMER & ROXBURY SUBDIVISION TRACK MAPS
APPENDIX III	GENERAL CODE OF OPERATING RULES
APPENDIX IV	AMTRAK <i>VERMONT</i> PASSENGER MILES
APPENDIX V	AMTRAK <i>VERMONT</i> SCHEDULE

END OF DOCUMENT

SAFETY FIRST

**NEW ENGLAND CENTRAL
RAILROAD**

TIMETABLE NO. 8

EFFECTIVE 0001
EASTERN DAYLIGHT TIME
SUNDAY, DECEMBER 31, 2006

JAN POLLEY
PRESIDENT, RAILAMERICA
BUSINESS UNIT EAST

CHARLES HUNTER
GENERAL MANAGER

GENERAL OFFICE
2 FEDERAL STREET, SUITE 201
ST. ALBANS, VT 05478



a RailAmerica Company

JOB BRIEFING

Prior to performing any task requiring the coordination of two or more employees, those employees involved must hold a "Job Briefing" to ensure all have a clear understanding of the task to be performed and their individual responsibility and must discuss the following:

1. The job(s) to be done or move(s) to be made.
2. The responsibility of each employee.
3. Any additional instructions due to an unusual situation.
4. Any specific reminder due to a hazardous condition or unusual practice.
5. When on or near track, discuss how you are protected, what your limits are, what type and time given. If necessary, an additional briefing should be held as work progresses or the situation changes.

TIMETABLE CHARACTERS

- A** – Automatic Interlocking
- O** – General Orders, General Notices
- C** – Standard Clock
- B** – Radio Base Station
- T** – Wye (Turning Facility)
- Y** – Yard Limits
- X** – Railroad Crossing at Grade
- D** – Hot Box and Dragging Equipment Detector
equipped with verbal indicator
- M** – Manual Interlocking
- G** – Gate – Normal Position Against Conflicting
Route
- g** – Gate – Normal Position Against this Route
- g*** – Gate – Normal Position as last used
- J** – Junction with another Railroad

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STATEMENT OF SAFETY POLICY

It is the policy of RailAmerica that its operations be conducted in a safe manner. As an integral part of this policy, the Management of RailAmerica believes that:

- All injuries can be prevented
- We are committed to provide a safe work environment for all employees
- Employees of all levels are accountable for their own safety and the safety of their co-workers, preventing injuries and accidents, and displaying safe work behavior

Remember:

**No job is so important,
no service so urgent
that we cannot take time to
perform all work safely**

TABLE OF CONTENTS

Timetable Characters.....	page 05
Swanton Subdivision.....	page 07
Roxbury Subdivision	page 11
Palmer Subdivision	page 17
Burlington Subdivision.....	page 25
NECR Map	page 29
NECR Special Instructions.....	page 31
Railroad Contact Phone Numbers.....	page 31
Emergency Phone Numbers	page 31
NECR Block and Signal Indication.....	page 43
RailAmerica System Special Instructions .	page 45
NECR Grade Crossings	page 53

SWANTON SUBDIVISION

S O U T H W A R D ⇓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	N O R T H W A R D ⇑
		18.7	US/CANADA BORDER 0.7		TWC	
		18.0	ROGERS 2.4			
		15.6	E. ALBURGH 6.1			
	4477	9.5	SWANTON 4.0			
	2218	5.5	FONDA 2.9			
		2.6	NEWTON 1.1	Y	YARD LIMITS	
		1.5	NORTH JCT. 1.5	YM		
		0.0	ST. ALBANS OCY MTB			

SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED.....25 mph

2. PERMANENT SPEED RESTRICTIONS

MP 14.9 and MP 15.6 Trestle and Drawbridge.....5 mph

3. MAIN TRACK AUTHORIZATION

MP 0.0 to MP 2.6 Yard Limits

MP 2.6 to MP 18.7TWC

NECR Dispatcher St. Albans must be notified prior to any movement entering Yard Limits St. Albans, VT.

3. JOINT OPERATIONS

MP 18.7 to MP 0.0CN

4. RAILROAD CROSSINGS AT GRADE, JUNCTIONS, AND INTERLOCKINGS

Manual interlocking North Jct. MP 1.5:

Instructions:

- A) All southward trains and engines approach the signal at Newton prepared to stop. This signal governs the approach to North Jct. interlocking.
- B) Northbound signal at MP 0.7 governs northward approach to North Jct. Contact NECR Dispatcher ST. Albans for signal and Derail alignment.
- C) A power operated switch point derail is interlocked with Main Track "15" switch. Employees must notify the dispatcher when use of the interlocking is no longer required. Dispatcher must immediately restore switch to normal position.
- D) A power operated switch point derail is located on the north lead between the carman's crossing and the north switch of track 104. This derail is not interlocked. Employees must notify the dispatcher when use of derail is no longer required. Dispatcher must immediately restore the derail to derailing position.
- E) Yellow target on tail switch stand indicates non-derailing position. Red target indicates movement must stop.

Manual interlocking: St. Albans MP 0.1:

Instructions:

- A) Contact NECR Dispatcher St. Albans for signal to proceed.
- B) Northbound controlled signal at MP 131.7 governs northward approach to St. Albans manual interlocking.
- C) No approach exists for southward movements.
- D) Trains must approach southbound signal at MP 0.2 on the passenger main prepared to stop.
- E) Trains must approach southbound signal on South End of track 101 (freight main) prepared to stop.

6. INDUSTRIAL SPURS

East Swanton Spur (Swanton Chip Plant)

7. FRA EXCEPTED TRACK

NONE

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD	99 CHANNEL AAR #	CHANNEL NUMBER
NECR	87 – 87	1
NECR	73 – 73	2
NECR	44 – 44	3

Channel #2 will be used for contacting the NECR Dispatcher.
All trains use and monitor channel #2
NECR yard crews use channel #1

9. SPECIFIC SWITCH INSTRUCTIONS

NONE

10. DEFECT DETECTOR LOCATIONS

Location	Type	Notes
MP 15.6 E. Alburgh	Dragging Equipment	Crew will be notified of defects by NECR dispatcher

11. OTHER TRACKS

Track	MP	Name	Switch Opens
T008	15.6	E. Alburgh Spur	South
P013	10.0	Cargill/Nutrena	North
P017	9.1-9.4	Swanton House Track	Both
P026	5.5	East Swanton Spur	South

12. OTHER SPECIFIC INSTRUCTIONS

A. Non-Interlocked Drawbridges

Drawbridge East Alburgh MP 15.3:

Non-Interlocked Drawbridge at MP 15.3 is open for navigation between May 15 and September 30. October 1 – May 14, the bridge will be closed to navigation. GCOR Rule 6.16 applies.

Instructions:

The East Alburgh Trestle is protected at the South end MP 14.8 and at the North end MP 15.5, by Stop Sign in accord with GCOR Rule 6.16. Crews must contact NECR Dispatcher to determine if the bridge is clear and to request permission to occupy the bridge. All Movements on Main Track over East Alburgh Trestle will be at Restricted Speed not exceeding 5 MPH. In addition to the Stop Signs at both North and South entrances to the trestle, Expect to find Red Flags protecting Men or Equipment working on the Turn Span.

B. Test Mile

MP 6.0 to MP 7.0

C. Securing Cars and Engines

Italy Yard – Instructions for applying hand brakes:

Handbrakes sufficient to secure the cut must be applied on the North end of tracks used for switching. Inbound trains left coupled with or without locomotives, may have a sufficient number of hand brakes applied on either end.

Track P013 Cargill/Nutrena Feeds:

Handbrakes must be applied on 100% of cars left at this location.

D. Location of Restricted Clearances which may not be marked or indicated by restricted clearance signs:

Track	Location	Structure	Side of Track
P013	Cargill	Doors	East & West
P026	Chips plant loading dock	Platform	West
P139	Progress Rail	Doors	East & West
P128	Lipes	Pole	West
P137	Old Mill	Building	East & West
P138	Old Mill	Building	East & West
T175	Fueling Platform	Sand Tower	East
T176	Fueling Platform	Sand Tower	West
T179	South Wye	Pole	East

There may be other locations where permanent or temporary close clearances exist which are not listed.

E. Track P026: Chip Plant Loading site:

When shoving equipment past the loading platform at East Swanton, if cars and not a caboose head the movement, employees will walk on the loading platform to protect the movement. Riding side of equipment by loading platform is prohibited.

ROXBURY SUBDIVISION

	AMTRAK 55 M&F & 57 S&S	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	AMTRAK 54 M&F & 56 S&S	
S O U T H W A R D ↓	0830		132.0	ST. ALBANS 5.0	OCY MTB	YARD LIMITS	2125	N O R T H W A R D ↑
		5040	127.0	OAKLAND 8.0		TWC		
		4269	119.0	MILTON 10.9				
			108.1	JCT. SW BURLINGTON SUBDIVISION 0.1	J			
	0900		108.0	ESSEX JCT. 9.0	TJ		2044	
			99.0	RICHMOND 5.6				
		4630	93.4	BOLTON 8.4				
	0928	5038	85.0	WATERBURY 8.6			2016	
	0942	4672	76.4	MONTPELIER JCT. 15.4	TJ XG		2002	
		5236	61.0	ROXBURY 15.0				
	1017	4344	46.0	RANDOLPH 7.0			1927	
		3944	39.0	BETHEL 7.0				
		4894	32.0	S. ROYALTON 17.2				
	1105	7400	14.8	WHITE RIVER JCT. 1.4	O		1845	
			13.4	BANK 8.4	J	TWC/ABS		
			5.0	HARTLAND 5.0				
	1123		0.0	WINDSOR			1820	

SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED:

Passenger.....59 MPH
 Freight.....40 MPH

2. PERMANENT SPEED RESTRICTIONS

Between		Passenger	Freight
MP	MP	MPH	MPH
132.0	Lake St***	15	15
131.2	132.0**	30	30
122.0	122.3	40	-
113.4	114.9	50	-
107.7	108.3	20	20
89.3	90.4	45	-
83.4	84.4	45	-
79.3	81.1	50	-
76.6	76.8	45	-
75.9	76.0	10* Southward	10* Southward
73.8	75.3	50	-
69.5	70.4	50	-
67.8	68.1	50	-
62.1	65.2	50	-
59.0	59.6	50	-
56.9	57.2	50	-
48.9	49.5	50	-
37.6	39.7	45	35
33.2	34.4	45	-
28.1	28.6	50	-
26.3	27.9	55	-
20.6	21.7	30	25
19.1	19.7	50	-
15.5	16.5	40	30
14.5	15.5	30	25
11.1	12.0	40	-
9.9	10.4	50	-
4.1	4.5	30	30
0.0	1.0	30	30

Between MP 86.3 and MP 86.2 overhead bridge at Waterbury, trains handling tri-level auto cars: Do not exceed 10mph until tri-levels have cleared the restriction.

*Until crossings are occupied

**Permanent speed restriction sign not posted for southward movements.

***Permanent speed restriction signs not posted.

5. MAIN TRACK AUTHORIZATION

MP 130.9 to MP 132.0 Yard Limits
MP 14.2 to MP 130.9 TWC
MP 0.0 to MP 14.2 TWC/ABS

NECR Dispatcher St. Albans must be notified prior to any movement entering Yard Limits St. Albans, VT.

6. JOINT OPERATIONS

MP 132.0 to MP 130.9 CN
MP 132.0 to MP 0.0 Amtrak
MP 13.4 (Bank) to MP 0.0 Springfield Terminal
MP 17.0 to MP 10.0 CCRR
MP 17.0 to MP 11.0 WACR

7. RAILROAD CROSSINGS AT GRADE, JUNCTIONS and INTERLOCKINGS

Manual interlocking: St. Albans MP 0.1 (Swanton Subdivision):

Instructions:

- A) Contact NECR Dispatcher St. Albans for signal to proceed.
- B) Northbound controlled signal at MP 131.7 governs northward approach to St. Albans manual interlocking.

Manual Interlocking: Burlington, VT MP 108.1: Burlington Jct.:

Instructions:

- A) Contact NECR Dispatcher St. Albans for signal to proceed.
- B) If NECR Dispatcher cannot give a proceed indication, then it must be verified that no conflicting movement exists before giving permission past the stop indication (GCOR 9.12.2).

Non-interlocked railroad crossing at grade: Montpelier Jct. Yard:

The Crossing is protected by Gates with Stop signs. The normal position of the gates is lined and locked in the position last used.

Instructions:

- A) Complete stop must be made before any portion of the movement fouls the crossing.
- B) Hand line gates to allow movement.

8. INDUSTRIAL SPURS & TRACKS

Duke Energy may use tracks 338, 339, 340 & 341 at Montpelier Jct. Railroad Personnel working in the Montpelier Jct. Yard must expect the movement of trains, engines cars or other equipment at any time, on any track and in any direction.

9. FRA EXCEPTED TRACK

NONE

10. RADIO CHANNEL INSTRUCTIONS

RAILROAD	99 CHANNEL AAR #	CHANNEL NUMBER
NECR	87 – 87	1
NECR	73 – 73	2
NECR	44 – 44	3

Channel #2 will be used for contacting the NECR Dispatcher.

All trains use and monitor channel #2

NECR yard crews use channel #1

11. SPECIFIC SWITCH INSTRUCTIONS

NONE

12. DEFECT DETECTOR LOCATIONS

NONE

13. OTHER TRACKS

Track	MP	Name	Switch Opens
P270	109.8	Stevens Gas	South
P280	111.0	Shelburne Limestone	South
T290	107.6	Essex Jct. Straight	South
T301	98.8	Richmond Auxiliary	South
P329	77.0 – 77.3	Montpelier Jct. Dubois	Both —
T337	75.9 – 76.3	Montpelier Jct. & WACR	Both —
T345	67.4	Northfield House	South
T363	46.7	Randolph House ✓	North
P374	39.3	Bethel House ✓	Both —
P383	35.4	North Pacific Lumber ✓	North
P393	17.1	RSD Warehouse ✓	North —
T420	14.4	Crossover to WACR RR ✓	North
T420	13.4	Bank Switch ✓	South
P532	0.9	Windsor Lead ✓	North

14. OTHER SPECIFIC INSTRUCTIONS

A. At Green Mountain Power Company private crossing, Montpelier Jct., GCOR rule 6.32.4 applies on track N337. Cars must not be left south of the clearance post. GCOR 6.32.4 does not apply on tracks N338 and N339. Equipment must not be left south of this crossing.

B. At White River Jct., Track 406 is designated siding.

C. CLOSE CLEARANCES:

Location of Restricted Clearances which may not be marked or indicated by restricted clearance signs:

Station	Location	Structure	Side of Track
St. Albans IM	All Tracks	Guy wires and poles	East & West
Essex Jct	P287	Platform	East
Montpelier Jct.	N340 – N341	Gate & Fence	East & West
Bethel	House Track	Platform	East

There may be other locations where permanent or temporary close clearances exist which are not listed.

D. MP 132/0 marks the transition from Roxbury Subdivision and Swanton Subdivision immediately North of Lake Street in St. Albans.

E. TEST MILE

MP 125 to MP126
MP 97 to MP 98
MP 25 to MP 26
MP 10 to MP 11

F. Six Axle power is prohibited from the turnout portion of T420 crossover in White River Jct. All movement through the turnout portion of T420 is limited to 5 mph due to curvature.

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PALMER SUBDIVISION

SOUTHWARD ↓	AMTRAK 55 M&E & 57 S&S	LENGTH OF SIDING IN FEET	MILEPOST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	AMTRAK 54 M&E & 56 S&S	NORTHWARD ↑
	1123		169.4	WINDSOR 7.4		CTC	1820	
	1134	10366	162.0	CLAREMONT JCT. 16.0	J		1808	
		8887	146.0	WALPOLE 1.2				
	1156		144.8	BELLOWS FALLS 1.0	XMJ		1745	
			143.8	S. BELLOWS FALLS 13.3				
		9731	130.5	PUTNEY 8.3		TWC		
			122.2	WEST RIVER 2.5				
	1231	5190	120.7	BRATTLEBORO 5.0	TO		1710	
			115.7	VERNON 5.2		ABS/TWC		
			110.5	E. NORTHFIELD 25.2	MJ			
	1319	3620	85.3	AMHERST 10.7		TWC	1620	
		1564	74.6	BELCHERTOWN 9.8				
	1405		64.8	PALMER 9.1	OXA YJ	YARD LIMITS	1550	
		5106	55.7	STATE LINE 12.0		TWC		
		2040	43.7	W. WILLINGTON 14.7				
			29.0	WILLIMANTIC 6.0	J			
			23.0	LEBANON 10.5				
	2707	12.5		THAMESVILLE 11.5	O			
			1.0	NEW LONDON Y		YARD LIMITS		

SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED

BETWEEN		PASSENGER	FREIGHT
MP	MP	MPH	MPH
MP 162.2	Windsor	59	40
Palmer	MP 162.2	55	40
MP 17.7	Palmer	-	40
New London	MP 17.7	-	25

2. PERMANENT SPEED RESTRICTIONS

Between		Passenger	Freight
MP	MP	MPH	MPH
168.8	169.4	30	30
168.5	168.6	50	-
162.1	163.0	50	-
155.6	155.7	55	40
144.4	145.0	10	10
144.1	144.4	25	10
143.1	143.6	50	-
141.2	141.3	40	25
135.0	136.1	50	-
127.7	129.9	40	35
126.3	127.7	55	35
125.5	126.3	40	35
121.5	122.2	30	30
121.0	121.5	20	10
119.8	121.0	35	25
114.0	114.8	40	30
108.8	109.6	30	25
99.6	100.0	25	25
98.1	99.6	40	-
93.3	95.3	45	-
89.5	90.0	40	-
85.2	86.6	45	-
84.7	85.2	30*	30*
76.8	80.4	45	-
75.0	76.6	50	-
74.8	75.0	35	25
67.9	74.8	50	-
67.4	67.9	20	10
65.0	67.4	35	30
64.4	65.0	-	15
59.6	61.1	-	30
49.3	50.3	-	10
44.3	44.4	-	40

A Manual Interlocking exists within the ABS limits. The NECR Dispatcher at St. Albans controls the Manual interlocking.

Instructions:

- A) Contact NECR Dispatcher St. Albans when approaching for signal to proceed.
- B) If NECR Dispatcher cannot give a proceed indication, then it must be verified that no conflicting movement exists before giving permission past the stop indication (GCOR 9.12.2).

Interlocking: Palmer, MA – MP 65.0 – CSXT – Railroad Crossing at Grade – Automatic Interlocking.

Instructions:

- A) When movement is occupying the approach circuit to the Interlocking signal, open the push button box. Block signs mark the limits of the approach circuit.
- B) IF WHITE INDICATOR LIGHT IN THE BOX IS ILLUMINATED, push the “clear” button to clear the signal governing movement.
- C) If after pushing the clear button the anticipated movement will not be made, push the button marked “cancel” to restore normal operations.
- D) IF WHITE INDICATOR LIGHT IS DARK, or if signal fails to clear when pushing the button, contact the CSX dispatcher for instructions before proceeding.
- E) After receiving permission from the dispatcher, open the knife switch in the box next to the phone box.
- F) White indicator lights will indicate that all signals are displaying “STOP” in all directions.
- G) If white indicator lights are dark, wait ten (10) minutes before taking any further action.
- H) After complying with the above instructions, proceed into the interlocking. When movement occupies any portion of the track within the interlocking limits, restore the knife switch to the closed position and lock the box.
- I) Avoid switching movements within the interlocking limits; however, if necessary to utilize the interlocking in excess of five (5) minutes, notify the CSX dispatcher.

6. INDUSTRIAL SPURS

Palmer Industrial Track P758

A blue flag displayed indicates customer is unloading from industrial spur when cars are being unloaded. Crews must contact Quaboag personnel for removal of blue signal protection.

NECR crews will notify Quaboag personnel when movements are clear so that blue signal protection can be restored.

29.8	30.1	-	10
29.3	29.5	-	10
29.2	29.3	-	10
27.0	27.6	-	30
14.1	(Norwich Tunnel)	-	10
8.9	9.3	-	10
0.0	0.9	-	10

*Until crossing is occupied

MP 161.9 Claremont Jct. While on CCRR tracks: 5 MPH Pass. 5 MPH Frt.

MP 110.5 E Northfield, through turnout to ST: 25MPH Pass. 25 MPH Frt.

3. MAIN TRACK AUTHORIZATION

Windsor to West RiverCTC
 West River to 67.0TWC
 MP 67.0 to MP 63.7 Yard Limits
 MP 63.7 to MP 1.4 TWC
 MP 1.4 to MP 0.3 Yard Limits

4. JOINT OPERATIONS

MP 148.0 to MP 142.0 GMRC
 Windsor to MP 110.5 Springfield Terminal
 MP 67.0 to MP 63.7 Mass Central
 Windsor to MP 65.0 Amtrak
 MP 31.0 to MP 27.0 P&W
 MP 1.4 to MP 0.3 P&W

5. RAILROAD CROSSINGS AT GRADE, JUNCTIONS and INTERLOCKINGS

Interlocking: Bellows Falls, NH MP 144.8 NECR – Railroad Crossing at Grade – Manual Interlocking.

Instructions:

- A) Contact NECR Dispatcher St. Albans for signal to proceed.
- B) If no signal can be given NECR Dispatcher will verify that no conflicting movement exists and give permission past the stop indication (GCOR 9.12.2).

Interlocking: East Northfield 110.5 NECR – Railroad Crossing at Grade – Manual Interlocking

ABS signals are in service at MP 108.6 northward and at MP 111.7 southward, trains and engines approach these locations prepared to comply with the signals most restrictive indications. These signals are capable of indicating block occupancy or rail defects.

11. OTHER TRACKS

Track	MP	Name	Switch Opens
P549	160.0	Plains LPG	South
T505	152.7 – 153.0	Charlestown run-around	Both
I561	145.8 – 146.0	Walpole – Interchange	Both
I568	144.7	Bellows Falls – Conn – GMRC	South
T570	144.1	Bellows Falls – Hall spur	North
T572	141.0	Comm. Feed store	North
P577	124.1	FiberMark	North
P578	123.8	Book Press	North
T584	121.9 – 122.1	Brattleboro West River track	Both
T620	120.1 – 120.5	Brattleboro Ctr	Both
P647	119.8 – 120.0	Brattleboro Wye	Both
P660	116.1	Vernon Vt. Yankee	North
T661	115.5	Cersosimo	South
T696	99.8	Allstate Asphalt	North
T705	90.3	Leverett team	North
P710	86.3	Amherst U Mass	South
P730	77.1	Belchertown Universal Forest	North
T750	74.8 – 75.0	Belchertown West	Both
P751	74.8	Belchertown S&L	South
P752	74.3	Belchertown N. E. Treaters	North
P753	74.2	N. E. Treaters	North
T757	69.0	Barretts run-around	Both
P810	62.0	Lydall Distribution	Both
P809	62.0	Monson Reload	South
P828	49.4	Stafford Springs water track	South
P829	49.4	Stafford Springs AMF Cuno	South
T836	38.1	Mansfield Team	South
P850	31.2	Willimantic Waste	South
P855	31.2	C. C. Lounsbury	North
P854	30.9	Willimantic Waste	South
T852	30.0	Willimantic Airline	South
T857	29.5 – 29.8	Willimantic House	Both
T858	29.5 – 29.7	Willimantic Old Main	Both
P867	25.8	Windham Lumber	South
T869	25.4	C. C. Lounsbury	South
P875	18.6	Koff Koff	North
T879	18.1 – 18.6	Yantic Run-around	Both
P877	18.1	Yantic I T Dealers	South
P878	17.9	Yantic Ryan Cement	North
T885	17.1	Yantic East	North
P895	15.8	US Foodservice	South
P896	15.8	Norwich Phelps Dodge Plant	South
P902	13.7	Norwich Post Script Warehouse	North
T903	13.2 – 13.6	Norwich Run-around	Both

7. FRA EXCEPTED TRACK

NONE

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD	99 CHANNEL AAR #	CHANNEL NUMBER
NECR	87 – 87	1
NECR	73 – 73	2
NECR	44 – 44	3

Channel #2 will be used for contacting the NECR Dispatcher.
All trains use and monitor channel #2
NECR yard crews use channel #1

Operation in CSXT Yard, Palmer Subdivision

Instructions:

- A) Before operating on CSX property, crews must contact the West Springfield Yard Master at **413-785-4302**. Note the name of the Yardmaster and time into and out of CSXT property on the proper form.
- B) Crews operating in the CSXT Yard at Palmer must monitor CSXT radio channel 2 (AAR channel 64 – 64) at all times.

9. SPECIFIC SWITCH INSTRUCTIONS

NONE

PALMER YARD

Within Palmer Yard Limits, main track switches may be left lined and locked in position last used.

PUTNEY

The South Siding Switch at Putney is a Spring Switch. Northward movements may receive signal and must operate the Spring Switch by Hand to take siding.

10. DEFECT DETECTOR LOCATIONS

Location	Type	Notes
MP 166.4 Cornish	Dragging Equipment & Overheated Journal	Crew must monitor NECR Channel 1 for report of inspection.
MP 116.0 Vernon	Dragging Equipment & Overheated Journal	Crew must monitor NECR Channel 1 for report of inspection.

P915	11.8	Thamesville Dahl Oil	South
P916	11.7	Thamesville Lehigh – Petro	South
P921	5.8 – 6.2	Montville AES Thames	Both
P930	6.2	Smurfit Stone Consolidated Plant	North
P933	6.2	Smurfit Stone Consolidated Plant	North
P938	3.0	Montville United Builders	South

12. OTHER SPECIFIC INSTRUCTIONS

- A.** NECR Property ends at MP 0.3. All movements South of Governor Winthrop Avenue, MP 0.3 must receive authority from the Amtrak train dispatcher. After receiving authority Movement must stop with the leading wheels between the insulated joint and the dwarf signal to activate crossing signals and to receive signal indication to proceed.

When the dwarf signal indicates, "restricting" the movement may proceed. These dwarf signals only govern movement over the crossing.

B. TEST MILE

MP 123 to MP 124
MP 116 to MP 117
MP 105 to MP 106
MP 70 to MP 71

C. CLOSE CLEARANCES

Location of Restricted Clearances which may not be marked or indicated by restricted clearance signs:

Station	Location	Structure	Side of Track
Bellows Falls	MP 144.4	Tunnel	Both
Brattleboro	Cersosimo 640	Building	West
Brattleboro	Yard tracks 1 thru 6 inclusive	Other Cars	Both
Belchertown	Between MP 74.9 and 75.0	Rail and Cable Fence	East
Palmer	All tracks CSXT Yard	Other Cars	Both
Palmer	797	Sand Tower	East
Palmer	796	Sand Tower	West
MP 60.8	Monson Tunnel	Tunnel	Both
MP 14.1	Norwich Tunnel	Tunnel	Both
Norwich	Phelps Dodge 898	Gates	Both
Montville	Smurfit Stone 933	Platform and Roof	East
MP 3.0	UBS track 938	Platform	East
E. New London	State Pier N 950	Platforms and Piers	West

There may be other locations where permanent or temporary close clearances exist which are not listed.

D. TRAINS AND ENGINES ARE NOT PERMITTED TO CLEAR THE MAIN TRACK AT THE FOLLOWING LOCATIONS (GCOR 10.2):

P578	Book Press
P577	Fibermark
T572	Community Feed
T570	Bellows Falls – Hall Spur
T505	Charlestown runaround
P549	Plains LPG

E. WIRE MILL, MP 66.5

Due to extreme curvature on track P771, Liquid Air, handle cars with more than four axles in single car movement

F. BRATTLEBORO YARD

Cars or engines left unattended on track N631 (No. 1) Brattleboro Yard, must not be left in the curve at the south end of the track account creates a close clearance.

Movements using the Wye at Brattleboro must not exceed 5 MPH.

G. SECURING CARS AND ENGINES

Palmer Yard:

A minimum of 3 handbrakes, plus a sufficient number to secure equipment left in the track will be applied on unattended equipment on the south end.

BURLINGTON SUBDIVISION					
S O U T H W A R D ↓	LENGTH OF SIDING IN FEET	MILEPOST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION
		7.8	JCT. SW BURLINGTON SUBDIVISION 7.2	J	TWC
		0.6	BURLINGTON 0.4		
		0.2	VTRY YARD LIMIT		YARD LIMITS
					N O R T H W A R D ↑

SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED..... 10 MPH

2. PERMANENT SPEED RESTRICTIONS

Movements on track P2605 MPH

3. MAIN TRACK AUTHORIZATION

MP 0.6 and MP 7.8 TWC

MP 0.2 and MP 0.6 GCOR 6.28

NECR crews must receive permission from the Burlington Operator or the VRS Dispatcher Rutland before occupying Vermont Railway Yard Limits at Burlington. The Vermont Railway Yard Limits begin at College Street MP 0.2 Burlington Sub. Make all movements at restricted speed.

4. JOINT OPERATIONS

NONE

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

NONE

6. INDUSTRIAL SPURS

NONE

7. FRA EXCEPTED TRACK

NONE

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD	99 CHANNEL AAR #	CHANNEL NUMBER
NECR	87 – 87	1
NECR	73 – 73	2
NECR	44 – 44	3
VTR	40 – 40	6
VRS	04 – 72	
VRS	60 – 12	

Channel #2 will be used for contacting the NECR Dispatcher.

All trains use and monitor channel #2

NECR yard crews use channel #1

Channel 6 will be used for contacting the Burlington Operator.

9. SPECIFIC SWITCH INSTRUCTIONS

NONE

10. DEFECT DETECTOR LOCATIONS

NONE

11. LOCATIONS NOT LISTED AS STATIONS

Track	MP	Name	Switch Opens
I245	0.55	Old Rutland Main	South
P260	1.74 – 2.14	Burlington Electric	Both
T290	7.53	Straight	South

12. OTHER SPECIFIC INSTRUCTIONS

A. CLOSE CLEARANCES:

Location of Restricted Clearances which may not be marked or indicated by restricted clearance signs:

Station	Location	Structure	Side of Track
MP 1.2	Burlington Tunnel	Tunnel	East & West
P260	MP 2.6	Scaffold	East & West

Cars exceeding Plate C will not clear inside Burlington Tunnel MP 1.2.
There may be other locations where permanent or temporary close clearances exist which are not listed.

B. OPERATING ON VTR PROPERTY

Signals at Maple Street, VTR MP 121.6 and King Street VTR MP 121.7:

1. Movement must stop short of insulated joint until vehicles clear the crossing. When traffic clears movement may enter circuit to activate the signals.
2. There are stop signals located at the insulated joints nearest the crossings.

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NECR SPECIAL INSTRUCTIONS

1. COMPANY OFFICERS and CONTACT NUMBERS

St. Albans	
Name	Phone/ext
Jan Polley President, Eastern Business Unit	Office 519-749-8000
NECR Office	Office 802-527-3500
	Fax 802-527-3482
Charles Hunter General Manager	Office 802-527-3434
Bob Richardson Asst. General Manager (Palmer)	Office 802-527-3512
	Fax 802-527-3489
Michael Lawyer Roadmaster	Office 802-527-3585
Bruce Nollman Trainmaster (St Albans)	Office 802-527-3416
	Fax 802-527-3516
NECR Dispatcher	Office 802-527-3480
Steve Scott Office Manager	Office 802-527-3412
	Fax 802-527-3476
NECR Customer Service	Office 802-527-3450
	Fax 802-527-3487
Rick Boucher Track Supervisor North End	Office 802-527-3580
Ron Bocash Signal Supervisor	Office 802-527-3461
Diesel Shop	Office 802-527-3431
Chief Mechanical Officer	Office 802-527-3405
Bill Mount Manager Safety & Operating Practices	Office 802-527-3407
Brattleboro	
Tom Marston Track Supervisor South End	Office 802-527-3430
Palmer	
Jim Rivers Trainmaster (Palmer)	Office 802-527-3512
	Fax 802-527-3489
White River Jct.	
James Miller Trainmaster (White River Jct.)	Office 802-527-3414

2. **EMERGENCY TELEPHONE NUMBERS.** When an emergency occurs, your first call must be to the Train Dispatcher when possible. If the Train Dispatcher cannot be contacted dial - 911 or

NEW ENGLAND CENTRAL RAILROAD EMERGENCY TELEPHONE NUMBERS SWANTON SUBDIVISION

STATION OR COUNTY	CONTACT	MP LOCATION	PHONE NUMBER
ALBURGH	STATE POLICE	MP 15.5 - MP 18.0	802-524-5993

**NEW ENGLAND CENTRAL RAILROAD EMERGENCY
TELEPHONE NUMBERS
SWANTON SUBDIVISION**

SWANTON	POLICE FIRE AMBULANCE	MP 3.6 - MP 15.5	802-868-4100
FRANKLIN CTY. SHERIFF	SHERIFF		802-524-2121
ST. ALBANS TOWN	POLICE FIRE AMBULANCE	MP 1.0 - MP 3.6	802-524-5993
ST. ALBANS CITY	POLICE FIRE AMBULANCE	MP 0.0 - MP 1.0	802-524-2166

ROXBURY SUBDIVISION

STATION OR COUNTY	CONTACT	MP LOCATION	PHONE NUMBER
ST. ALBANS TOWN	STATE POLICE FIRE AMBULANCE	MP 129.8 - MP 132.0	802-524-5993
GEORGIA	STATE POLICE FIRE AMBULANCE	MP 121.5 - MP 129.8	802-524-5993
MILTON	POLICE FIRE AMBULANCE	MP 114.7 - MP 121.5	802-893-2424
COLCHESTER	POLICE FIRE AMBULANCE	MP 111.0 - MP 114.7	802-655-1412
ESSEX JCT.	POLICE FIRE AMBULANCE	MP 106.0 - MP 111.0	802-878-8331
WILLISTON	POLICE STATE POLICE AMBULANCE	MP 101.4 - MP 106.0	802-878-8331 802-878-7111
RICHMOND	POLICE FIRE AMBULANCE	MP 95.7 - MP 101.4	802-434-2153
BOLTON	POLICE FIRE AMBULANCE	MP 90.2 - MP 95.7	802-655-3435 802-434-3497
WATERBURY	POLICE FIRE AMBULANCE	MP 83.5 - MP 90.2	802-244-7339 802-244-8611
MIDDLESEX	POLICE FIRE AMBULANCE	MP 76.9 - MP 83.5	802-229-9191
MONTPELIER	POLICE FIRE AMBULANCE	MP 76.5 - MP 76.9	802-223-3445
RIVERTON	POLICE FIRE AMBULANCE	MP 69.8 - MP 76.5	802-229-9191

NORTHFIELD	POLICE FIRE AMBULANCE	MP 62.0 - MP 69.8	802-229-9191 802-223-5555 802-223-5555
ROXBURY	POLICE FIRE AMBULANCE	MP 46.2 - MP 62.0	802-229-9191
BRAINTREE	POLICE FIRE AMBULANCE	MP 47.8 - MP 55.0	802-234-9933
RANDOLPH CTR.	POLICE FIRE AMBULANCE	MP 44.0 - MP 47.8	802-234-9933 802-728-3737
BETHEL	POLICE FIRE AMBULANCE	MP 38.3 - MP 44.0	802-234-9933
S. ROYALTON	POLICE FIRE AMBULANCE	MP 30.2 - MP 38.3	802-234-9933
SHARON	POLICE FIRE AMBULANCE	MP 23.0 - MP 30.2	802-234-9933
HARTFORD (White River Jct.)	POLICE FIRE AMBULANCE	MP 11.5 - MP 23.0	802-295-9425
HARTLAND	POLICE FIRE AMBULANCE	MP 5.1 - MP 11.5	802-674-2183
WINDSOR	POLICE FIRE AMBULANCE	MP 0.0 - MP 5.1	802-674-2183
PALMER SUBDIVISION			
STATION OR COUNTY	CONTACT	MP LOCATION	PHONE NUMBER
CLAREMONT	POLICE AMBULANCE FIRE	MP 159.6 - MP 170.0	603-542-7011
CHARLESTOWN	POLICE FIRE AMBULANCE	MP 146.5 - MP 159.6	603-826-5747
WALPOLE	POLICE FIRE AMBULANCE	MP 145.0 - MP 146.5	603-352-1100
BELLOW FALLS	POLICE FIRE AMBULANCE	MP 143.5 - MP 145.0	802-463-1234
WESTMINSTER/BELLOWS FALLS	STATE POLICE FIRE AMBULANCE	MP 135.4 - MP 143.5	802-875-2112 603-352-1100 603-352-1100
BRATTLEBORO/ PUTNEY	SHERIFF FIRE AMBULANCE	MP 129.0 - MP 135.4	802-365-4949 603-352-1100 802-254-2010
BRATTLEBORO	POLICE FIRE AMBULANCE	MP 121.0 - MP 129.0	802-254-2321 802-254-4543 802-254-2010

VERNON	POLICE FIRE AMBULANCE	MP 110.8 - MP 121.0	802-254-6962
NORTHFIELD	POLICE FIRE AMBULANCE	MP 102.1 - MP110.8	413-625-8200
ERVING	POLICE FIRE AMBULANCE	MP 100.0 - MP 102.1	413-625-8200
MILLER FALLS	POLICE FIRE AMBULANCE	MP 100.0 - MP 102.0	413-625-8200
MONTAGUE	POLICE FIRE AMBULANCE	MP 94.5 - MP100.0	413-863-8911
SUNDERLAND	POLICE FIRE AMBULANCE	MP 93.5 - MP94.5	413-625-8200
LEVERETT	POLICE FIRE AMBULANCE	MP 89.0 - MP 93.5	413-625-8200
AMHERST	POLICE FIRE AMBULANCE	MP 81.0 - MP 89.0	413-253-5378
BELCHERTOWN	POLICE FIRE AMBULANCE	MP 68.5 - MP 81.0	413-323-7782
PALMER	POLICE FIRE AMBULANCE	MP 64.4 - MP 68.5	413-289-1196
PALMER	POLICE FIRE AMBULANCE	MP 64.4 - MP68.5	413-283-4368
MONSON	POLICE FIRE AMBULANCE	MP 55.8 - MP64.4	413-267-0074
STAFFORD	POLICE FIRE AMBULANCE	MP 48.8 - MP 55.8	860-896-3200
WILLINGTON	POLICE FIRE AMBULANCE	MP 41.9 - MP 48.8	860-896-3200
MANSFIELD	POLICE FIRE AMBULANCE	MP 32.0 - MP41.9	860-896-3200
WILLIMANTIC CITY	POLICE FIRE AMBULANCE	MP 29 - MP 26	860-465-3135
WINDHAM	POLICE FIRE AMBULANCE	MP 24.6 - MP 32.0	860-537-7500 860-423-2325 260-423-2325
FRANKLIN	POLICE FIRE AMBULANCE	MP 23.9 - MP 24.6	860-537-7500 860-423-2325 860-423-2325

LEBANON	POLICE FIRE AMBULANCE	MP 23.1 - MP23.9	860-642-7730
FRANKLIN	POLICE FIRE AMBULANCE	MP 17.7 - MP 23.1	860-537-7500
NORWICH	POLICE FIRE AMBULANCE	MP 10.9 - MP 17.7	860-886-5561
MONTVILLE	POLICE FIRE AMBULANCE	MP 5.1 - MP 10.9	860-848-6500
WATERFORD	POLICE FIRE AMBULANCE	MP 2.3 - MP 5.1	860-442-9451
NEW LONDON	POLICE FIRE AMBULANCE	MP 0.0 - MP 2.3	860-447-5269
BURLINGTON SUBDIVISION			
STATION OR COUNTY	CONTACT	MP LOCATION	PHONE NUMBER
BURLINGTON	POLICE FIRE AMBULANCE	MP 0.0 - MP 2.0	802-658-2700
WINOOSKI	POLICE FIRE AMBULANCE	MP 2.0 - MP 4.0	802-655-0221

**CONTACT NECR DISPATCHER AT ST. ALBANS FOR ALL EMERGENCIES:
1-800-800-3490**

3. STANDARD TIME

All Time on NECR is given as Eastern Time. Standard time may be requested from the NECR Dispatcher St Albans or by dialing "3888" from any NECR company Telephone.

4. DETECTOR MESSAGE AND TRAIN CREW ACTION

Use the following table to determine crewmember requirements when a detector alarm message is received:

DETECTOR MESSAGE	TRAIN CREW ACTION	ADDITIONAL INSTRUCTIONS
"...No Defects"	1. Proceed	NONE
"...Integrity Failure" with no additional alarm messages.	1. See ** paragraph below	Report "Integrity Failure" to the train dispatcher.
"You Have a Defect"	1. Reduce Speed to LESS THAN 20 MPH.	NONE

DETECTOR MESSAGE	TRAIN DISPATCHER ACTION	ADDITIONAL INSTRUCTIONS
"...First Hot Box North Rail, XXX From Head of Train."	1. STOP THE TRAIN	Detector Alarm Message may identify more than one defect. Inspect train for all reported defects.
"First Dragging Equipment, Near Axle XXX From Head of Train."	2. Inspect car involved and 5 cars ahead and 5 cars behind.	
"First Hot Wheel, Near Axle XXX From Head of Train."		

Crews should be aware that the entire radio readout counts axles from the head end to the rear of train. Crews must carry a 200 degree Tempilstik while on duty. On roller bearing cars, to determine when the bearing is overheated and the car must be set out, be governed by the following:

1. The temperature of suspect roller bearings must be tested using a Tempilstik, when available, by making a mark approximately 3 inches long on the outside of the bearing (not the bearing cap).
2. If the mark melts, the car must be set out.

Crewmembers required to inspect cars for hot wheels must:

1. Be on the lookout for visual evidence of overheated wheel(s) by noting any discoloration in the rims or plates of suspected wheels;
2. Place a hand near, **but not directly on**, the suspected wheel rim to detect any heat being dissipated from the wheel surface.

When performing hot wheel inspections, employees must inspect for other car defects, such as sticking brakes, hot journal bearings and broken or extensively cracked wheels. If the defect is sticking brakes, be sure the hand brake is in full release and the retainer valve is in direct release. It may be necessary to cut out air brakes on a suspected car. If the defect is a cracked or broken wheel, brake rigging dragging or wheel with bad flat spots, precaution must be taken to remove car or locomotive from train. It may be necessary to leave the car or locomotive standing until assistance can be received. The Train Dispatcher must be notified of the condition.

****Defect Detector Failures**

A train passing over a defect detector temporarily removed from service receiving an "Integrity Failure" no message or incomplete message or moving slower than 10 MPH over the detector, may proceed to the next detector, making a visual on-board inspection of both sides of the train as soon as practical. If the next defect detector is also temporarily removed from service, gives an "Integrity Failure", no message or an incomplete message, the train must be stopped and a walking inspection performed. A train receiving an "Integrity Failure", no message or incomplete message must report such information to the Train Dispatcher.

When conditions permit, the return to the engine will be made on the opposite side of the train.

When a car is reported twice by a defect detector, the car must be set out at the first available point, not exceeding 25 MPH from the second inspection site to the set out site. Train crews will be notified when a defect detector has been temporarily removed from service. Defect detectors can only be temporarily removed from service by authorized personnel.

5. The following are procedures for contacting the NECR Train Dispatcher:

AAR Channels:

NECR #1	(87 - 87)
NECR #2	(73 - 73)*
NECR #3	(44 - 44)
Vermont Railway #6	(40 - 40) (Portable)
VRS Rutland Dispatcher	(04 - 72) – Voice Activated

*When on NECR channel #2, press 22 and wait for tone back.

For emergencies only, go to channel #2. Press **2 2** and wait for tone back. When tone back is received, immediately press **3 3**. Another tone back will occur and the dispatcher's screen will flash red to warn of the emergency.

To contact the NECR dispatcher via radio when on NECR channel #2 on the Roxbury Subdivision between Milton and St. Albans and the entire Swanton Subdivision, including switching crews- press **3 2** and wait for tone back.

For Emergencies only, same MP locations as above including switching crews, go to channel #2, press **3 2** and wait for tone back. When tone back is received, immediately press **3 3**. Another tone back will occur and the dispatcher's screen will flash red to warn of the emergency.

As a reminder, radio conversations are recorded.

6. EQUIPMENT RESTRICTIONS

- **Six axle locomotives, other than SD-9, are prohibited from the following locations:**

P771 Wire Mill
P758 Palmer Industrial Park
T620 Center Track
P532 Windsor Lead
P393 RSD Warehouse
P374 Bethel House
P363 Randolph House
T345 Northfield House
P287 Vermont Commercial
P031 Bourdeau Bros
P137 Old Mill
P138 Old Mill
Palmer Subdivision South of MP 64.
Entire Burlington Subdivision East of Essex Jct. Wye Tracks
T420 WACR Crossover (Including SD-9)

- **Six axle locomotives must not exceed 5 MPH when using:**
 - Any WYE on the NECR
 - MP 66.5 Wire Mill Tracks
 - T696 Millers Falls
- **NECR 4285 (Jordan Spreader) maximum speed is 25 MPH with wings locked in trailing position.**
- **ETMX 1001 (heavy duty depressed center flat) 18 axle car capable of handling turbines and generators weighing up to 792,000 lbs. is restricted as follows:**
 - (a) Except when further restricted, speed must not exceed 25 MPH.
 - (b) ETMX 1001 must be handled in a special train of no more than (10) cars when loaded or empty and must be handled at the head end of train.
 - (c) ETMX 1001 must be accompanied by sufficient cars that can be used as brake cars in the event this car must be set out.
 - (d) In addition to the restrictions listed above, ETMX 1001 must not be placed in trains requiring pusher service, must not be gravity switched with power detached, must be properly locked with traveling shims secured, and switching moves must be kept to a minimum.
 - (e) ETMX 1001 must not be forwarded in a train without permission of the proper authority.
 - (f)

7. TONNAGE RATINGS:

STATIONS	DIRECTION	UNIT	UNIT	UNIT	UNIT	UNIT	CAPY
		GP38	GP40	SD40	SD40-2	B39-8	
St. Albans - Essex Jct.	South	2415	3045	3780	3990	4100	Tons
	North	2520	3000	3780	4090	4300	Tons
Essex Jct. - White River Jct.	South	2100	2400	3150	3360	3500	Tons
	North	2300	2600	3350	3450	3600	Tons
White River Jct. - Bellows Falls	South	2800	3200	4200	4200	4500	Tons
	North	2400	3100	4000	4100	4400	Tons
Bellows Falls - Palmer	South	1300	1500	2000	2100	2400	Tons
	North	1400	1600	2200	2300	2500	Tons
Palmer - New London	South	1400	1600	2100	2200	2400	Tons
	North	1300	1500	2000	2100	2300	Tons

8. Announcing Stations:

A crew member on all TRAINS or an occupant of any Hi-Rail must announce via radio transmission on the appropriate frequency when approximately two miles from the following locations and include the limits of their authority:

- Stations
- Yard Limits.
- Interlocked and non-interlocked drawbridges
- Interlocked and non-interlocked railroad crossings at grade

Required information must include Identifying Engine Number (see GCOR 5.11) or Hi-Rail, direction of travel and speed. In addition all trains and Hi-Rails will transmit when they depart Yard (or Restricted) Limits.

Example: "Engine NECR 4047 North is approaching Roxbury at 40 MPH with a Proceed Track Warrant to South Siding Switch Bolton, OUT."

Example: "Engine CEFX 3771 South is approaching New London Yard Limits at 20 with a work between Willimantic and New London, OUT."

Example: "Engine AMTK 147 South is leaving South Yard Limits St. Albans at 59 MPH with a Proceed Track Warrant to North Siding Switch Montpelier Jct., OUT."

9. Use of Track & Time With "Do Not Foul Ahead of" by Engineering Department Employees and Train Dispatchers (G.C.O.R. 10.3.1 – 10.3.4)

When Track and Time is granted to engineering department employees with "Do Not Foul Limits Ahead Of", the train dispatcher is *required* to notify the

receiving employee whether or not there is a train within the same signaled block.

Engineering employees receiving Track and Time with "Do Not Foul Limits Ahead Of" from the train dispatcher are not authorized to occupy the main track until the train dispatcher notifies them whether or not there is a train within the same signal block.

11. RED ZONE PROTECTION:

When duties require an employee to enter the RED ZONE, Three Step protection will be requested via RADIO ONLY. Hand signals will be used only in the event of a radio malfunction. Protection will be requested and released as follows:

Conductor will say "THREE STEP" followed by the engine or Job number.
Engineer will reply "THREE STEP" followed by the engine or Job number.

Request Example:

Conductor: "THREE STEP 500"

Engineer: "THREE STEP 500"

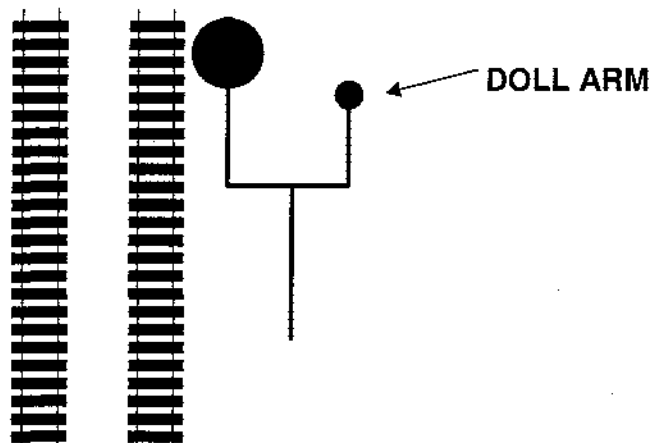
Release Example:

Conductor: "Release THREE STEP 500"

Engineer: "THREE STEP released 500"

12. BLOCK AND INTERLOCKING SIGNALS

When a track intervenes between a signal and the track it governs, a doll arm with a blue light will be attached.



13. Locomotive Firefighting Instructions:

Occasionally you may be faced with a fire on a locomotive. How you choose to deal with the problem and ultimately carry out that decision will determine your safety, that of other crewmembers, possibly the general public and may minimize the amount of damage to the locomotive itself.

Causes of locomotive fires vary, though in many cases they are electrical fires.

Much of the material on board locomotives will burn given the right conditions. The combustion of certain liquids, as well as diesel fuel, lubricating oils and solids such as plastics may produce smoke that should be avoided. If a locomotive fire occurs, observe the following points, listed in priority order:

1. Personal Safety- At all times your personal safety is FIRST. Although protection of company property is a priority for all employees, attempting to put out a fire in the locomotive at personal risk to yourself or other employees is not what RailAmerica desires.
2. The Safety of Fellow Employees- Do whatever you can to assure the safety of others, without putting yourself at risk of injury. While it may seem that the safety of others should come first, remember that if you become injured, you will generally not be able to take corrective actions. It is imperative to **remain in control** of the situation **to avoid suffering injury**.
3. The Safety of the Public- When deciding where to position the locomotive, always try to consider the location and hazard exposure to the public. Try not to place the locomotive where the fire or actions fighting the fire could endanger the general public.
4. The Safety of the Property- The LAST priority is the property. Place the locomotive where responding fire fighters will have the best access if possible and **SAFE TO DO SO**. Once the **professionals** are on the scene, **let them deal with the fire**.

At the first notice of fire, smoke, unusual burning or chemical odor, protect your breathing space. Separate yourself from the source of the smoke or odor to assure the quality of your breathing air. Either open up windows and doors or evacuate the cab entirely.

Next, evaluate the source of the smoke, fire or odor. Take appropriate actions to remove the ignition and/or fuel source of the fire, if it's possible to do so safely.

Shut down locomotive by pressing the emergency fuel shut-off button and pull battery knife switch. In electrical fires, removing the source of electrical current will usually put the fire out. At that point, if it is safe to do so, the fire

extinguisher can mop up whatever spot fires were initiated by the electrical current. Fires involving fuel or sump contents will usually require more action from the extinguisher. In all fires, attempt to stay upwind and do not breathe in the smoke.

- DO NOT ATTEMPT TO OPEN cabinet doors with smoke issuing from within, unless you are prepared with a full fire extinguisher and know how to use it.
- NEVER touch metal parts with bare hands.
- NEVER operate a fire extinguisher in a completely enclosed space.

Open windows and doors to allow for exchange of air. Follow the instructions on the fire extinguisher and try not to breathe the extinguishing agent while fighting the fire. This can be done by staying upwind while operating the extinguisher, being careful to aim the spray at the base of the fire (lowest point). If the fire fighting agent blows back and you see that you are about be enveloped in a cloud of it, release the trigger (stop spraying the agent), hold your breath, close your eyes and mouth. In two or three seconds the agent cloud should clear.

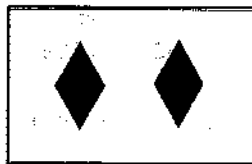
Once clear, evaluate the fire, and take the appropriate action. Once the extinguisher is spent, be careful to place it out of the walkways so it will not become a tripping hazard.

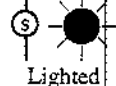
After the fire and mechanical forces have stabilized the locomotive, be sure to follow all applicable rules and policies when transporting it. Do not re-enter the cab, until it is safe to do so, as judged by mechanical forces. If instructed to set the locomotive out, make sure the hand brake is operable and stable. If not, then secure the locomotive to another piece of equipment with operable handbrakes.





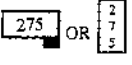
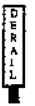
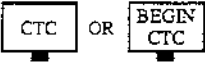
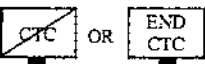
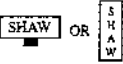






REMEMBER - All employees are empowered to work safely. If you think a condition is unsafe, protect it, report it, assist in correcting it, or use your expertise to provide a better and safer way.

14. Close Clearance

In addition to the signs reading "Close Clearance" or any similar sign, the following signs are in place on NECR in some locations and indicate that there is insufficient clearance for a man on the side of equipment.



BLOCK AND INTERLOCKING SIGNALS					
RULE	ASPECTS			NAME	INDICATION
9.1.1				Clear	Proceed
9.1.2				Approach Medium	Proceed, approaching next signal at 30 MPH
9.1.3				Approach	Proceed, preparing to stop at next signal. Trains exceeding 30 MPH must at once reduce
9.1.4				Medium Clear	Proceed, 30 MPH within interlocking limits or through turnouts.
9.1.5				Medium Approach	Proceed at 30 MPH preparing to stop at next signal.
9.1.6				Slow Clear	Proceed, 10 MPH within interlocking limits or through turnouts.
9.1.7				Restricting	Proceed at restricted speed.
9.1.8				Stop and Proceed	Stop, then proceed at restricted speed.
9.1.9				Stop	Stop.
9.1.10	<p>NOTE: Lighted "S" or flashing light is used in conjunction with a block or interlocking signal.</p>  Lighted			Take (or leave) Siding	Take (or leave) siding when "S" lighted or light flashing. NOTE: Lighted "S" or flashing light is used in conjunction with a block or interlocking signal.

STANDARD ROADWAY SIGNS					
APPEARANCE			INDICATION		
 Yellow-Red Flag Protecting Men & Equipment  Spring Switch  Begin Whistle and Bell for grade crossing  Indicates number of crossings requiring whistle  Mile Marker or Milepost  Derail			 C.T.C Begins  C.T.C Ends  Station Name Sign  Block Clearance Point  Begin and end permanent Speed Restriction  SIGNAL TERRITORY STARTS  END OF SIGNAL TERRITORY		
PERMANENT SPEED RESTRICTION SIGN  Signs will be placed at the beginning of permanent speed restrictions. Sign may be any shape or color.			PERMANENT RESUME SPEED SIGN  Indicates the end of a permanent speed restriction.		

15. PUSH – PULL TEST

In addition to General Code of Operating Rules, 7.6 and Air Brake and Train Handling Rules 102.1, when 3 or fewer cars are to be left unattended at any location and prior to detaching locomotive(s), perform a push – pull test to ensure that equipment remains secured.

Conduct the push- pull test in the following manner:

- Apply hand brake(s)
- Release train and locomotive independent brakes
- Apply a small amount of power to ensure that the handbrakes applied are effective

Unattended means equipment left standing and unmanned in such a manner that the brake system may not be readily controlled by a qualified person who is within 25 feet of a handbrake and can stop the equipment in the event of unintended movement.

RAILAMERICA SYSTEM SPECIAL INSTRUCTIONS

ITEM 1. RULE BOOKS AND PUBLICATIONS IN EFFECT

Employees must provide themselves with and have available for reference:

<i>General Code of Operating Rules, 5th Edition</i>	Effective April 3, 2005
<i>RailAmerica Air Brake and Train Handling Rules</i>	Effective January 1, 2004
<i>RailAmerica U.S HazMat Instructions for Rail</i>	Effective May 1, 2006
<i>RailAmerica Transportation Safety Rules & Recommended Work Practices</i>	Effective February 1, 2002
<i>RailAmerica Mechanical Safety Rules & Recommended Work Practices</i>	Effective November 1, 2002
<i>RailAmerica Engineering Safety Rules & Recommended Work Practices</i>	Effective November 1, 2002
<i>Emergency Response Guidebook</i>	2004 Edition
<i>RailAmerica Roadway Worker Protection Rules</i>	Effective April 15, 2002
<i>RailAmerica Maintenance of Way Rules</i>	Effective September 1, 2000
<i>RailAmerica Rules Governing Train Dispatchers</i>	Effective January 1, 2002

ITEM 2. SPEEDS

SYSTEM SPEED RESTRICTIONS

Movement on all tracks other than main track and through turnouts 10 MPH

TABLE OF TRAIN SPEEDS

Min.	Sec.	MPH	Min.	Sec.	MPH	Min.	Sec.	MPH
1	00	60.0	1	28	40.9	1	56	31.0
1	02	58.0	1	30	40.0	1	58	30.5
1	04	56.2	1	32	39.1	2	00	30.0
1	06	54.2	1	34	38.3	2	05	28.8
1	08	52.9	1	36	37.5	2	10	27.7
1	10	51.4	1	38	36.8	2	15	26.7
1	12	50.0	1	40	36.0	2	24	25.0
1	14	48.6	1	42	35.3	2	30	24.0
1	16	47.4	1	44	34.6	2	45	21.8
1	18	46.1	1	46	34.0	3	00	20.0
1	20	45.0	1	48	33.3	3	30	17.1
1	22	43.9	1	50	32.7	4	00	15.0
1	24	42.9	1	52	32.1	5	00	12.0
1	26	41.9	1	54	32.6	6	00	10.0

ITEM 3. TRAIN MAKEUP AND EQUIPMENT RESTRICTIONS

1. The following cars must be entrained with no more than 4000 trailing tons from those cars:
 - Empty tank cars less than 35 feet in length
 - Other cars measuring less than 42 feet in length and they must not be coupled to a car longer than 75 feet in length.
2. Scale test cars and other cars designated as required to be on the rear end of trains must be entrained within the rear 5 cars of the train. Unless equipped with operative air brakes, scale test cars must not be handled as the rear car in a train.
3. Loaded continuous welded rail (CWR) trains must be handled separately from other trains.
4. When making up trains, the following will govern:
 - Loaded cars should be placed toward the head end of trains, with empties placed near the rear.
 - Loaded multi-platform double stack cars should be entrained on the head end of trains.
 - Blocks of ten or more cars having an average weight over 100 tons per car must be placed near the head end of trains.
 - Any block of 20 or more conventional TOFC / COFC or multilevel cars must be placed as close to the rear as good train make-up will permit i.e., loads ahead of empties.

PREVENTION OF HARMONIC ROCK

The critical speed range for harmonic rock is between 13 and 19 MPH. Every effort must be made to operate trains at speeds above or below these limits except when:

1. An engine is operating at its maximum.
2. Train is operating on ascending grades.
3. When automatic brakes are applied.

Trains operated in a draft condition are less susceptible to harmonic rock. While in the critical speed range, the engineer, and conductor should make a constant and careful observation of as much of their train as possible to determine if any cars are rocking excessively.

ITEM 4. MISCELLANEOUS

AUTOMATIC WARNING DEVICE BOXES

An illuminated white light above the door of a signal box at highway/rail grade crossings indicates the AC power is being used for an active device(s) at that location. When the light is not illuminated, AC power is not being used and the crossing warning device(s) is operating on battery power only. Extended battery operation of crossing warning devices can affect the safety of the crossing. Contact the train dispatcher if the light on the signal box is not illuminated.

OPERATIONAL TESTING

When performing operational testing, stop signal appliances such as unattended burning fusees, red flags, red lights or banners displaying the words "STOP" or "STOP OBSTRUCTION" may be used to test for compliance with GCOR 6.27 and 6.28. When unattended fusees are used for this purpose, the officer may allow the movement to depart the testing site without complying with restricted speed as required by GCOR 5.6.

CONSIST VERIFICATION

All crews receiving trains or picking up cars on foreign railroads must verify that the cars received are part of the train by comparing at least six (6) cars of each track to the train list furnished by the delivering road.

ITEM 5. CHANGES AND REVISIONS TO THE GENERAL CODE OF OPERATING RULES (and M of W rules as applicable)

1.3.1 RULES, REGULATIONS AND INSTRUCTIONS

Add: Roadway Worker Protection Rules and Maintenance of Way Rules: Employees whose duties include the inspection, construction, maintenance or repair of track, bridges, roadway, signals, and machinery or provides protection for other employees or themselves must be qualified on these rules and have a copy accessible to them while on duty.

1.33 INSPECTION OF FREIGHT CARS

Add: Tie Down Chains/Cable - Cars equipped with tie down chains and/or cables must not be moved until the chains and/or cables are properly secured.

5.8.2 SOUNDING WHISTLE

GCOR Rule 5.8.2 Item (7) is changed to read as follows:

- (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 **45 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.

6.13 YARD LIMITS

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 track bulletin(s) or a Daily Operating Bulletin for the territory encompassing the Yard Limits. Accuracy of bulletins and/or DOB must be verified with the Train Dispatcher. 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.

Second paragraph is changed to read:

All movements entering or moving within Yard Limits must be made at restricted speed, regardless of signal indications.

6.14 RESTRICTED LIMITS

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 track bulletin(s) or a Daily Operating Bulletin for the territory encompassing the Restricted Limits. Accuracy of bulletins and/or DOB must be verified with the Train Dispatcher. All movements must be made at restricted speed.

6.23 EMERGENCY STOP OR SEVERE SLACK ACTION

Add: Inspection of Cars and Units. Prior to moving, a walking inspection of the entire train must be made for derailed cars, shifted loads, or other conditions affecting safe train movement. Promptly report results on the inspection to the train dispatcher or proper authority.

7.7 KICKING OR DROPPING CARS

Add: The dropping of cars is prohibited when a locomotive initiates movement.

7.14 SAFETY STOP

Add New Rule:

Before a cut of cars exceeding 2,000 feet is coupled to other cars, movement must stop approximately one car length from the other cars.

8.3 MAIN TRACK SWITCHES

Add: In non-signaled (except in restricted limits and yard limits) territory, a job briefing must occur between any crewmembers lining a hand operated main track switch and the engineer while the crewmember is still at the switch location and before the train moves. This job briefing must occur the first time that a hand operated main track switch is lined and occur again when switching operations (if any) are complete and the switch is lined and locked in the normal position.

8.16 DAMAGED OR DEFECTIVE SWITCH

Add: When switches are spiked they will be identified by a tag or colored tape attached to the switch stand or handle. This does not relieve the requirements of additional protection as required.

8.20 DERAIL LOCATION AND POSITION

Add: Crewmembers must communicate when derails have been placed in the non-derailing position before proceeding with movement. Engineers must receive this information before proceeding except when they can see that the derail is in the non-derailing position.

14.5 PROTECTING MEN AND EQUIPMENT

Item #2 is changed to read:

All trains authorized are notified of the men or equipment using track warrant line 12 or line 18 and the track warrant identifies the employee in charge by name. Trains must not enter the limits of the track warrant held by men or equipment unless verbally authorized by the employee in charge named. Also, a track warrant must inform the employee in charge about the trains using track warrant line 11. Employee in charge must not authorize train movement into the limits unless all men and equipment are clear of the main track and the track is safe for train movement. When so authorized, trains may move as specified by the employee in charge. Restricted speed as indicated by line 12 does not apply.

14.7 REPORTING CLEAR OF LIMITS

Add: A job briefing must occur between a crewmember and the train dispatcher regarding the position of main track switches before a train reports clear of a track warrant, the track warrant is made void or a portion of track warrant limits are released.

15.2.2 PROTECTION OF PRIVATE CONTRACTORS

Add New Rule:

Track bulletin Form B may be used to protect contractor's employees and equipment near or fouling the track without use of flags as specified in Rule 5.4.3 (Display of Yellow-Red Flags). However, flags must be displayed when working on-track.

GLOSSARY

Add: DAILY OPERATING BULLETIN (DOB)

Instructions regarding track conditions, restrictions, and other information, which affect the safety and movement of a train or engine. All track bulletin rules apply to DOBs.

ITEM 6: ADDITION TO RAILAMERICA's *EMPLOYEE HANDBOOK*

Add to the policy concerning Drugs and Alcohol:

"In addition, no employee who performs covered service may use a controlled substance at any time, whether on duty or off duty, except as prescribed by a medical practitioner."

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New England Central Railroad Highway Grade Crossings:					
SWANTON SUBDIVISION					
MILEPOST	TYPE	ST/RD NAME	UNDER/OVER	DOT#	WARNING
0.45		North Elm Street		247-412X	
1.41		Brigham Road		247-413E	M G
1.85	Private			247-414L	
2.03	Private			247-415T	
2.35	Private			247-416A	
2.60		Lower Newton Road		247-417G	M FL
3.20		Jewett Avenue		247-418N	M FL
3.96		Greenleaf Road		247-419V	
4.75	Private	Lime Kiln		247-420P	
5.04			Over	247-421W	
5.40	Private			247-422D	
6.18	Private			247-423K	
6.55	Private			247-424S	
6.74	Private			247-425Y	
7.71		TH7 County Road		247-426F	M FL
8.45	Private			247-427M	
8.98		TH4 Lake Street		247-428U	M B G
10.50	Private			247-429B	
11.00	Private			247-430V	
13.60	Private			247-633A	
13.79	Private			247-634G	
14.17		Tabor Road - Donaldsons		247-635N	
14.79		Lakewood Road		247-636V	
15.90		Route 78		171-040T	M B G FL
16.44		Reynolds/Alburg Spring Rd.		171-043N	M B FL
17.07		TH6- Bohannon/Lake St.	East Alburg	171-046J	M B FL
0.25		Aldis Street		247-638J	
0.44		Newton Street		247-639R	
0.55	Pedestrian		Under	247-640K	
0.77				247-641S	

NEW ENGLAND CENTRAL RAILROAD HIGHWAY CROSSINGS AT GRADE:

FL = Flashers
 M = Motion Detector
 G = Gates & Flashers
 P = Preemption (tied to Traffic Light)
 I = Island only Circuit
 B = Bells

ROXBURY SUBDIVISION					
MILEPOST	TYPE	ST/RD NAME	UNDER/OVER	DOT#	WARNING
170.74=0.75		TH4 Bridge Street	Over	052-812Y	
0.70		TH34 River Street		052-813F	M B FL
0.70	Private	TH 34 Extension		900-590J	
0.75	Private	Depot St. Extension/Industrial		900-591R	
0.75	Private	Depot St. Extension/Industrial		900-592X	
0.75		Depot Avenue		247-795C	M B FL
0.90		Everett Road		247-796J	M B FL
1.25	Private			247-797R	
1.85	Private			247-798X	
3.30	Private			247-799E	
3.48	Private			247-800W	
5.10		Hartland Street		247-801D	M B FL
7.16		Route 5	Under	247-802K	
7.65	Private			247-803S	
7.92		Trippe		247-804Y	
8.99	Private			247-805F	
9.29		Route 5	Under	247-806M	
9.90		Evarts Station		247-807U	M B FL
10.18	Private			247-808B	
11.91	Private	Gravel Pit		247-809H	
12.10	Private	Gravel Pit		247-810C	
12.30	Private			247-811J	
13.10	Private			247-812R	
13.63		I-89		247-813X	
14.50		Nutt Street		247-814E	M B G
14.88	Private	Court House/ Joe Reed		900-616J	M B G
14.94		Bridge Street	Over	247-816T	
15.15		I-91	Under	247-817A	
15.70		I-91	Under	247-818G	
15.96		Philgas Road		247-819N	M B FL
16.23		Woolen Mill/VA Cutoff		247-820H	M B FL
16.81		Woodstock		247-821P	M B FL
17.07				247-822W	
18.30				247-823D	
18.99				247-824K	
19.21	Private			247-825S	
19.48			Over	247-826Y	
20.01			Under	247-827F	
20.68	Private			247-828M	
21.12	Private			247-829U	
21.33			Under	247-830N	
21.35			Under	247-831V	
21.72	Private			247-832C	

22.07	Private	W. Hartford Station		247-833J	
22.36		Tigertown		247-834R	M B FL
22.73				247-835X	
23.00		Lamphere		247-836E	
23.52				247-837L	
24.26	Private			247-838T	
24.70	Private			247-839A	
25.87	Private			247-840U	
25.89			Over	247-841B	
27.72			Over	247-842H	
28.42			Over	247-843P	
28.60	Private			247-532N	
28.88			Under	247-533V	
29.30			Over	247-534C	
29.63	Private			247-535J	
30.08		Commerce Park		247-536R	M B G
30.30	Private			247-537X	
30.65	Private			247-538E	
30.97		Dutton		247-539L	
31.10	Private			247-540F	
31.48		Stearn's		247-541M	
31.62	Private			247-542U	
32.38			Over	247-543B	
32.63				247-544H	
32.81				247-545P	
32.90				247-546W	
33.09	Private			247-547D	
33.47		Bushway		247-548K	M B FL
33.73			Over	247-549S	
33.80		Cloud		247-550L	
34.07	Private			247-551T	
34.30		TH88		247-552A	
34.36				247-553G	
34.88	Private			247-554N	
35.01			Over	247-556C	
35.09	Private			247-557J	
35.20	Private	Weyerhaeuser		247-558R	
35.41		TH6 Foxstand		247-559X	M B FL
36.09		School House Road		247-560S	
36.50			Under	247-561Y	
36.67	Private			247-562F	
38.30		Power House		247-563M	
39.11			Over	247-564U	
39.47			Under	247-565B	
39.56			Over	247-566H	

40.65	Private			247-567P	
41.38			Over	247-568W	
41.83	Private			247-569D	
42.43	Private			247-570X	
42.55			Under	247-571E	
43.10	Private			247-572L	
43.37	Private			247-573T	
43.79	Private			247-574A	
44.02	Private			247-575G	
44.76		Dump Road		900-583Y	
44.99	Private			247-577V	
45.20	Private			247-578C	
46.30		Pleasant Street		247-579J	M B G
46.37		Vt.12 Main Street		247-580D	M B G
46.95		School Street		247-581K	M B FL
48.38		Abels Trailer Park		247-582S	M B FL
48.70	Private			247-482M	
48.89		TH 46 Fords/Riford Brook		247-483U	M B FL
49.81	Private			247-486P	
50.85	Private			247-487W	
50.90		Manley		247-488D	M B FL
51.46		Farnsworth		247-489K	
51.82	Private			247-485H	
52.02	Private			247-484B	
52.55	Private			247-490E	
52.80	Private			247-491L	
53.15		TH3 Thresher Road		247-492T	M B FL
53.72		Marian		247-493A	
54.82		Dole's		247-494G	
56.87		Route 12A		247-495N	
58.70		Thurston's		247-496V	
58.85		Rabtoy (school)		247-497C	
59.17		Fred Willey		247-498J	
60.71		Warren Mountain Road		247-499R	G B M
61.10	Private			247-500H	
61.30		Ellis		247-501P	M B F
62.30				247-502W	
62.53	Private			247-503D	
62.70		Route 12A		247-504K	
63.95	Private			247-505S	
65.38				247-506Y	
65.86		Fairgrounds		247-507F	S
67.70		Wall Street		247-509U	M B FL
67.73	Pedestrian			247-510N	
67.87		Water Street		247-511V	M B FL

67.95			Under	247-512C	
68.10		Upper Main Street		247-513J	M B FL
69.11	Private	Kimballs		247-514R	
69.25	Private			247-515X	
69.45		Northfield Falls		247-516E	M B FL
70.77		Lovers Lane		247-517L	M B FL
71.69		Riverton St. / Route 12		247-518T	M B FL
71.88				247-519A	
72.92	Private			247-520U	
73.24	Private			247-521B	
73.27				247-522H	M B FL
73.44	Private			247-523P	
74.16		Route 12	Over	247-524W	
74.49	Private			247-525D	
74.79	Private			247-526K	
74.95		TH47		247-527S	
75.05		Lords		247-528Y	
75.95	Private			247-529F	
76.50		TH2 Pitkin		247-530A	M B G
76.66		TH14 Three Mile Rd	Graves St.	247-531G	M B FL
77.02	Private			247-290V	
77.56		Nelsons		247-291C	
78.97			Under	247-292J	
81.18			Over	247-294X	
81.44			Under	247-295E	
84.20		TH23		247-296L	
84.47				247-297T	
85.30	Private			247-298A	
85.54		Demerriits/Healy		247-299G	M B FL
85.69	Private			247-300Y	
85.95		TH5 Waterbury Sta/Park Row		247-301F	M B G
86.23		Stowe Street	Under	247-302M	
86.49		Route 100	Over	247-303U	
86.58	Private		Municipal	247-304B	
87.21	Private			247-305H	
87.63	Private			247-306P	
88.34	Private			247-307W	
88.40	Private			247-308D	
89.24	Private			247-309K	
89.51	Private			247-310E	
90.20	Private			247-311L	
92.02	Private			247-312T	
92.96	Private	Industrial		247-313A	
93.12		Gas Plant		247-314G	
93.25	Private			247-315N	

93.61	Private			247-316V	
94.50	Private			247-317C	
95.70	Private			247-318J	
95.87		Huntington-Jonesville Sta		247-319R	M B G
98.70	Private			247-684K	
99.06		TH1-Richmond Sta./Bridge St		247-685S	M B G
99.54	Private			247-686Y	
99.75	Private			247-687F	
100.10	Private			247-688M	
100.69		I-89	Under	247-689U	
100.72				247-690N	
100.99	Private			247-691V	
101.84	Private			247-692C	
102.10	Private			247-693J	
102.52	Private			247-694R	
103.72	Private			247-695X	
104.09	Private			247-696E	
104.14	Private			247-697L	
104.25		Williston Sta.N. Williston Rd.		247-698T	M B FL
104.49	Private			247-699A	
104.99	Private			247-700S	
105.50	Private			247-701Y	
105.74	Private			247-702F	
106.99		IBM		247-703M	M B G
107.05	Pedestrian	IBM	Under	247-704U	
108.09		Maple St/ VT 117		247-705B	P B M FL
108.18		Main Street		247-706H	M B G
108.28		Central Street		247-707P	M B FL
108.51		Lincoln Street/North St.		247-728H	M B FL
109.54		Old Colchester Rd.Nortons		247-729P	M B G
109.78	Private			247-730J	
110.10	Private			247-731R	
110.22		Gentes Road	Under	247-732X	
111.97		TH6 No.Station/Depot Rd		247-320K	M B FL
113.27	Private			247-321S	
113.38		Stafford Road/East Road		247-322Y	M B FL
113.73	Private			247-323F	
114.39		Langdon/Middle Road		247-324M	M B FL
114.73		TH5 / Farnsworth Rd./East Rd.		247-325U	M B FL
115.24			Over	247-326B	
115.59	Private			247-327H	
116.99		TH51 Mays/McMullen Rd.		247-328P	M B FL
117.49	Private			247-329W	
117.81	Private			247-382H	
118.12		TH35 Trayah		247-383P	

118.23	Private			247-384W	
118.31		Railroad Street/Kingsbury/Preston		247-385D	M B FL
118.79		TH31 / Cherry Street		247-386K	M B G
119.09		Main Street		247-387S	M B G
120.24		Allens/Rowe Road	Under	247-388Y	
120.91	Private			247-389F	
121.06		Pidgeon/Sabins North Rd		247-390A	M B FL
121.40	Private			247-391G	
122.16		Lamoille River	Over	247-392N	
122.20		104A	Over	247-393V	
123.39		TH31 Whey Plant		247-394C	M B FL
124.10		I-89		247-395J	
125.85	Private			247-396R	
126.85		Oakland Station		247-397X	M B FL
127.13	Private			247-398E	
128.20		TH13 Conger Rd.		247-399L	M B FL
128.76	Private			247-400D	
129.81		Route 7	Under	247-401K	
130.20	Private			247-402S	
130.47	Private			247-403Y	
130.53	Private			247-404F	
130.74	Private			247-405M	
130.95		TH65 Industrial Park		900-596A	M B FL
131.25	Private			247-406U	
131.41		Nason Street		247-407B	M B G
131.73		Welden Street		247-408H	M B G
131.98		Lake Street		247-411R	M B FL

NEW ENGLAND CENTRAL RAILROAD HIGHWAY CROSSINGS AT GRADE:

FL = Flashers
 M = Motion Detector
 G = Gates & Flashers
 P = Preemption (tied to Traffic Light)
 I = Island only Circuit
 B = Bells

PALMER SUBDIVISION					
MILEPOST	TYPE	ST/RD NAME	UNDER/OVER	DOT#	WARNING
0.23		Gov. Winthrop Blvd	Amtrak resp.		G
0.31	Private	Hallum St		247-201B	
0.45		Winthrop		247-202H	
0.62		St. Pier Road (Bridge)		500-292E	
0.91	Private	F&F crossing	Under	247-203P	
0.95	Pedestrian			247-204W	
1.06	Pedestrian		Under	247-205D	
1.28	Private		Under	247-206K	
1.39	Private		Under	247-207S	
1.70	Private			247-208Y	
1.80	Private			247-209F	
1.98	Private	Conn College	Agree#11593		
2.38	Private			247-210A	
3.11	Private	Richard's Grove		247-211G	
4.28	Private			247-212N	
5.04	Private			247-213V	
5.34	Private	Conn. Light & Power		247-214C	M B FL
5.76		Bowles St./Ferry Rd.		247-215J	M FL
5.75	Pedestrian	Dock Street	Under	247-216R	
5.87	Pedestrian		Under	247-216R	
5.96	Private	Depot Road/Stone Con		247-217X	M B G
6.54	Private	Kittemaug		247-226W	
7.87		Massapeag		247-227D	M FL
11.92	Private	Dahls		247-228K	M B FL
11.96	Private	Lehigh Petroleum		247-229S	Bell Only
12.06	Private	Am. Woolen		247-230L	Bell Only
12.13	Private	Shipping Street		247-231T	M B FL
12.18	Private	Saucony		247-232A	
12.29	Private	Mindy's		247-233G	
12.80		Ervins Crane Service			
13.97	Pedestrian		Under	247-234N	
14.15	Tunnel	Lafayette	Under	247-235V	
14.77		St Rte 2 & 32	Under	247-236C	
14.90	Blond Turnpike	Norwichtown Rd		247-237J	M B G
15.33		Pleasant Street		247-238R	M B FL
15.79		Wauwecus Street	Over	247-239X	
16.47			Under	247-240S	
16.73	Private	Sunnyside Street		247-241Y	M B FL
16.88		Old Willimantic Road		247-242F	M B FL
17.04		Rte 2 & 32	Under	247-245B	
17.35	Private			247-246H	
17.70	Private			247-247P	
17.77		Route 87		247-248W	M B G

18.58		Murphy's		247-249D	M FL
19.00	Private			247-250X	
19.19	Private			247-267A	
19.90	Private			247-251E	
20.07		Peck Hollow		247-252L	M FL
22.63	Private	Farm Crossing		247-253T	M B G P
22.87		Lebanon Street/Route 207		247-254R	
23.56	Private			247-255G	
23.72	Private			247-256N	
23.99	Private			247-257V	
24.35		Williams	Under	247-258C	
25.36	Private	Windham Lumber		247-259J	M B G
26.14		Route 203		247-260D	M B G P
26.35	Private			247-261K	
26.69	Private	Rogers Plastics		247-262S	M B FL
28.00		Plains Road	Over	247-263Y	
29.06	Private			247-264F	
29.23		Windham Road	Over	247-265M	
29.61	Pedestrian		Under	247-266U	
29.63	Private			247-267B	
29.94		Bridge Street		564-509D	M B G P
31.00		Columbia Road	Under	247-268H	
31.41	Private	Brand Rex		247-269P	M B FL
31.73			Under	247-270J	
31.93	Private			247-271R	
32.36	Private			247-272X	
32.44	Private	Thornbush Road		247-273E	
33.01		Cider Mill Road		247-274L	M FL
33.51	Private			247-275T	
33.66		Perkin's Corner Road		247-276A	
34.55	Private			247-277G	
34.74		Coventry Road		247-278N	M FL
35.62	Private			247-279V	
35.70	Private			247-280P	
35.89	Private			247-281W	
36.12	Private			247-282D	
36.34				247-283K	
36.90	Private			247-284S	
37.55	Private			839-781F	
37.82		Plains Road		839-782M	
38.08		Depot Road/Greers		839-780Y	M FL
38.28		Route 44A		839-779E	M B G
38.40	Private	Training School		839-778X	
39.17	Private	State Farm		839-776U	
39.98		Marrow Road		839-775C	M FL

40.66	Private			839-774V	
40.78		I-95	Under	839-773N	
40.93	Private			839-772G	
42.22		Depot Road		839-678T	M FL
43.31	Private	Desiato		839-771A	M FL
44.01		Route 74		839-770T	M B F G
44.38	Private			839-769Y	
45.31		I-86	Under	839-757E	
47.69		Plains Road		839-768S	M FL
47.91		Route 32	Under	839-684W	
49.64		River Street		839-767K	M B G
49.72		Spring Street		839-756X	M B FL P
49.94		Tolland Road/Rte 140		839-755R	M B FL
50.39		West Street		839-677L	M FL
50.93		Cemetery Road		839-752V	
51.14		I-90	Over	839-754J	
51.94		Orcuttville Road/Route 319		839-676E	M FL
53.32		Ledge Road	Over	839-675X	
54.81		Crow Hill Road/Jewitts		839-670N	M FL
55.64	Private			839-674R	
55.89		Route 32		247-431C	M FL
56.81		Stafford Hollow Road	Under	247-432J	
57.36	Private			247-433R	
58.73		Burdick		247-434X	
59.06		Route 32		247-435E	M FL
59.27		Robbins Road		247-436L	M B FL
59.54		Maple Street	Over Bridge	247-437T	
59.75	Private	Rod & Gun Club		247-438A	
59.90		Oak Street	Over	247-439G	
60.18		Bridge Street	Under Bridge	247-440B	
60.81	Tunnel	Main St & Route 32	Under Bridge	247-441H	
60.97		Washington Street		247-442P	M B FL
61.20	Private			247-443W	
61.39		Chestnut		247-445K	M B FL
62.25	Private	Church Co	Industrial	247-446S	
62.30		Church Co		247-447Y	M B FL
62.46		Route 32	Under Bridge	247-449M	
63.02		Tilden Hill Road		247-450J	
63.58	Private			247-451N	
63.70	Private			247-452V	
64.04		Hospital Road		247-453C	M B G
64.67	Private	Dublin Street		247-454J	
64.99		Bridge Street	Over Bridge	247-457E	
65.08		Foundry Street	Over Bridge	247-455R	
65.50	Private		Municipal	247-456X	

65.91		Route 20	Over Bridge	247-458L	
66.49		Route 90	Under Bridge	247-459T	
66.97		3 Rivers Road	Over Bridge	247-460M	
67.21		Quaboag Street		247-461U	M B FL
67.70		Main Street		247-462B	M B G
67.80	Private	Industrial		247-463H	
67.96		Palmer Street		247-464P	
68.03	Private			247-465W	
68.15		Water Treatment		247-464P	M B FL
68.90	Private			247-466D	
69.83		South Street	Over Bridge	247-467K	
70.45		Bardwell Street		247-471A	M B G
72.20	Private	Junk Yard		247-468S	S
73.27		3 Rivers Road	Under Bridge	247-469Y	
74.36		Springfield Road		247-470T	M B G
74.94		Maple St./Cement Plant		247-472C	M B FL
74.96		Maple Street/Rte. 202	Under Bridge	247-472G	M B FL
75.46		Jackson Street		247-473N	M B FL
76.02		Hammun Street	Over Bridge	247-474V	
76.95		Hamilton Street		247-475C	M B FL
77.19		Bay Road		247-476J	M FL
77.65		Federal Street/Kellys		247-477R	M B G
78.12	Private	Arcadia Lake		247-478X	
79.75		Federal Street/Dwights		247-479E	M B G
80.27		Wilson Street	Under Bridge	247-280Y	
80.57		Warren Wright(Thayers)		247-481F	M B FL
80.85	Private	Water Depot Road	Industrial	247-844W	
82.00		Station Road/So. Amherst		247-845D	M B G
82.85		Brick Yard Industrial		247-846K	
83.01	Private			247-847S	
83.72		South East Street	Over Bridge	247-848Y	
84.30	Private	Amherst Street		247-849F	
84.59		College Street	Over Bridge	247-850A	
84.70	Private			247-852N	
84.76		Railroad Street		247-851G	
84.81		Main Street/Amherst		247-853V	M B FL
84.88		High Street		247-854C	M B FL
84.97		Whitney Street		247-855J	M B FL
85.77		Strong Street		247-856R	M B FL
86.45	Private	University of Mass		247-857X	
87.33	Private	Sacco		247-858E	
87.61		Pine Street		247-859L	M B FL
87.69		Bridge Street		247-860F	M B FL
87.78	Private			247-861M	
87.90		State Street	Over Bridge	247-862U	

88.14		Pulpit Hill Road		247-863B	
88.98	Private			247-864H	
89.40		Juggler Meadow Rd	Over Bridge	247-865P	
90.33		Leverett St (Depot Rd)		247-866W	M FL
90.70	Private			247-867D	
90.82		Patrick Carey Hghwy	Under Bridge	247-868K	
91.50	Private			247-869S	
94.10		Cranberry Road		247-870L	
94.58		No. Amherst Road		247-871T	
95.17		No. Leverett Road	Over Bridge	247-872A	
95.75		Highland Avenue		247-873G	
96.04		Montague Sta.		247-874N	
96.42	Private			247-875V	
97.07		Dry Hill Road		247-876C	
97.32			Over Bridge	247-879X	
98.51		Federal Street	Over Bridge	247-877J	
99.29		Federal Street	Under Bridge	247-878R	
99.62		Bridge Street	Under Bridge	247-880S	
99.73		Main Street/Millers Falls		247-881Y	M B FL
99.85		Newton Street	Over Bridge	247-882F	
100.03		Lester Street (Rte 63)		247-883M	M B FL
100.53		Route 2	Under Bridge	247-331X	
101.07	Private			247-332E	
101.86	Private			247-334T	
102.01	Private			247-335A	
102.22	Private			247-336G	
102.45		Branch Road	Over Bridge	247-337N	
102.58		Northfield Farms			
103.43		Cross Road	Over Bridge	247-339C	
103.98	Private			247-340W	
104.64		Pine Meadow Road		247-341D	M B FL
105.17		Farm Road	Over Bridge	247-342K	
105.27		Farm Road	Over Bridge	247-343S	
105.70	Private			247-344Y	
105.86	Private			245-345F	
105.93		School House Road		245-346M	
106.06		Vitalis Road		245-347U	
106.32		Jewett Road		245-348B	
106.76		Wares		245-349H	
107.63		Route 10	Under Bridge	245-350C	
108.03	Private			245-351J	
108.27		Dunnell Road/Parker Ave		245-352R	
108.57		Meadow Street		245-353X	
109.15		Caldwell Road	Over Bridge	245-354E	
109.68	Private			245-355L	

110.51		East Northfield Rd	Under Bridge	245-356T	
111.10	Private			245-357A	
111.28	Private			245-358G	
111.60	Private			245-359N	
111.75	Private			245-360H	
111.81			Over	245-361P	
112.15	Private			245-362W	
112.68		Newton Road/Vernon		245-363D	M B FL
113.19				245-369U	
113.62				245-368M	
114.01				245-372C	
114.17				245-373J	
114.47			Over	247-374R	
115.12	Private			247-375X	
115.38	Private			247-367F	
115.45	Private			247-366Y	
115.74	Private	Pulp Paper Mill-Indus		247-376E	
115.80	Private	Industrial		247-371V	
115.92	Private			247-365S	
115.97		Route 142		247-370N	M B FL
116.06	Private	Power Plant		247-378T	
116.18		Vernon Rd/Rt 142		247-364K	
119.85		Cummers Road/GP		247377L	M B G
119.92		Cummers Road		247-379A	
120.11		Route 142		247-380U	
121.12	(B&M 60.35=	Bridge Street/VT 119		247-794V	M B G
	052-741E)	Rte. 9 Chesterfield Rd.	Over		
123.68		TH46-Industrial Brudies / Wellington		052-743T	M B FL
123.68	Agree.10439		Over		
124.09		TH35	Over	052-744A	
125.11		TH35 Clark's		400-737B	
126.27		TH 43	Over	052-746N	
129.36				052-747V	
129.95		TH63		052-748C	S
131.26		Gravel Pit		052-749J	
132.44		TH52	Under	052-750D	
133.58				052-751K	
134.82			Over	052-752S	
135.05			Over	052-753Y	
135.13				052-754F	
135.36				052-755M	
139.90			Over	052-756U	
140.10				052-757B	
140.23				052-758H	
140.30				052-759P	

140.82		VT 123	Over	052-760J	
142.74			Over	052-761R	
143.79		Industrial		052-762X	
144.53		TH422 Mill Street		052-763E	M B FL
144.56		TH3	Under	052-764L	
144.74		TH448 Depot Street/B. Falls		052-765T	B FL
144.98		River Street/Rte 12A		052-767G	B MG
145.04		Merchant Street	Over (subway)	052-768N	
145.17		School Street	Over (subway)	052-769V	
145.32		Russell Street	Over	052-770P	
146.87		Main Street	Over	052-779B	
148.70			Under	052-780V	
148.93		Hodgkins Road/Bowens Road		052-781C	M B FL
149.42	Private	Sugar House		052-782J	
150.38	Private			052-783R	
151.31		Route 12A	Under	052-784X	
151.49		Lower Landing Road		052-785E	M B FL
151.78		Depot Road Charlestown		052-786L	M B FL
151.98		River Street Charlestown		052-787T	M B FL
152.26		Bridge Street	Under	052-788A	
152.90			Under	052-789G	
153.43		Lover's Lane Road	Under	052-790B	
156.73		Gowens Road		052-791H	S
156.73		NH12A	Under	052-792P	
157.00		Unity Road		052-793W	
158.42		Merrills/Oxford Br Rd		052-794D	M B G
159.90		Grissom Lane		052-795K	M B G
161.30		Maple Avenue		052-796S	
161.83		River Road/Mable Ave		052-797Y	M B G
162.04			Under	052-798F	
163.22		Jarvis Road	Over	052-799M	
163.68		Route 103	Over	052-800E	
164.40			Over	052-801L	
164.92			Over	052-802T	
165.26		Punkshire Hill Road		052-803A	M B FL
166.17				052-804G	
166.39		Balloch's		052-805N	M B FL
167.02				052-806V	
167.13				052-807C	
167.54				052-808J	
168.21				052-809R	
168.33				052-810K	
168.84				052-811S	
170.17	Private	TH44 Sewer Plant		900-590J	

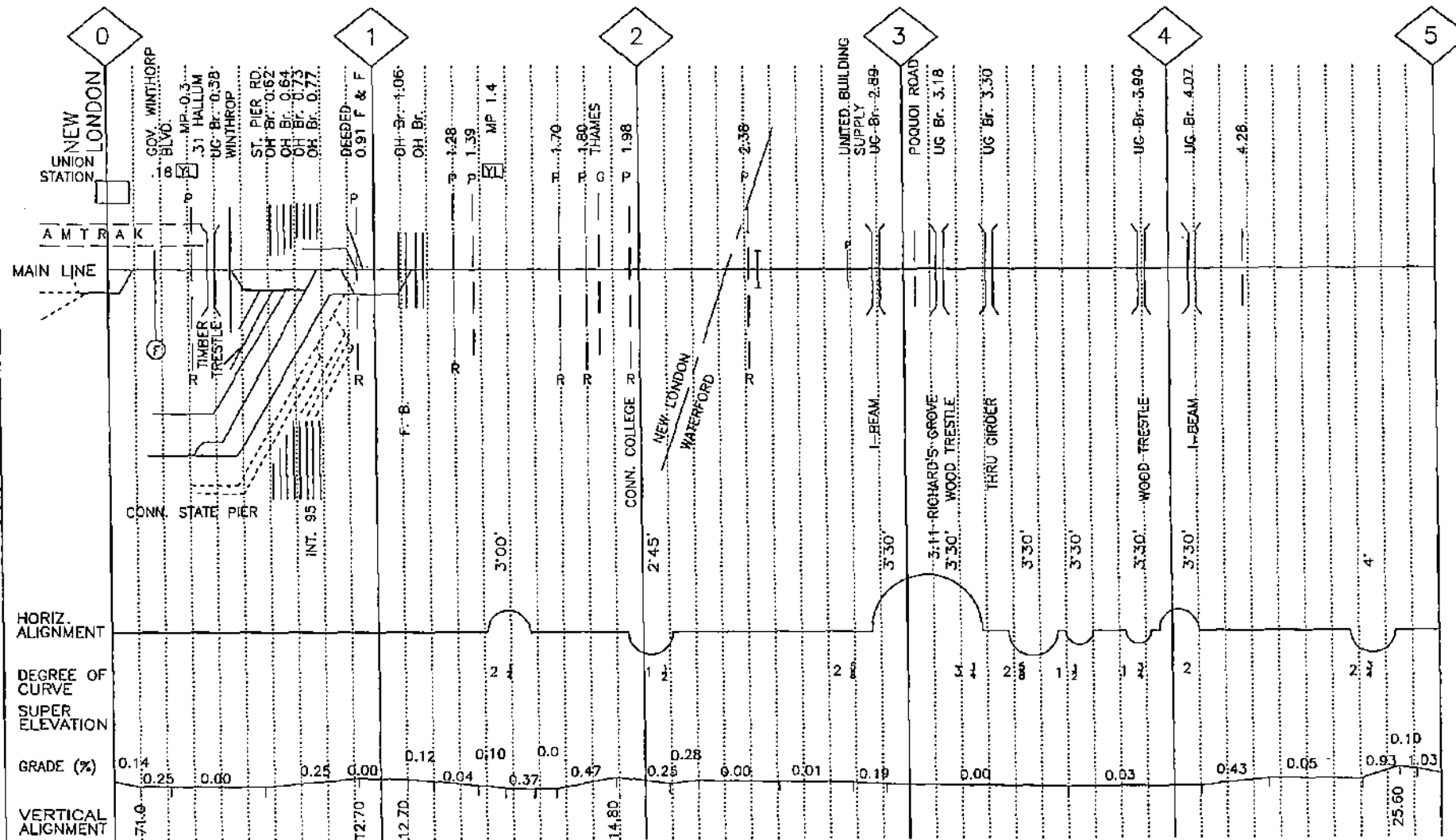
BURLINGTON SUBDIVISION					
MILEPOST	TYPE	ST/RD NAME	UNDER/OVER	DOT#	WARNING
0.41	Pedestrian	Waterfront		900-620Y	M B FL
0.50		Lake Street		247-708W	S
1.16		North Avenue	Over	247-709D	
1.78		Beltline		247-710X	
2.31		Intervale Road		247-711E	S
3.01		Malletts Bay Ave.		247-712L	M B FL
3.08		Weaver Street	Under	247-713T	
3.16		Main Street	Under	247-714A	
3.28		Barlow Street		247-715G	M B G
3.35		Farrell Street		247-716N	
3.54		Rte 15/Ethan Allen/Hoods King		247-717V	M B FL
3.89		I-89	Under	247-718C	
4.10	Private	Industrial		247-719J	
4.40			Under	247-720D	
4.68	Private	Industrial		247-721K	
5.45		Woodside		247-722S	M FL
6.45		West Street		247-723Y	M P FL
7.37		South Summit Street		247-725M	M FL
7.67		Park Street-North King		247-726U	M B FL
.35		Park Street-South King		247-726U	FL I

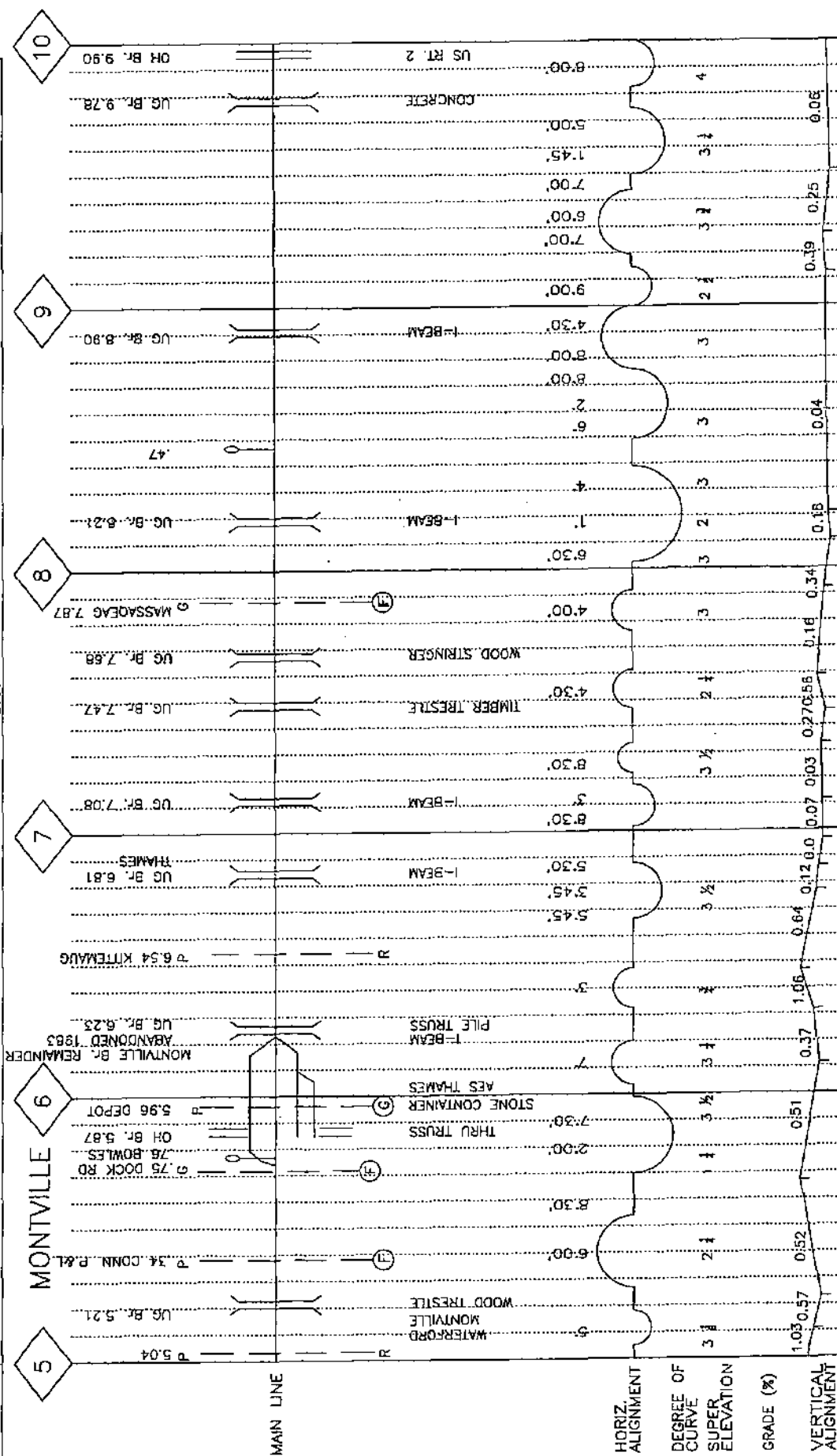
NEW ENGLAND CENTRAL RAILROAD HIGHWAY CROSSINGS AT GRADE:

FL = Flashers
 M = Motion Detector
 G = Gates & Flashers
 P = Preemption (tied to Traffic Light)
 I = Island only Circuit
 B = Bells



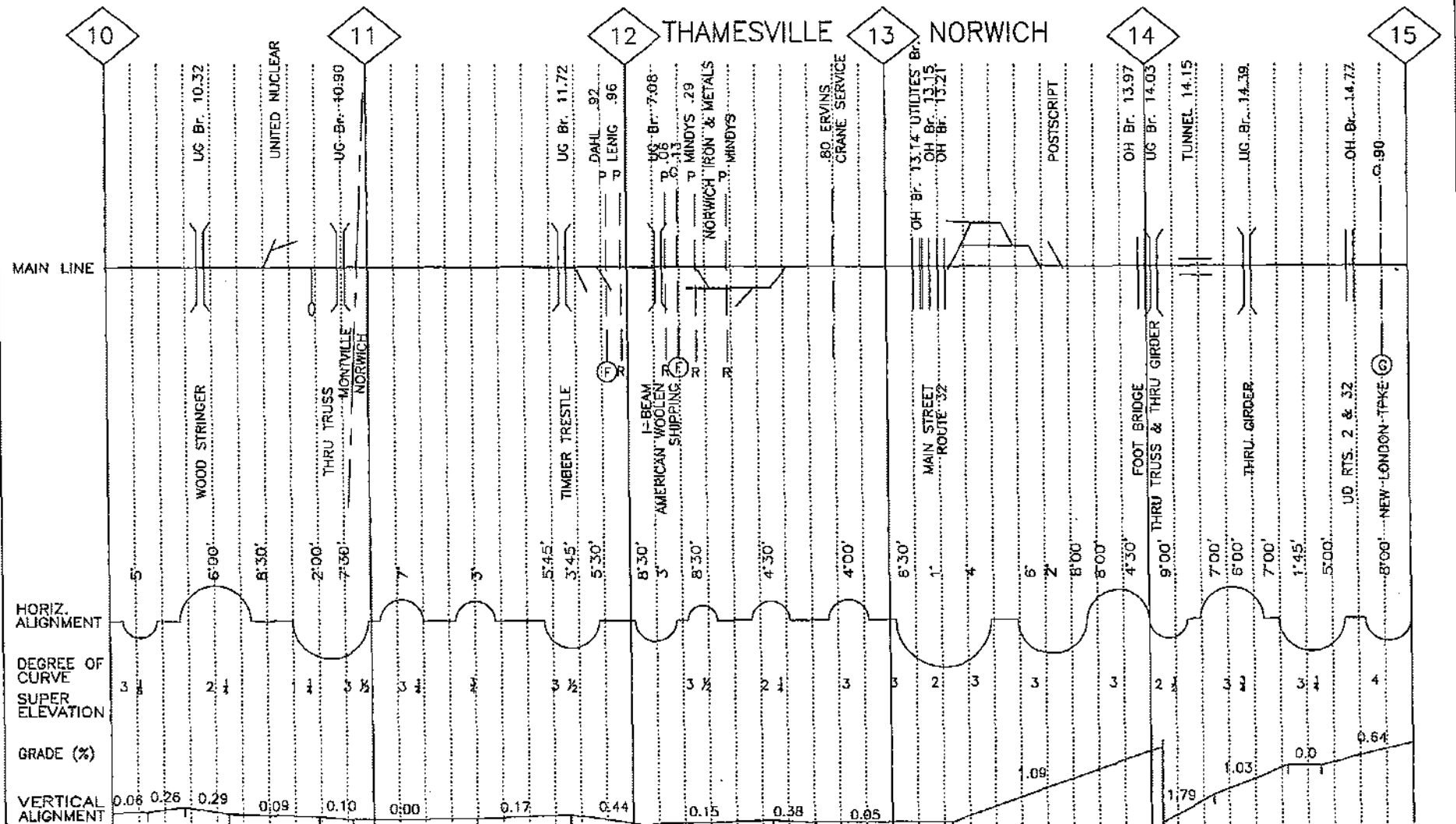
MAIN LINE	100	100 R46	L79 CW
RAIL			
TIES			
SURFACING		JOINT PAK 2000	2002
BALLAST			
W CONTROL		2002	
SPEED	10 MPH		25 MPH
T CONTROL			
GEO CAR		2001-NEW LONDON TO BORDER	2002-NEW LONDON TO CANADIAN BORDER
D CAR			2002-PLAMER TO ST. ALBANS



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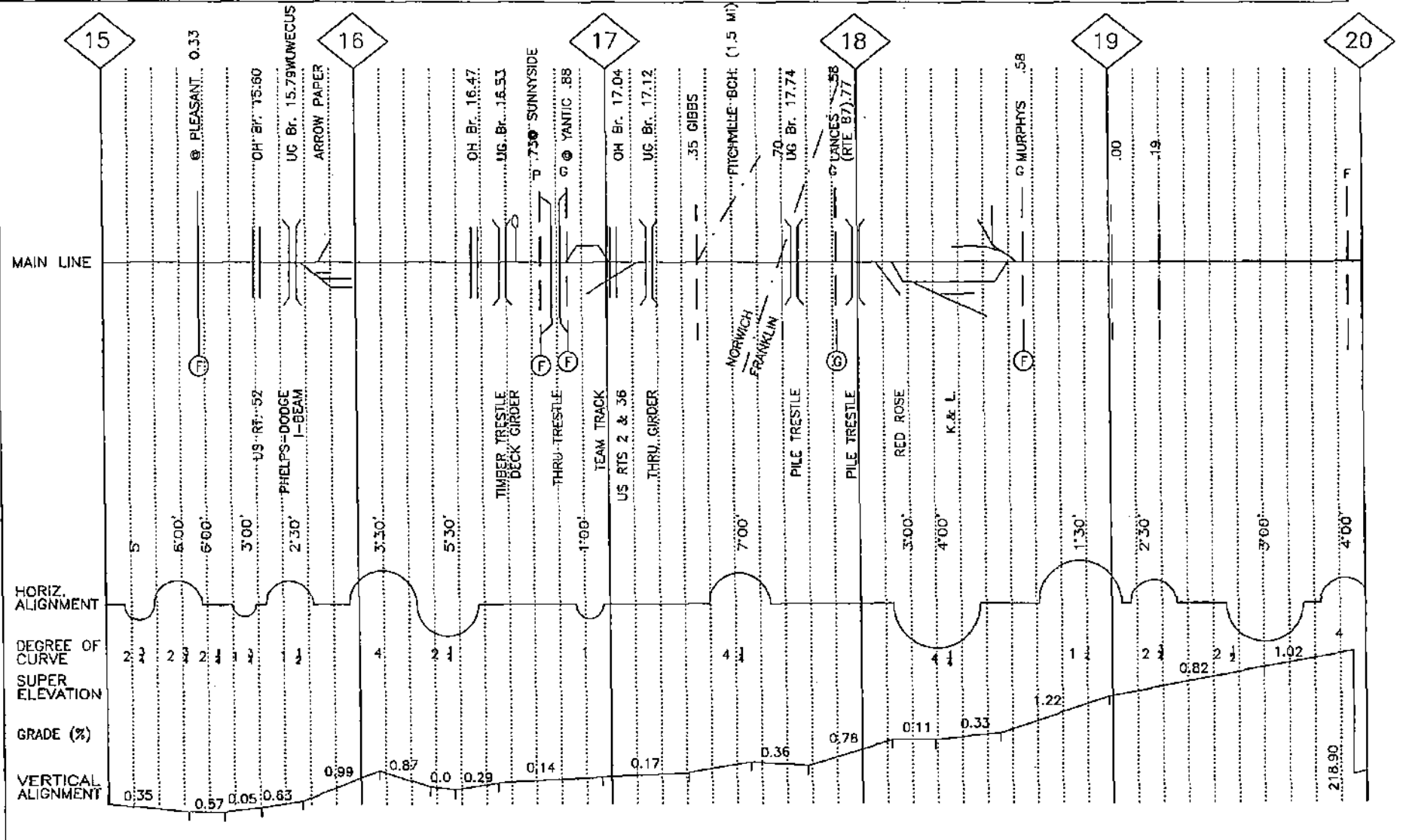


MAIN LINE	100 R53	115 B9CW
RAIL		
TIES	900 2002	350 2002
SURFACING		
BALLAST		200 TONS/MILE 2002
W CONTROL	2002	
SPEED	25 MPH	
T CONTROL		
GEO CAR	2002	
D CAR	2001	



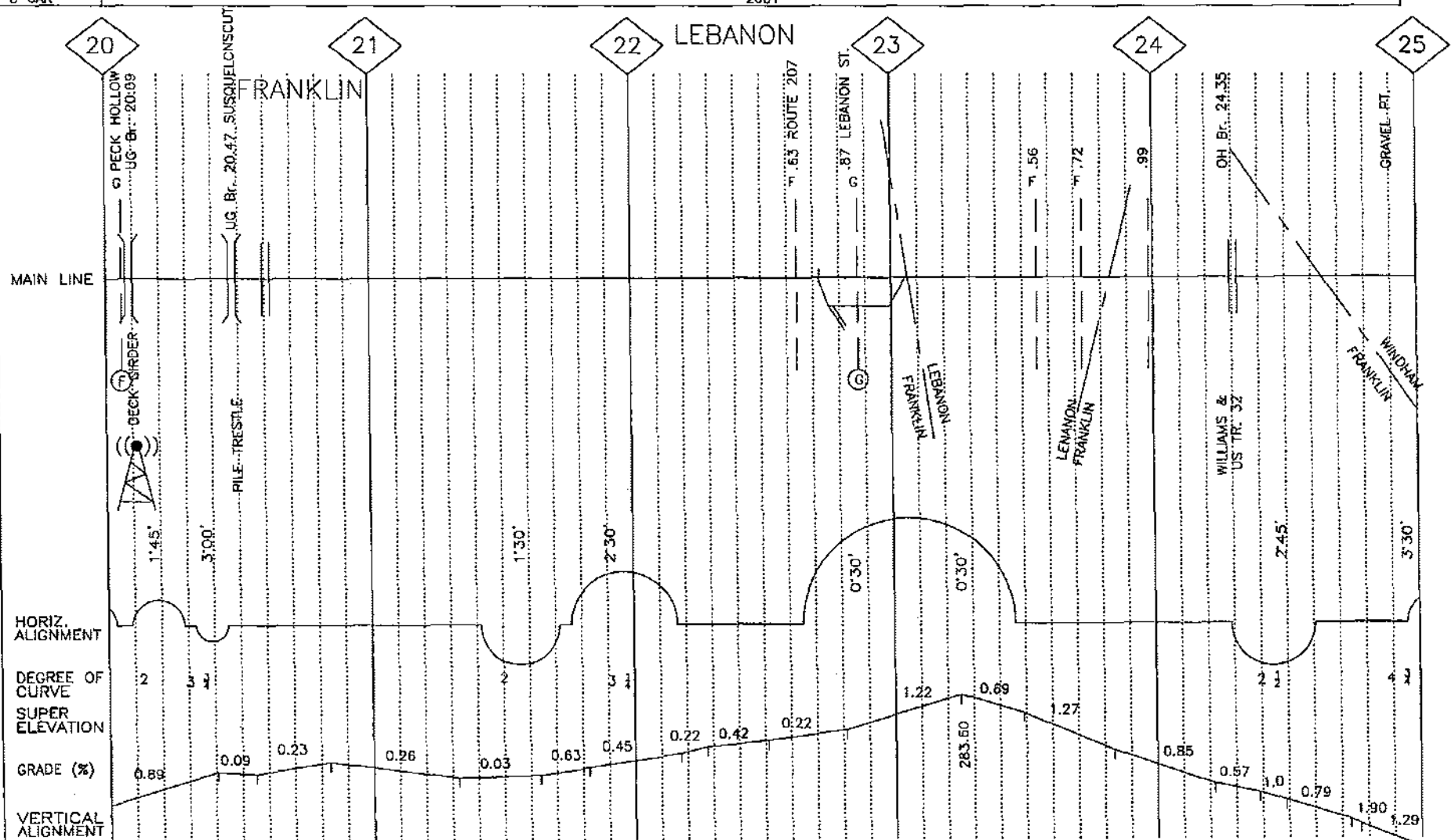


MAIN LINE	100 R53 & 55	100 LB6 CW
RAIL		
TIES	350	2002
SURFACING		
BALLAST	200 TONS/MILE 2002	
W CONTROL	2002	
SPEED	25 MPH	40 MPH
T CONTROL		
GEO CAR	2002	
D CAR	2001	



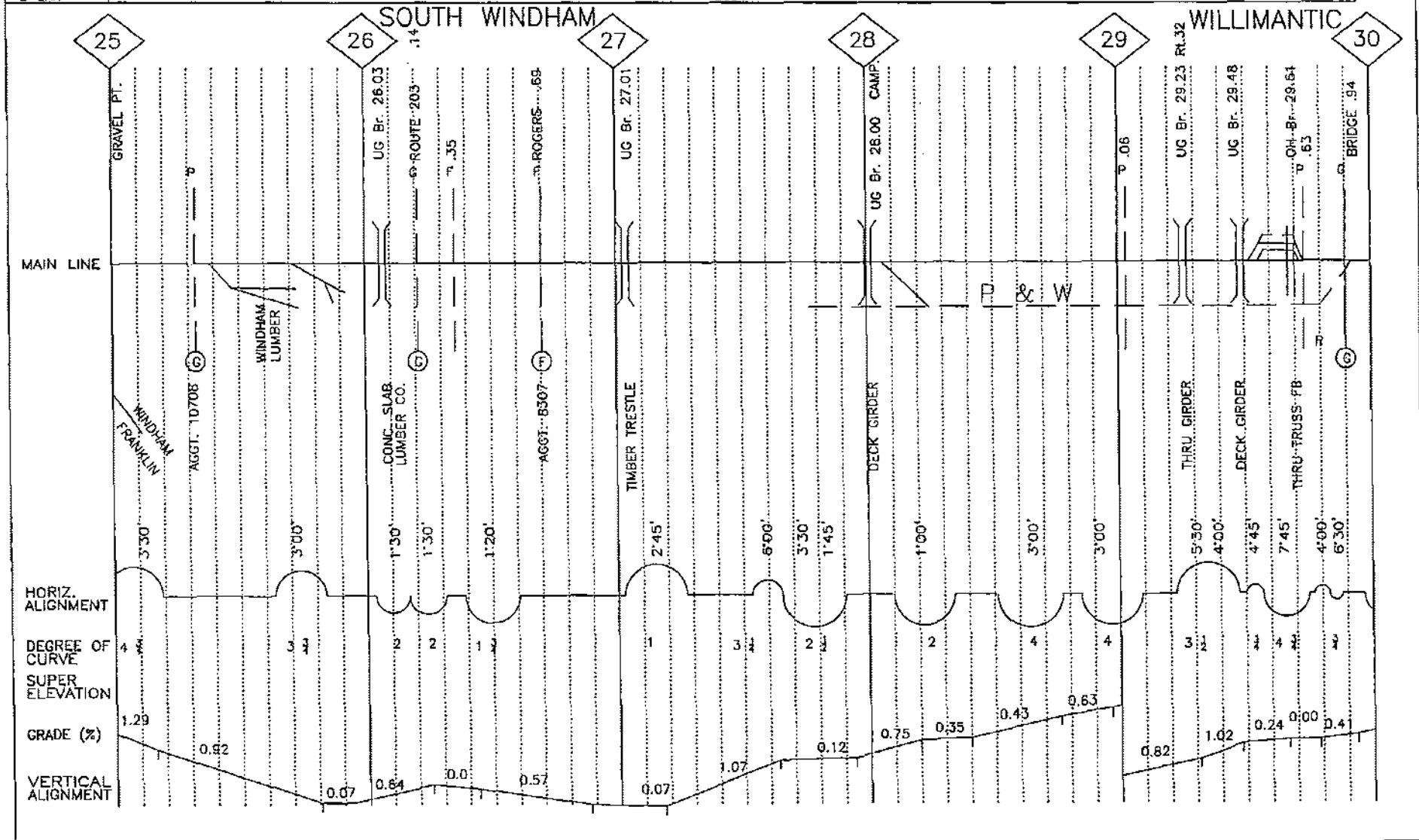


MAIN LINE	100 LB3 CW	100 RB1 LB1/CW
RAIL		
TIES	350 2002	
SURFACING	2002	
BALLAST	100 TONS/MILE 2002	
W CONTROL		2002
SPEED		40 MPH
T CONTROL		
GEO CAR		2002
O CAR		2001



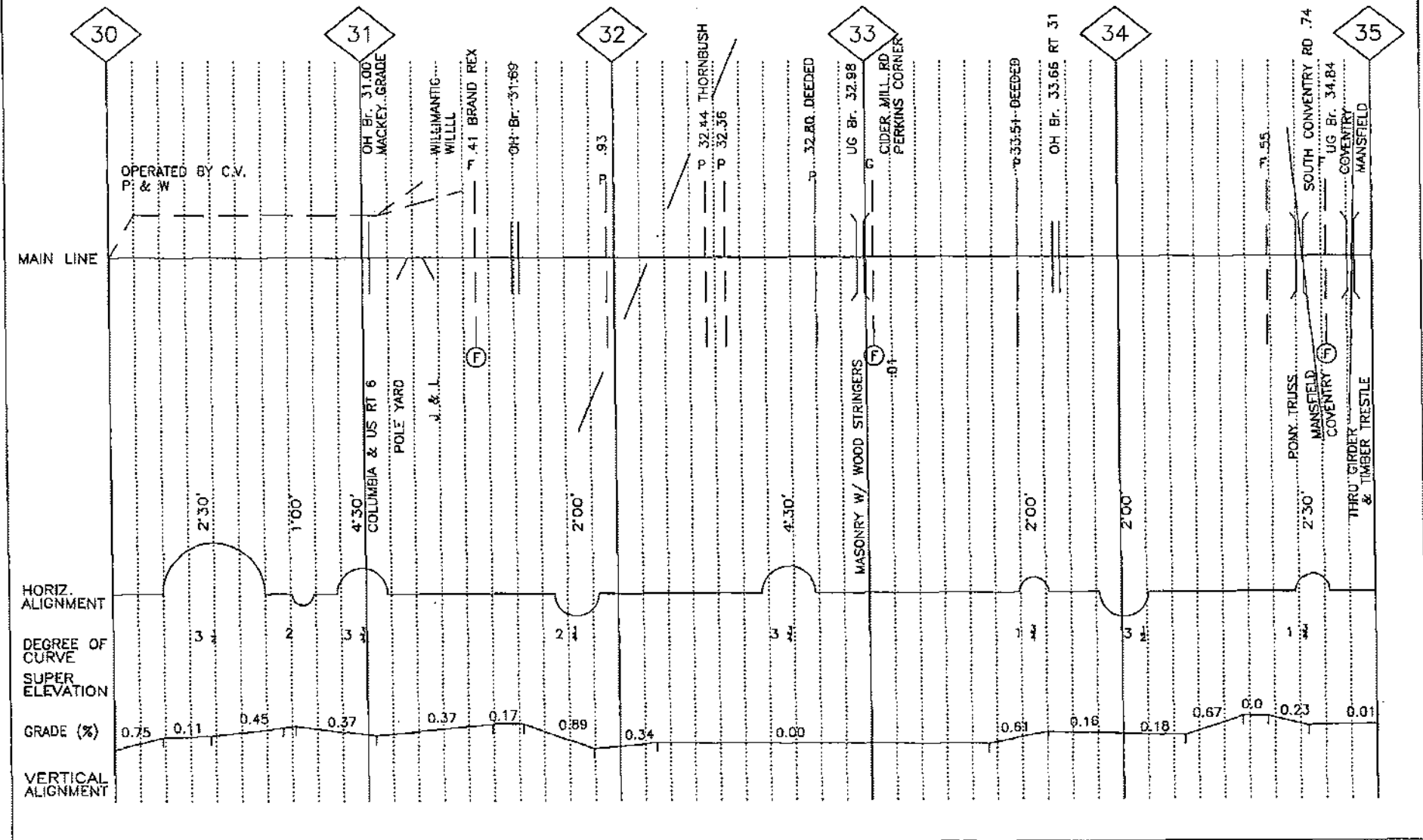


MAIN LINE	100 R81 L81 CW				
RAIL					
TIES	1873 RELAY TIES 1989				
SURFACING	SURFACING 1999				
BALLAST					
W CONTROL	2002				
SPEED	40 MPH	30 MPH	40 MPH	10 MPH	10
T CONTROL					
GEO CAR	2002				
D CAR	2001				



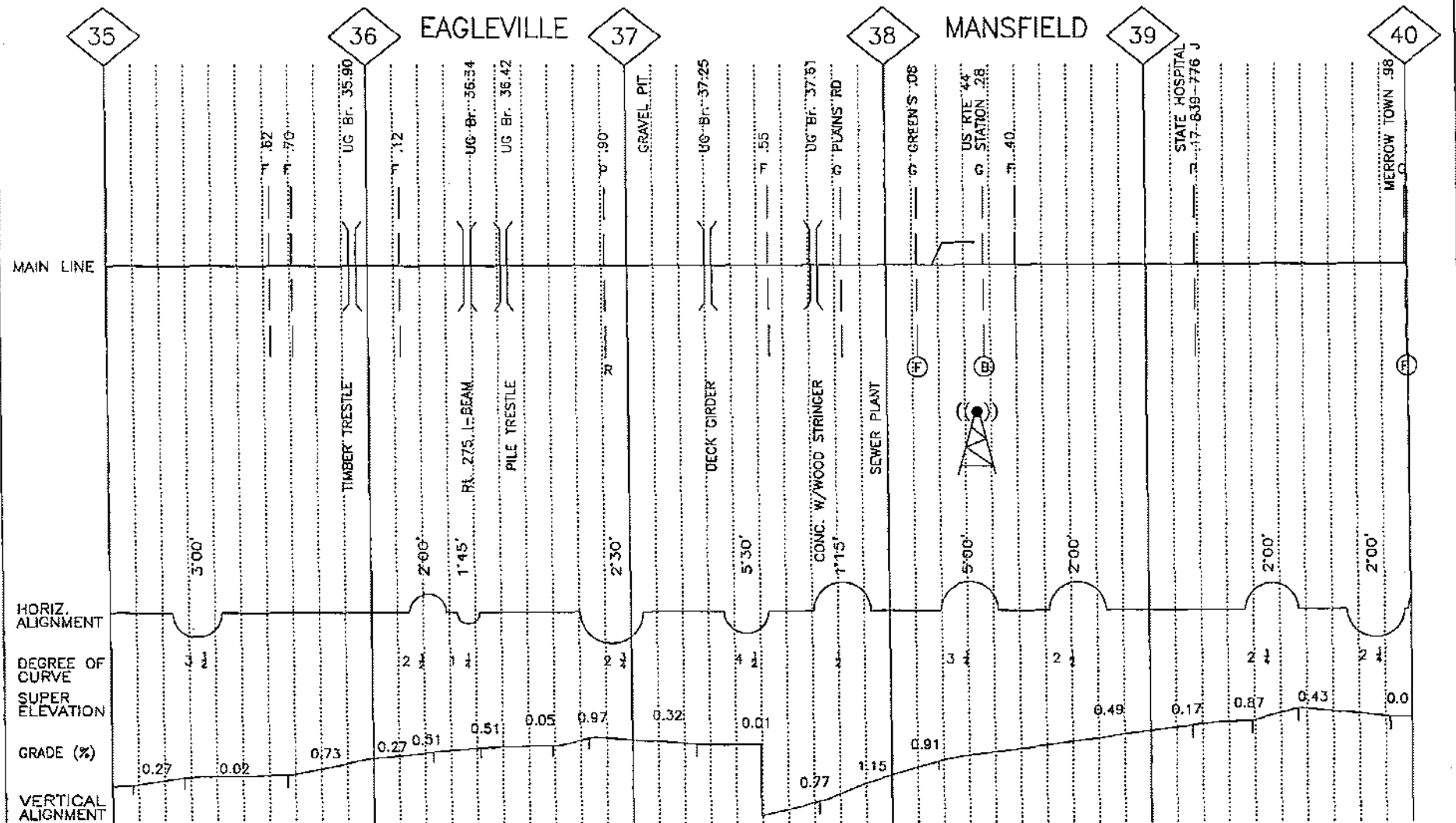


MAIN LINE					
RAIL			100 RA		
TIES		500	2002		582 NEW
SURFACING		2002			
BALLAST					
W CONTROL			2002		
SPEED	10			40 MPH	
T CONTROL					
GEO CAR			2002		
D CAR			2001		



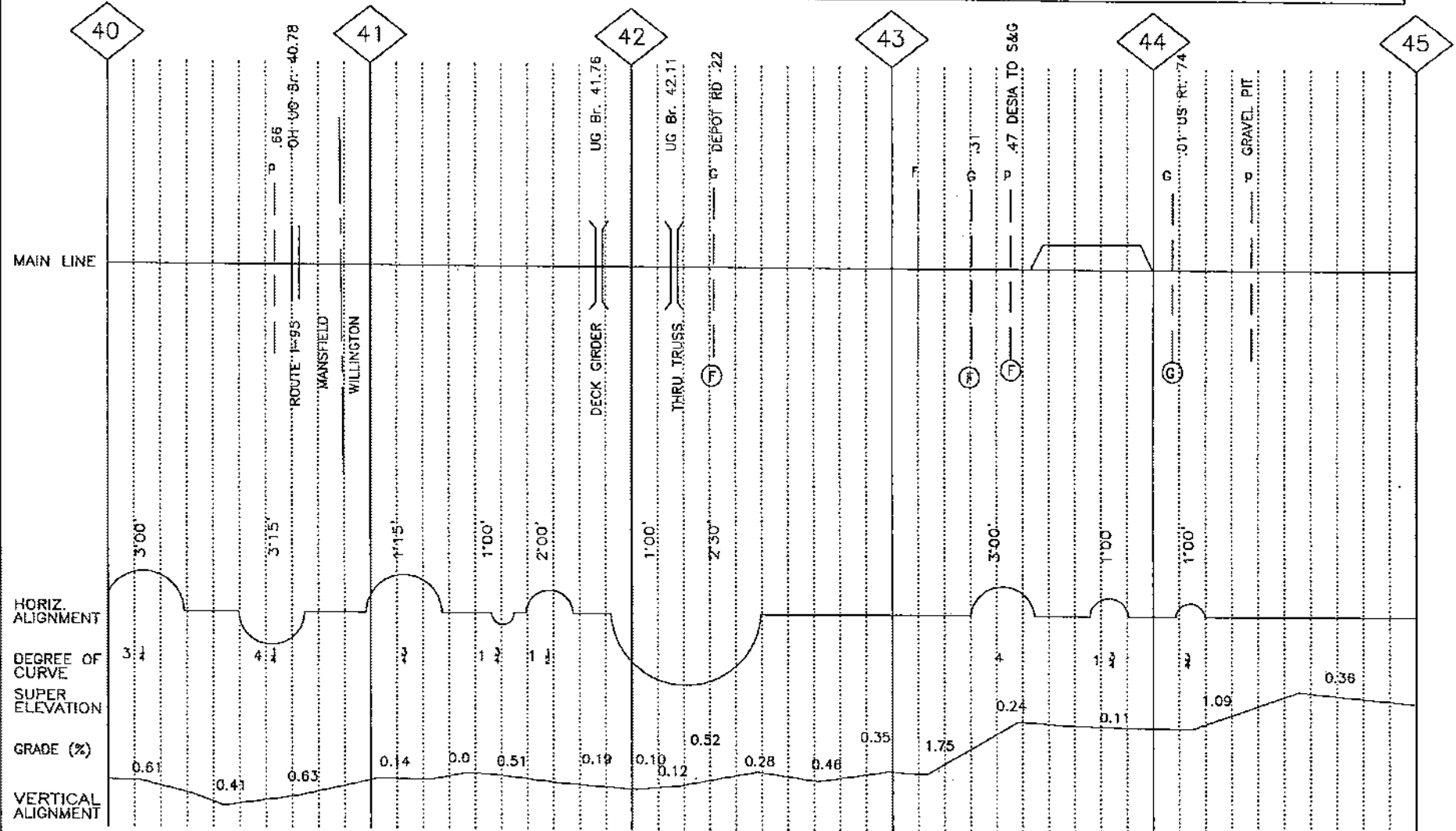


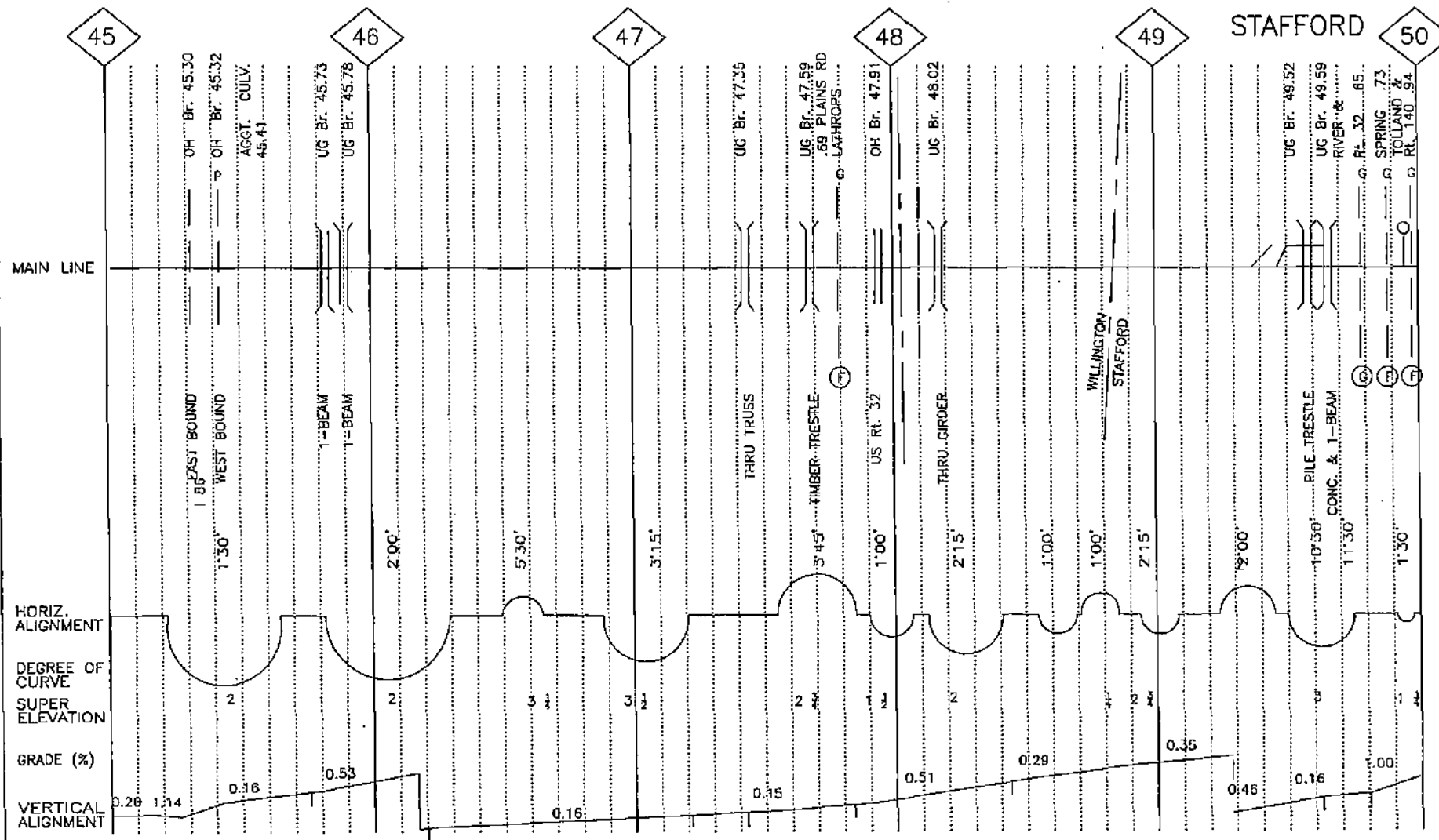
MAIN LINE	
RAIL	100 RA
TIES	1154 PW RELAY TIES 1999 582 NEW
SURFACING	
BALLAST	
W CONTROL	2002
SPEED	40 MPH
T CONTROL	
GEO CAR	2002
D CAR	2001





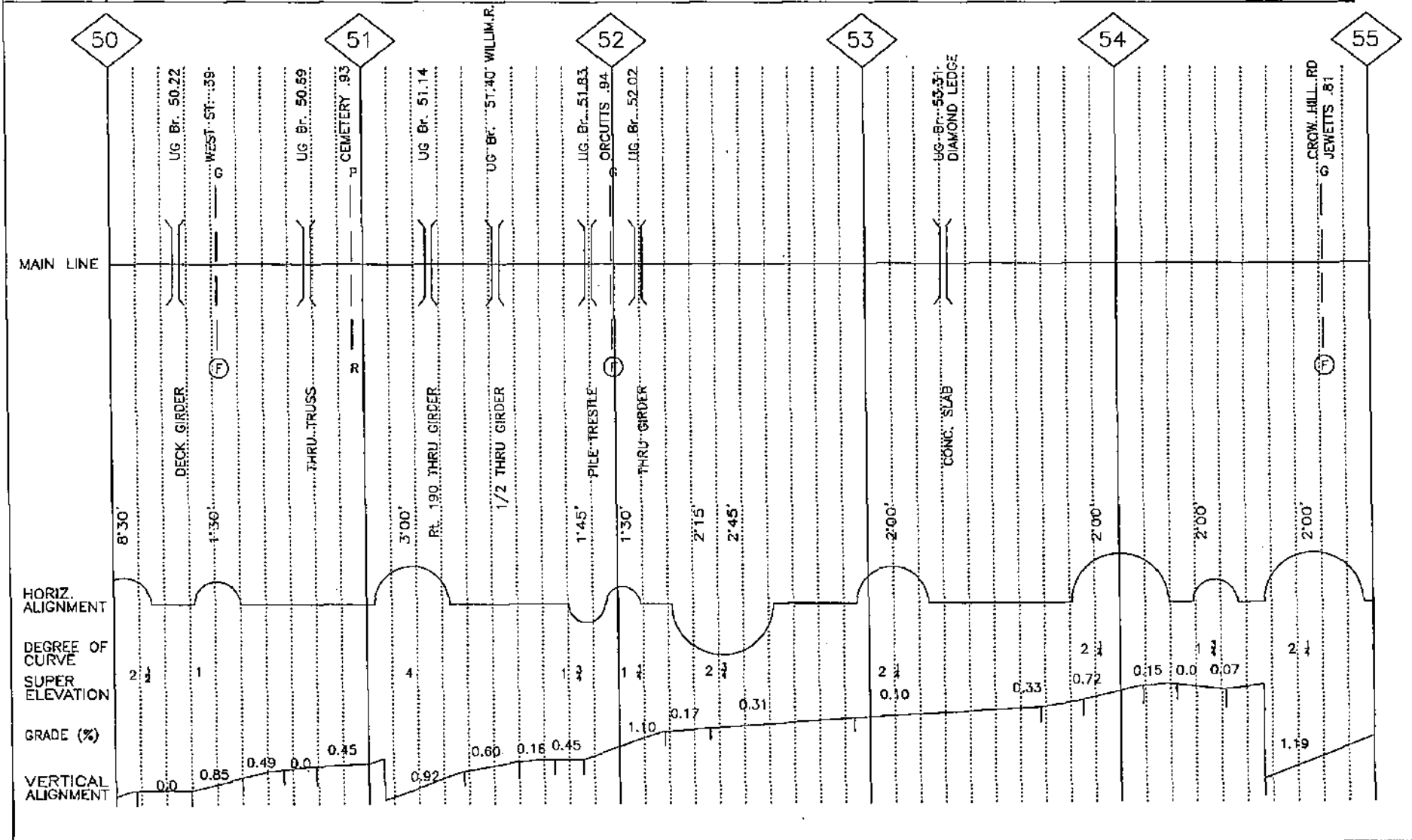
MAIN LINE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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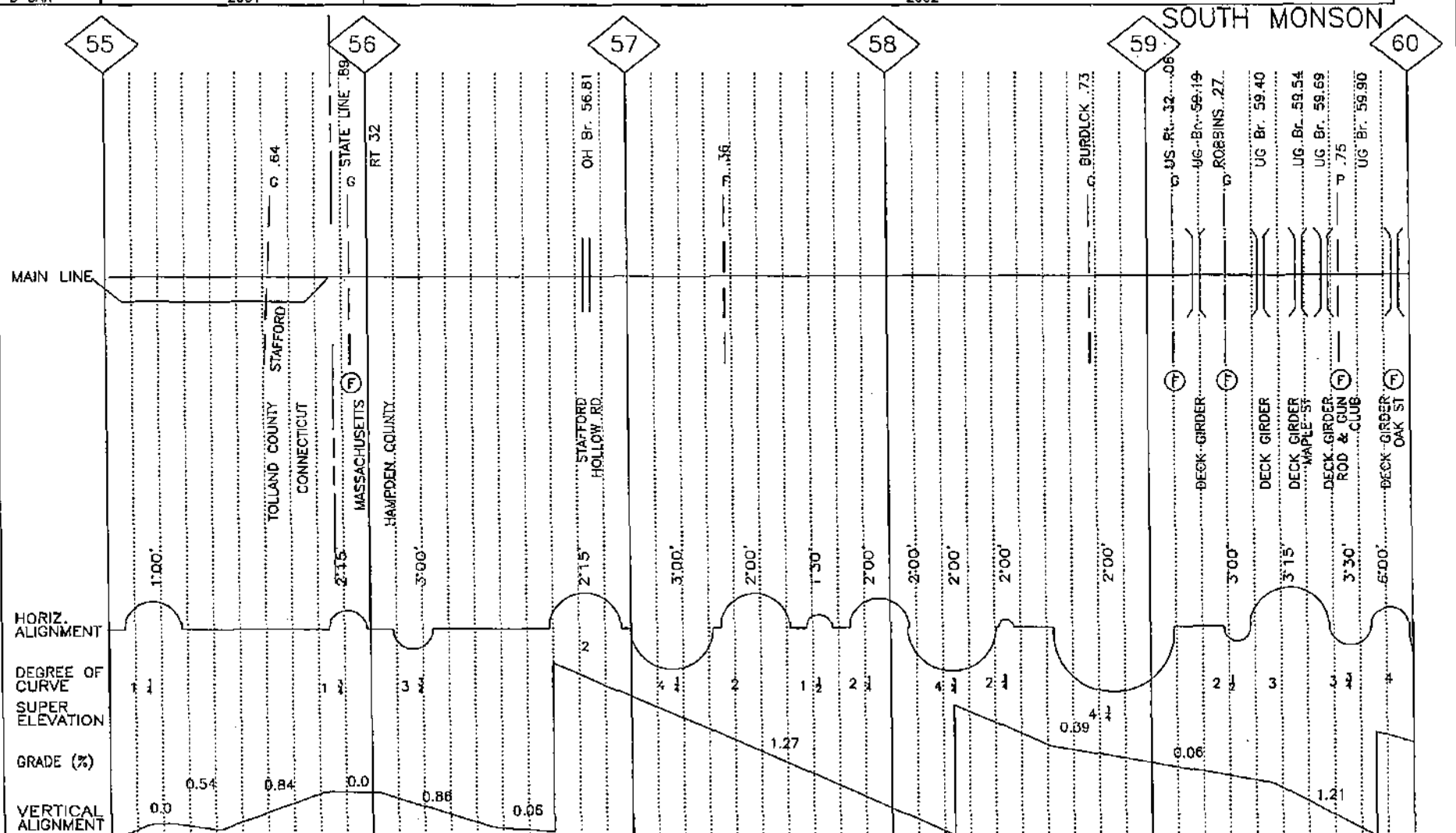


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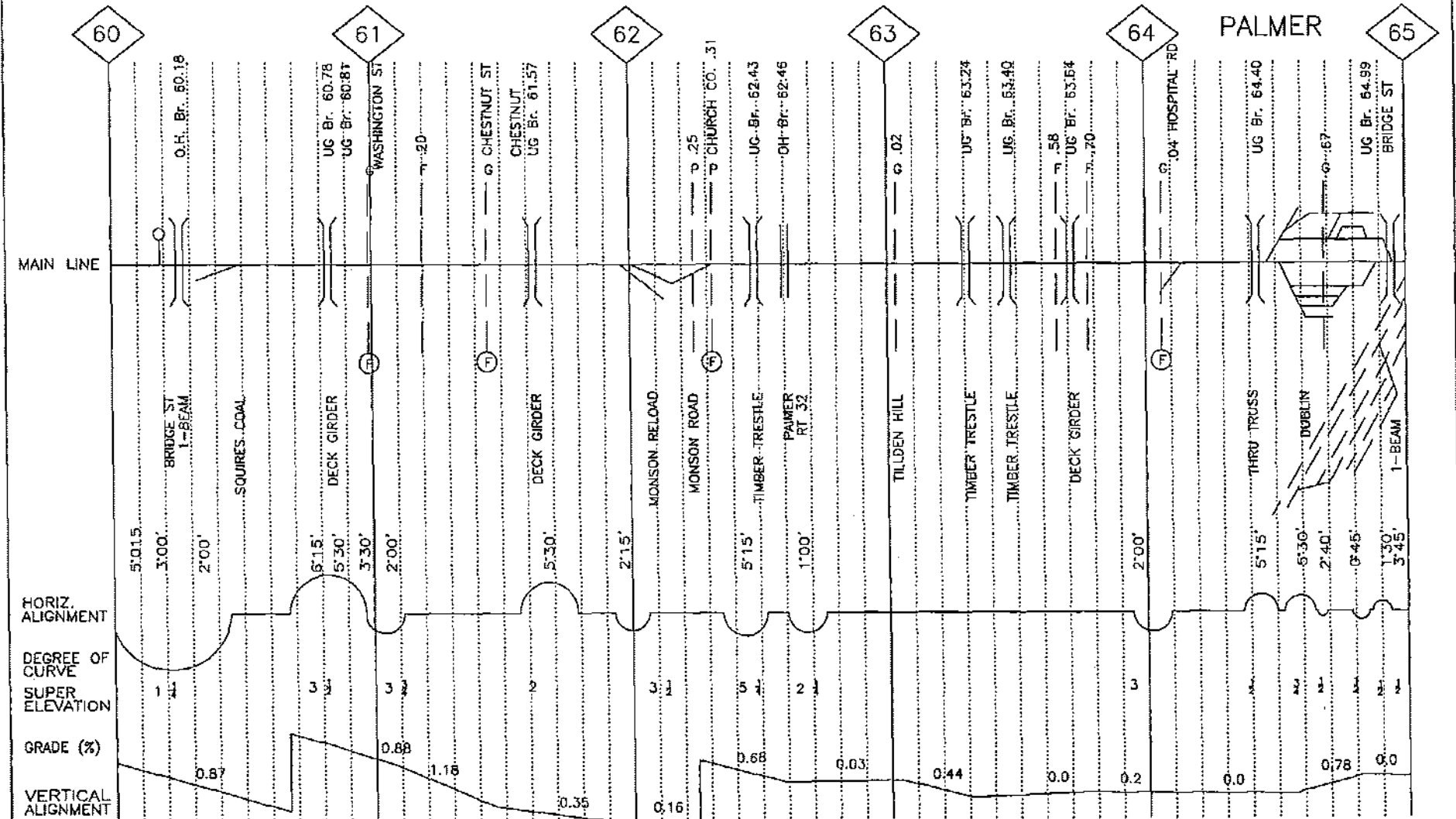
MAIN LINE		
RAIL		100 RA
TIES		
SURFACING		
BALLAST		
W CONTROL		2002
SPEED	10 MPH	40 MPH
T CONTROL		
GEO CAR		2002
D CAR		2001



[illegible]

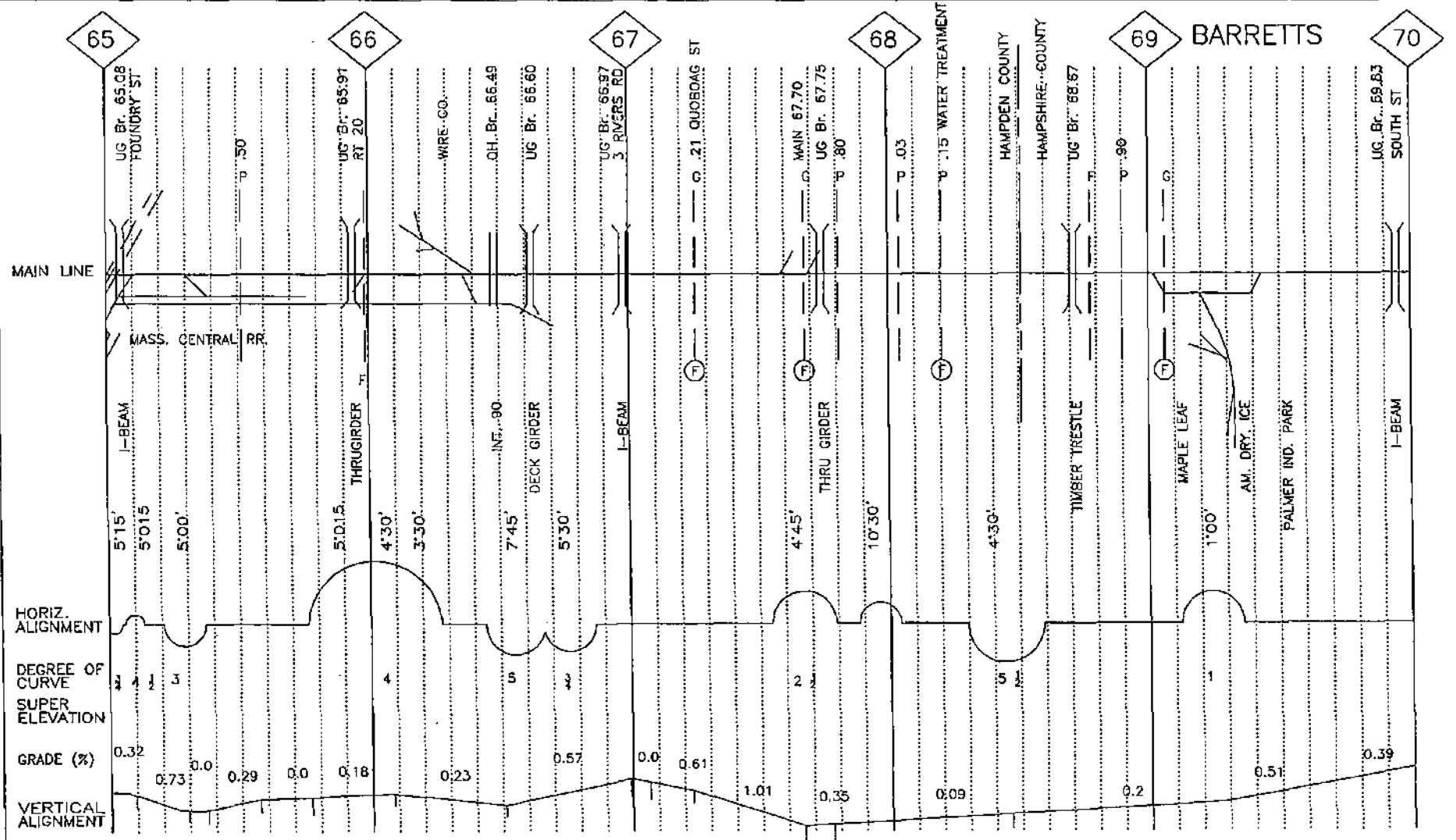


MAIN LINE	
RAIL	100 RA
TIES	
SURFACING	
BALLAST	
W. CONTROL	2002
SPEED	35 MPH
T. CONTROL	40 MPH
GEO. CAR	2002
D. CAR	2002



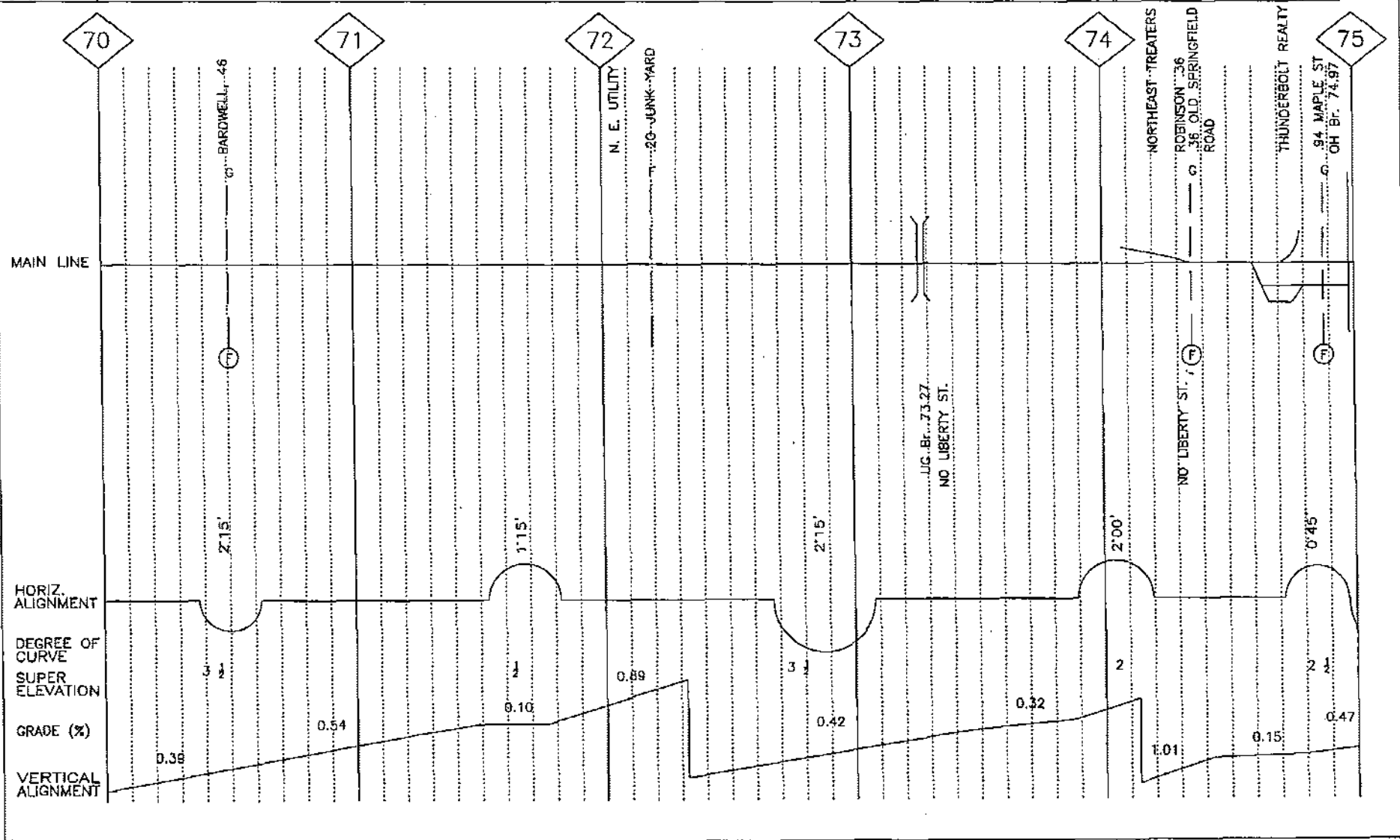


MAIN LINE				
RAIL				
TIES	2001-2002	546 1999	2001-2002	600 2002
SURFACING		1999		2002
BALLAST				
W. CONTROL		2002		
SPEED	35 MPH	20 MPH	50MPH	
T. CONTROL				
GEO. CAR		2002		
D. CAR		2002		



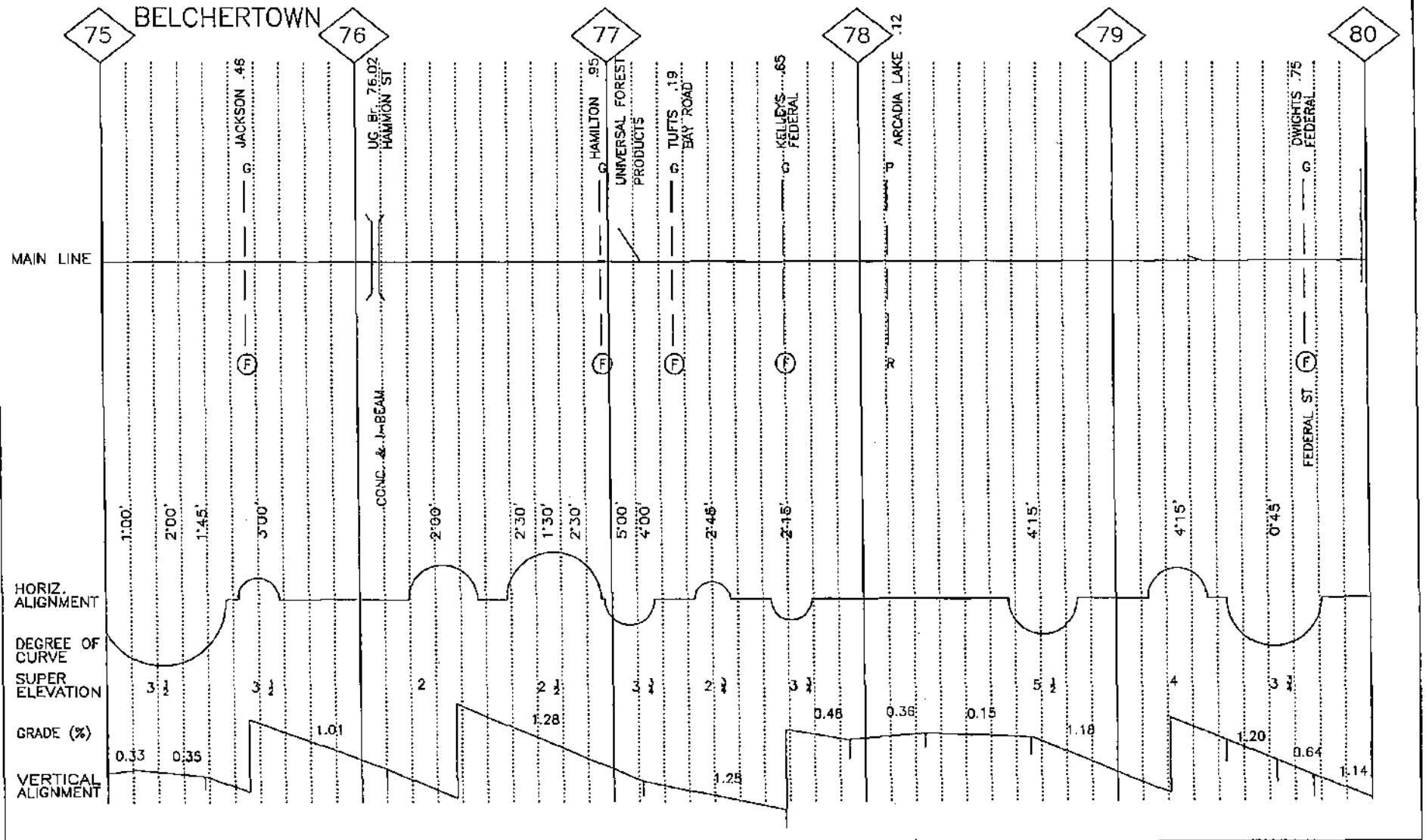


MAIN LINE		
RAIL		100 RA
TIES	532 1999	600 2002
SURFACING		2002
BALLAST		2002
W CONTROL		2002
SPEED		
T CONTROL		35
GEO CAR		2002
D CAR		2002



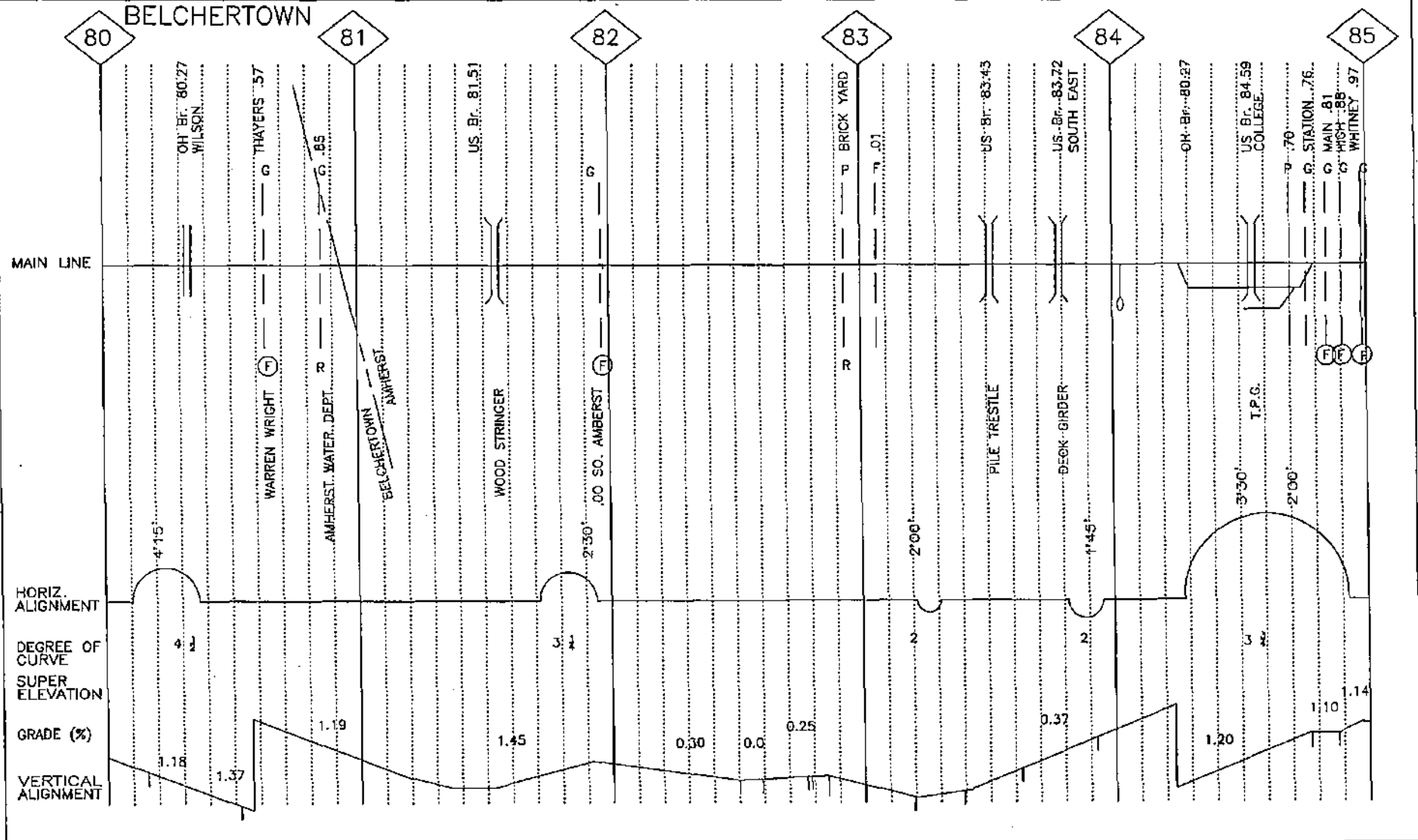


MAIN LINE	115	2002		
RAIL			100 RA	
TIES	267	2001-2002	443	1999
SURFACING			2002	600
BALLAST				200
W CONTROL			2002	TONS/MILE
SPEED	50 MPH	55 MPH	2002	45 MPH
T CONTROL				
GEO CAR				
D CAR				



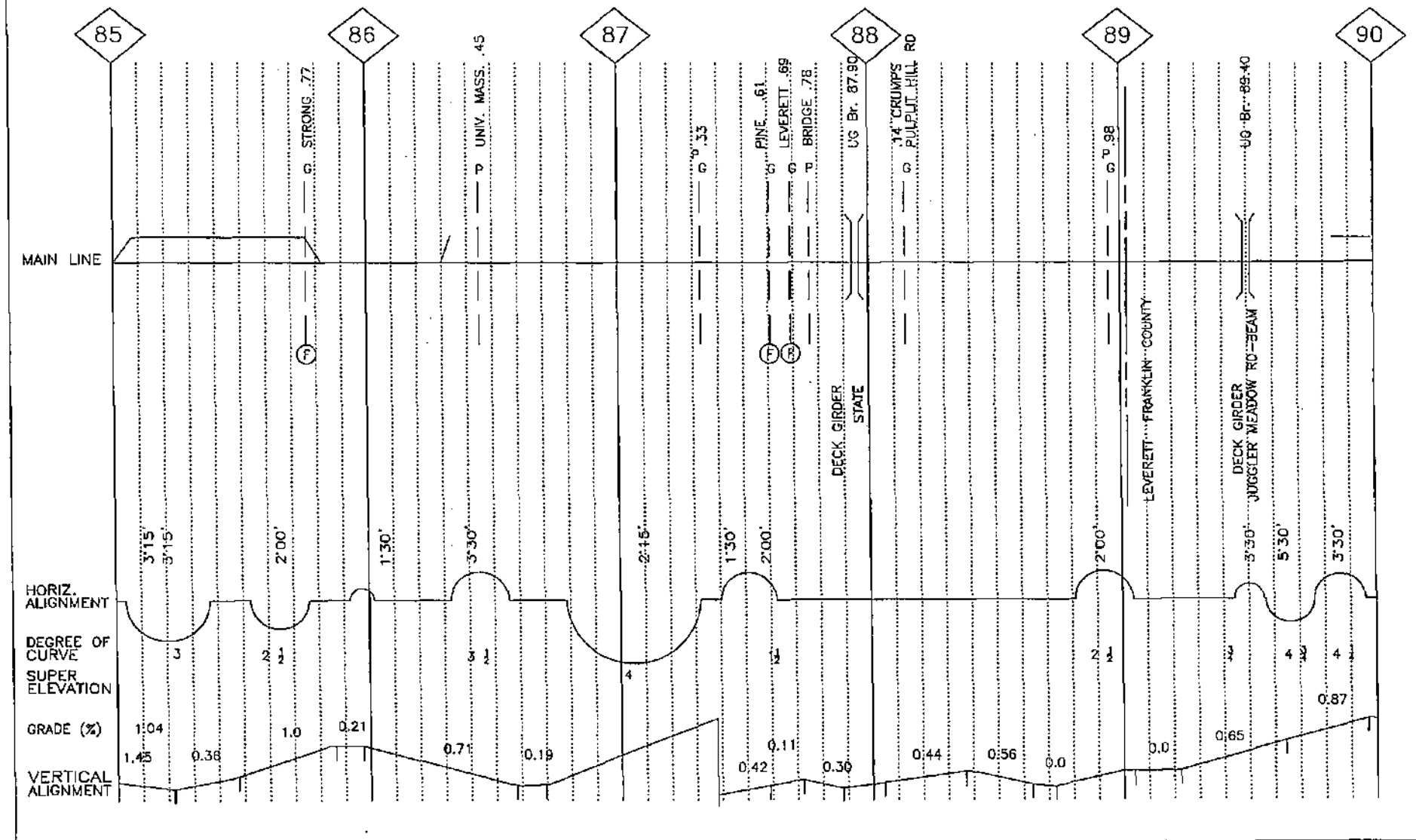


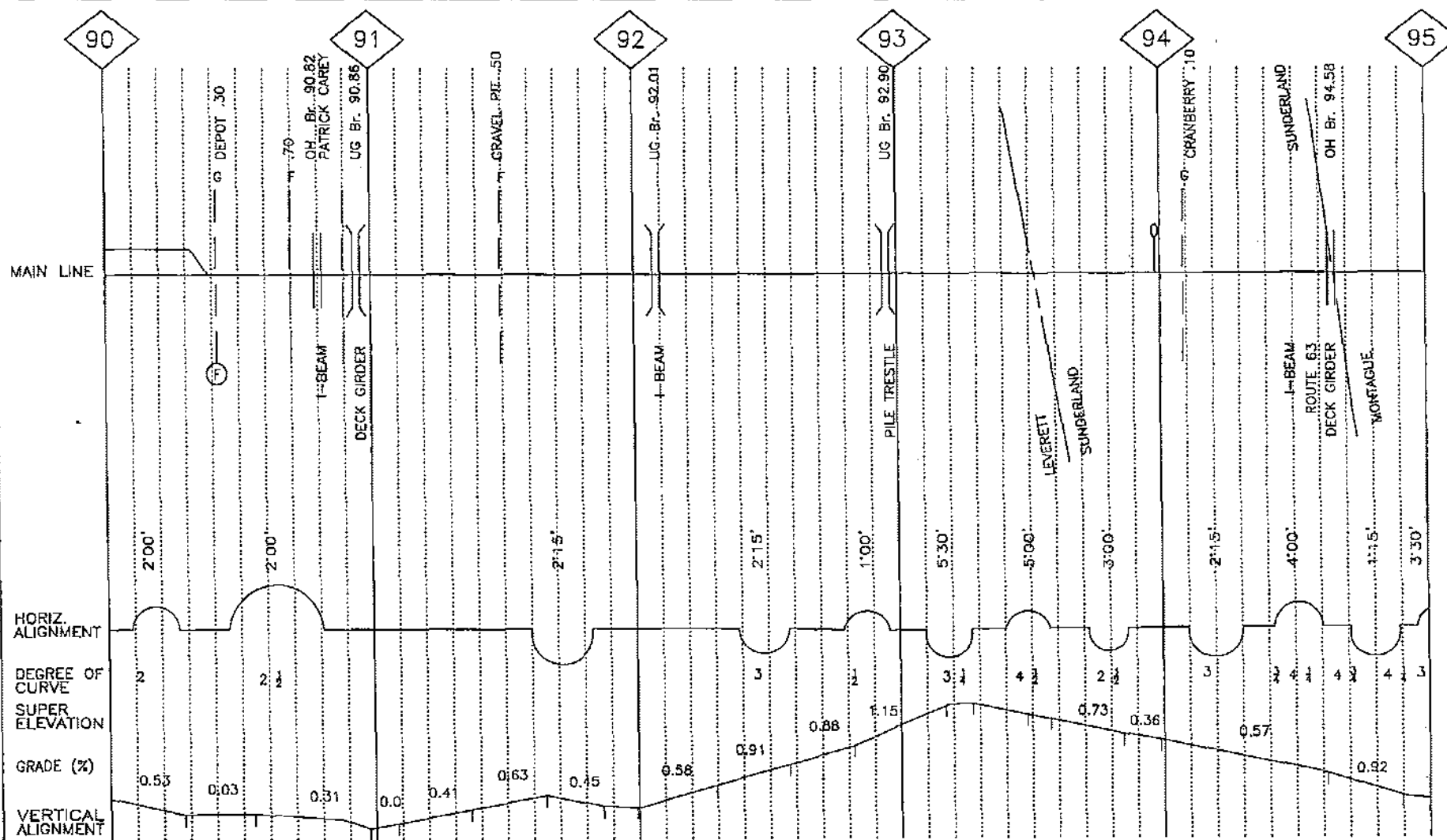
MAIN LINE	115	2002	
RAIL			
TIES		100	RA
SURFACING		1999	
BALLAST			
W CONTROL		2002	1999
SPEED		2002	
T CONTROL	45 MPH	55 MPH	30 MPH
GEO CAR		2002	
D CAR		2002	





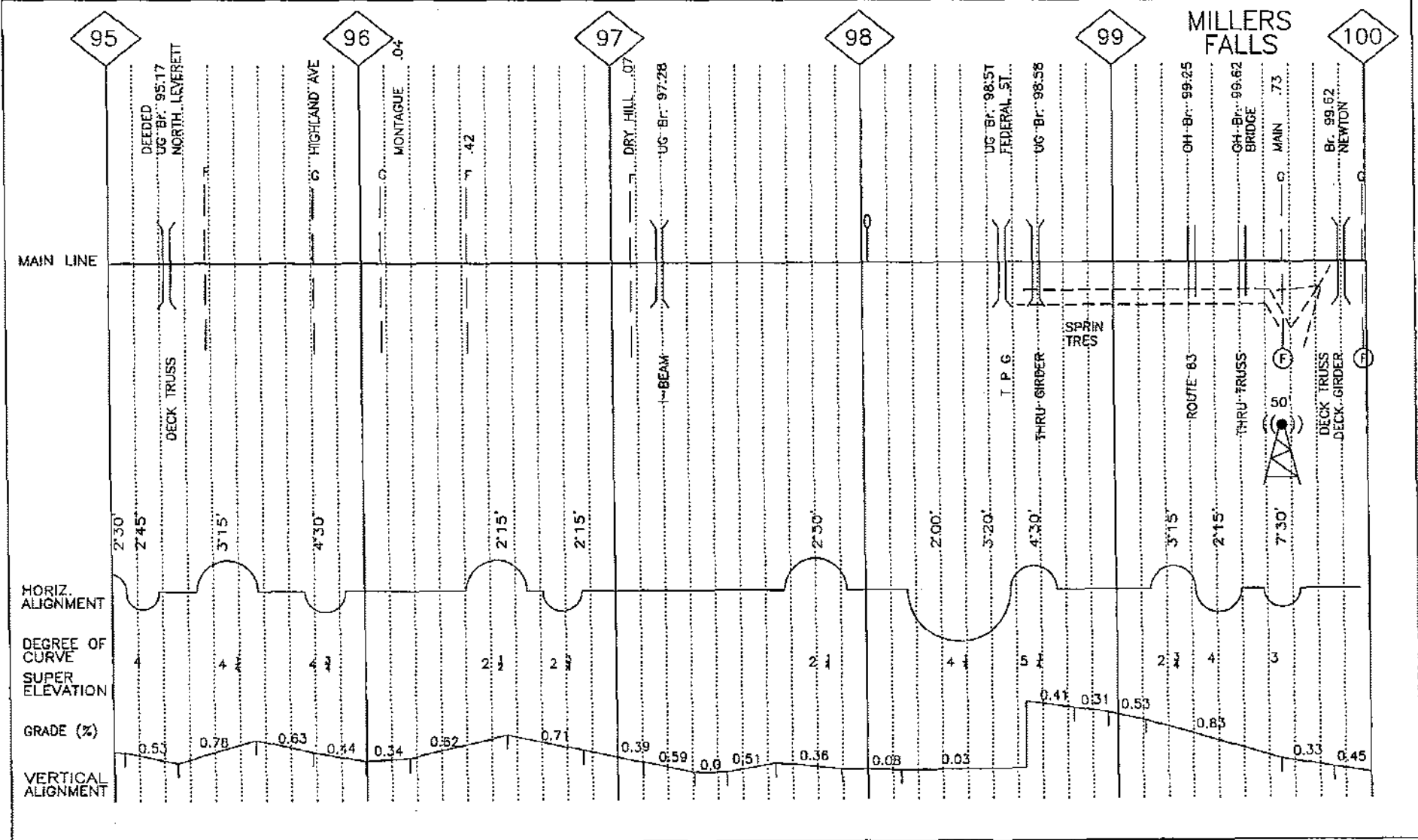
MAIN LINE					
RAIL			100 RA		
TIES			2626 TIES	1999	1999
SURFACING			1999		1999
BALLAST					
W CONTROL			2002		
SPEED	50 MPH	45 MPH		55 MPH	40 MPH
T CONTROL					
GEO CAR			2002		
D CAR			2002		



[illegible]

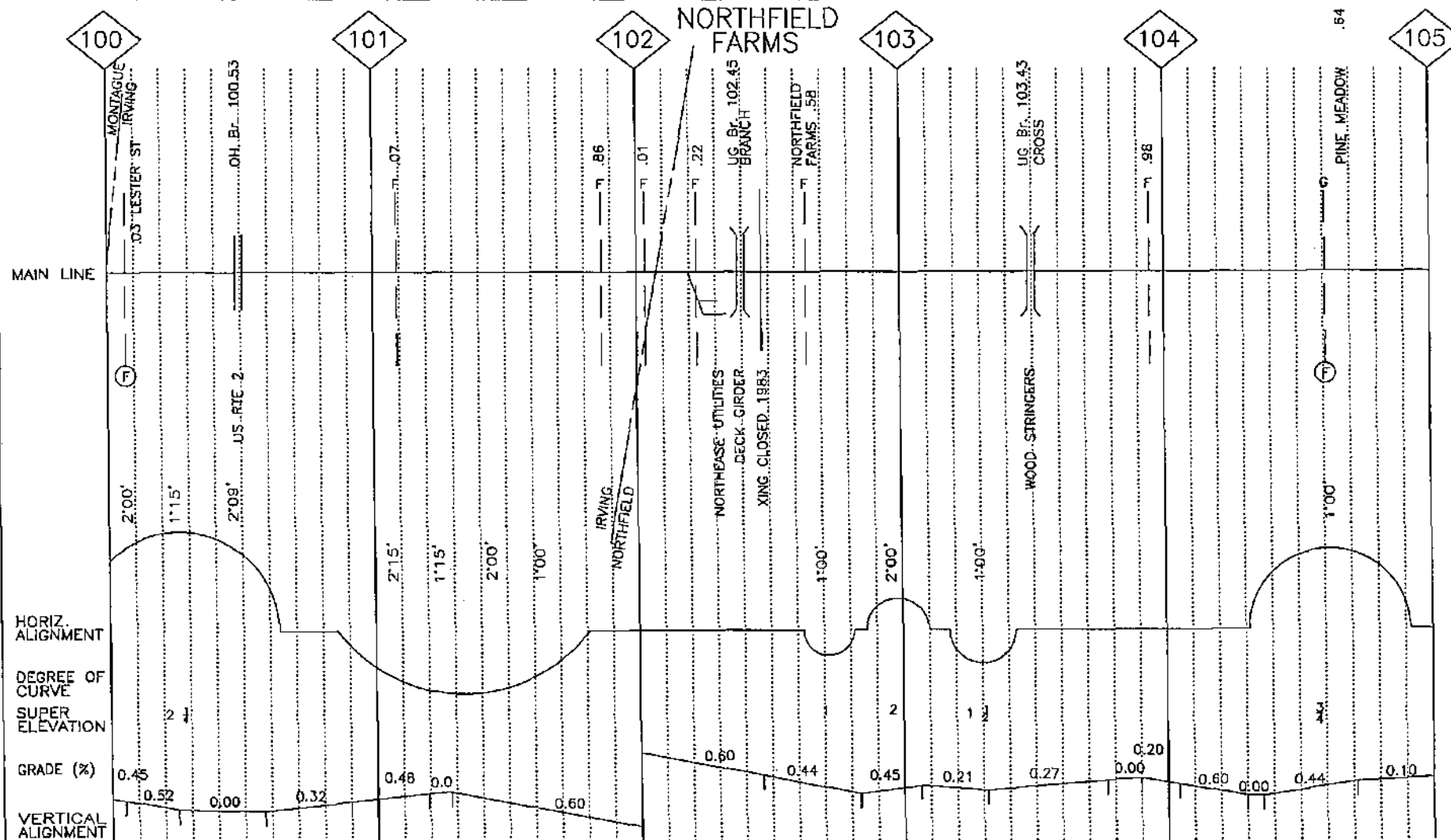


MAIN LINE					125 CWR 2001-2002
RAIL				100 RA	
TIES		1783 TIES 1999			1998
SURFACING		1999			1998
BALLAST					
W CONTROL			2002		
SPEED	45 MPH		55 MPH		40 MPH 25 MPH
T CONTROL					
GEO CAR			2002		
D CAR			2002		



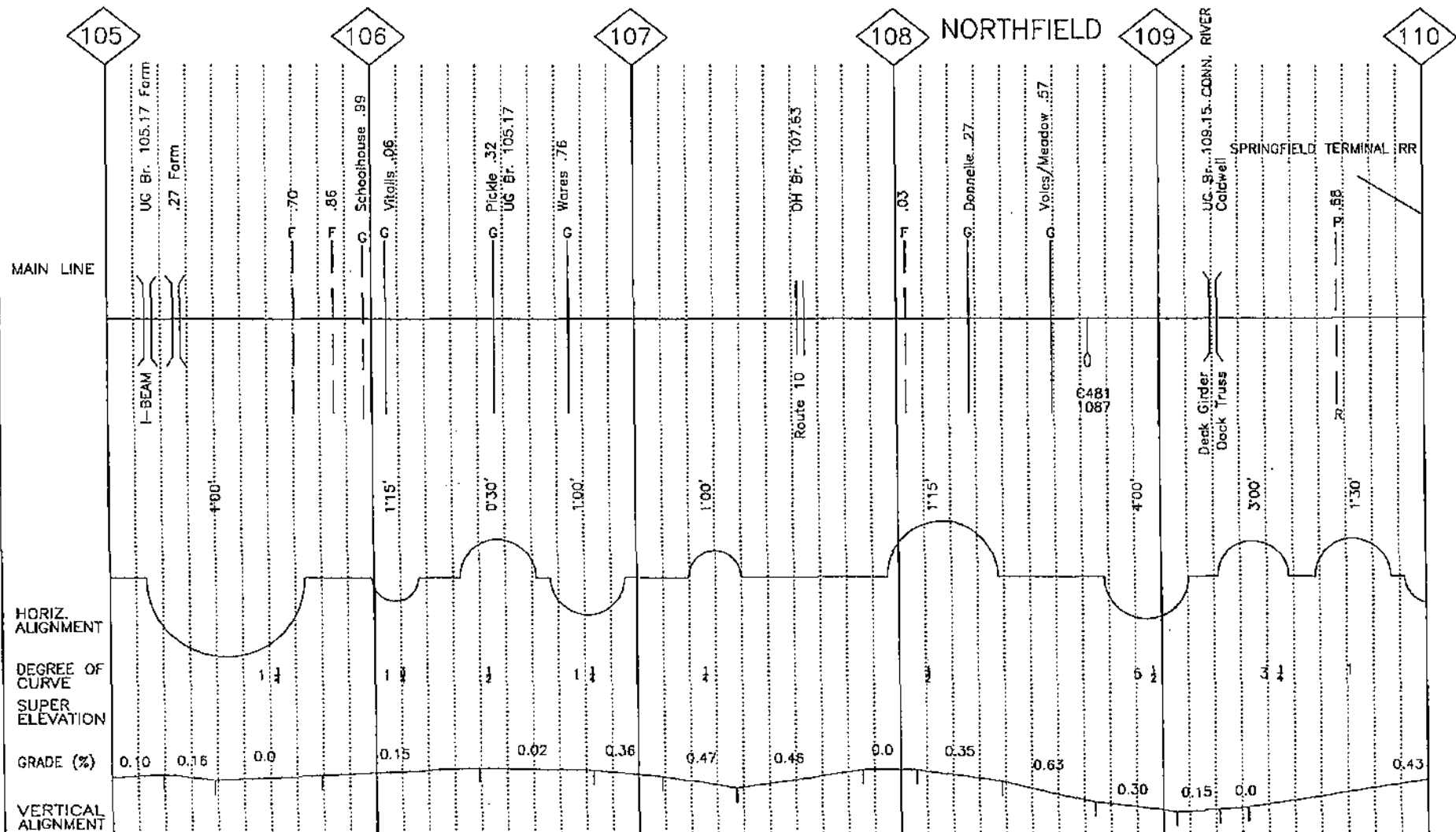


MAIN LINE	115 CWR 2001/02		
RAIL			100 RA
TIES		1998	
SURFACING		1998	
BALLAST			
W CONTROL		2002	
SPEED		55 MPH	
T CONTROL			
GEO CAR		2002	
D CAR		2002	



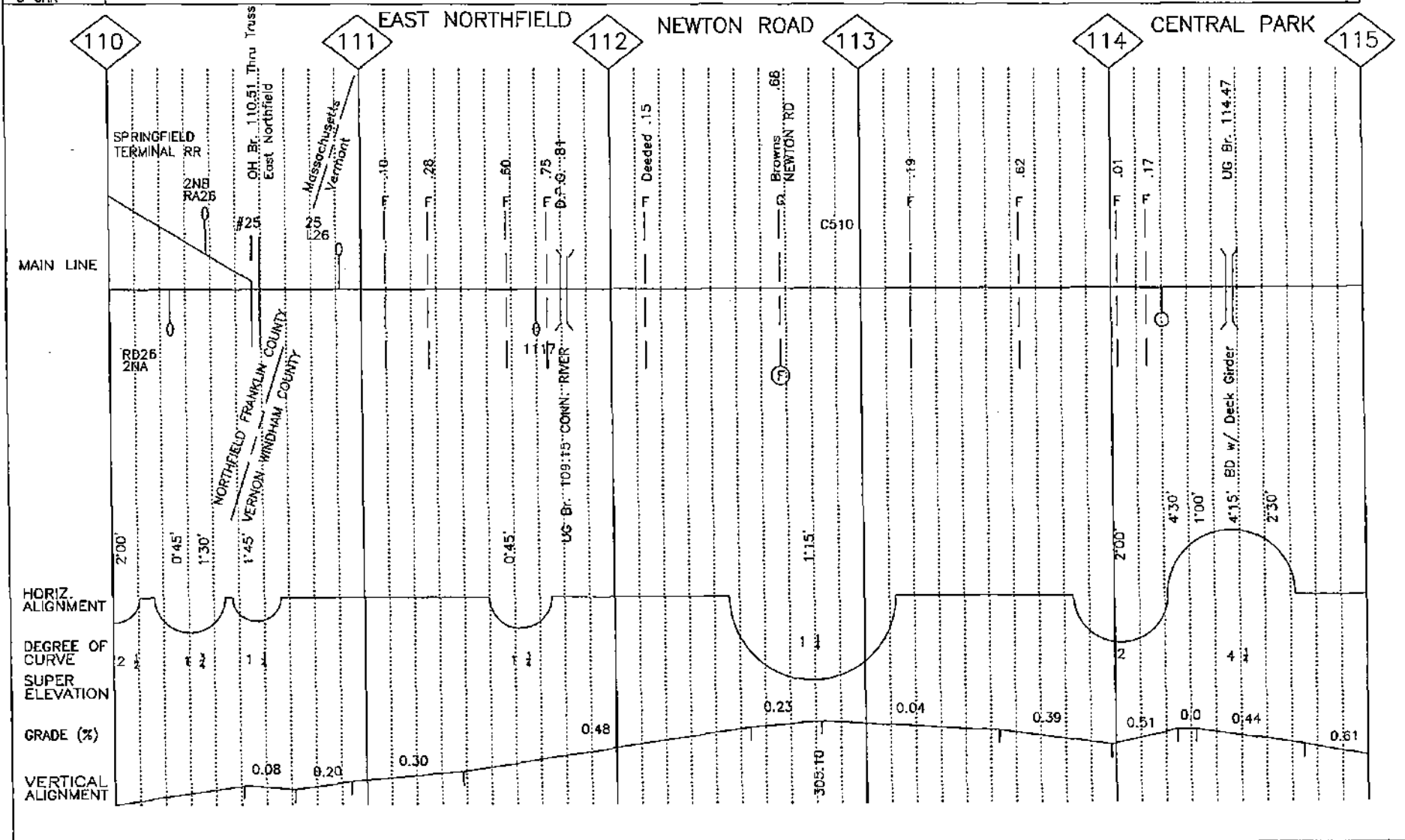


MAIN LINE					
RAIL					
TIES	600	2002	100 RA		
SURFACING		2002	582		6001-2002
BALLAST	300 TONS/MILE	2002			
W CONTROL			2002		
SPEED		55 MPH		30 MPH/25 MPH	55 MPH
T CONTROL					
GEO CAR			2002		
D CAR			2002		



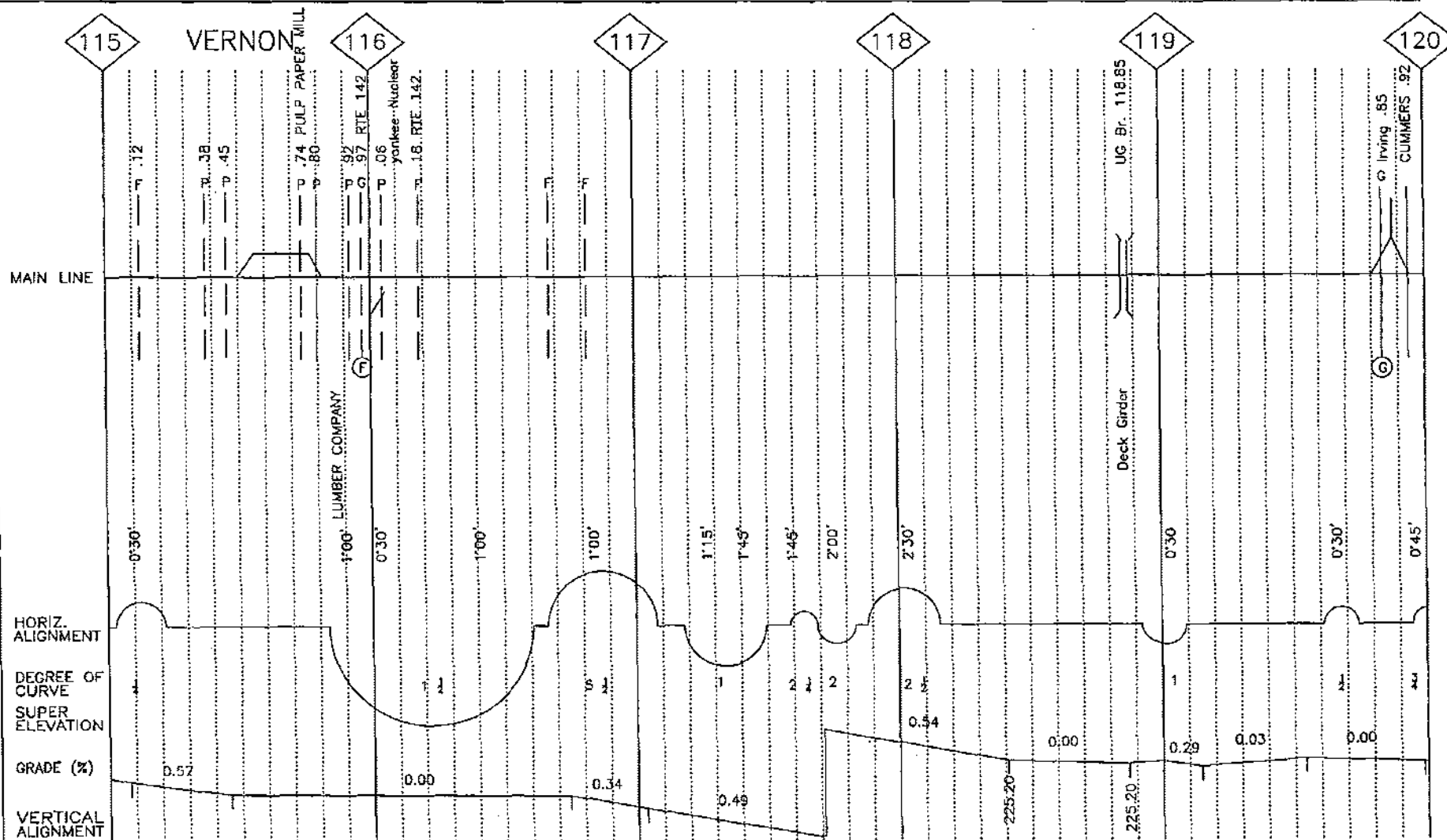


MAIN LINE		115
RAIL	100 RA	
TIES		600-2002
SURFACING	2002	
BALLAST	200 TON/MILE 2002	2002
W CONTROL		
SPEED	55 MPH	45 MPH/30 MPH
T CONTROL		
GEO CAR		
D CAR		



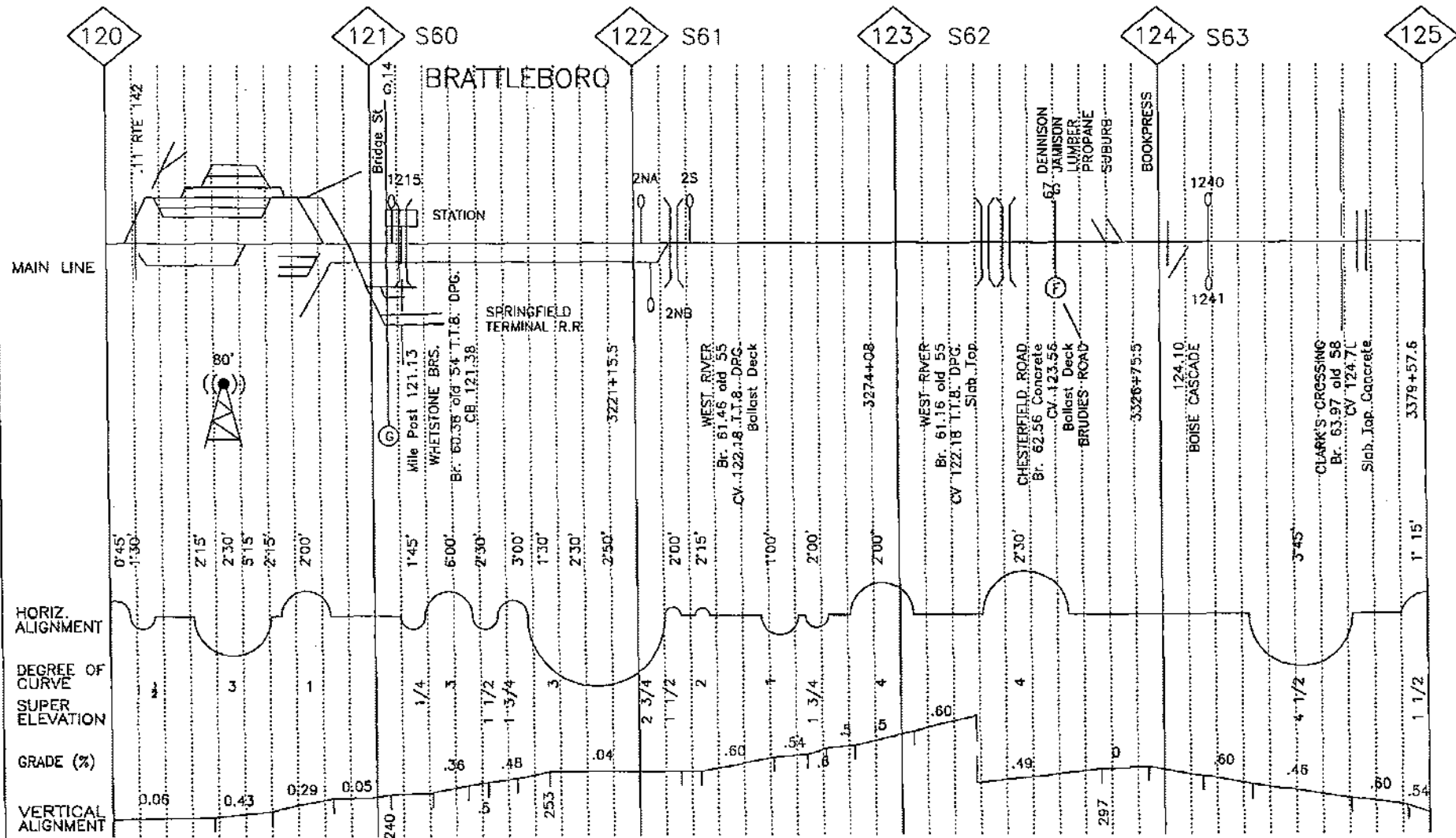


MAIN LINE	
RAIL	100 RA
TIES	600-2002
SURFACING	2002
BALLAST	500 TONS/MILE 2002
W CONTROL	2002
SPEED	55 MPH
T CONTROL	
GEO CAR	2002
D CAR	2002



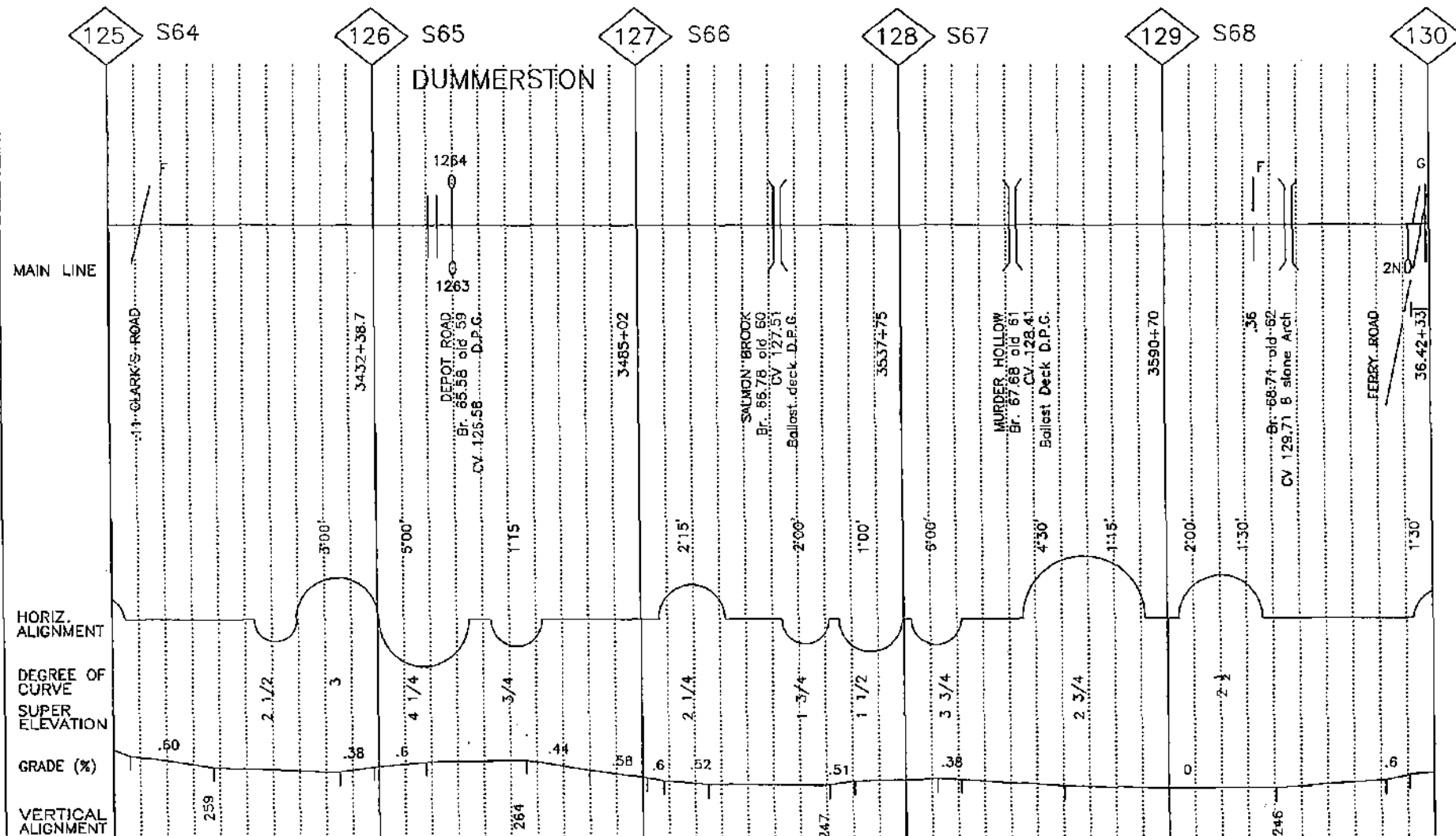


MAIN LINE					
RAIL				100 RA	
TIES	600	2002			800 -01
SURFACING	2002				2001
BALLAST		200 TONS/MILE	2002		200 TONS/MILE 2002
W CONTROL				2002	
SPEED	35 MPH/25 MPH	20 MPH/10 MPH	30 MPH		55 MPH
T CONTROL					
GEO CAR				2002	
D CAR				2002	

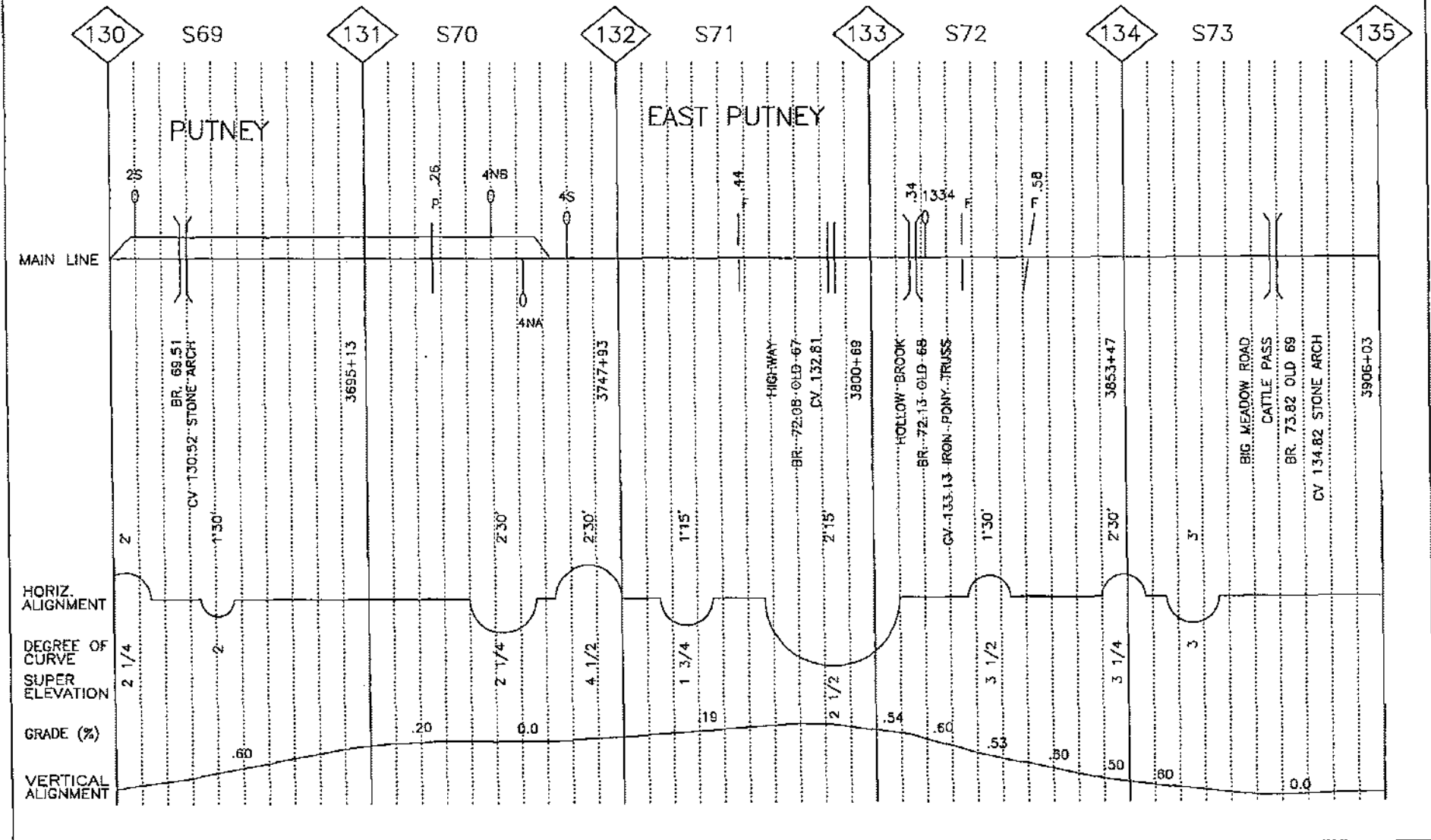




MAIN LINE	
RAIL	100 RA
TIES	500/MILE 1998
SURFACING	
BALLAST	
W CONTROL	2002
SPEED	40 MPH/35 MPH 55 MPH/35 MPH 40 MPH/ 35MPH 50
T CONTROL	
GEO CAR	2002
D CAR	2002

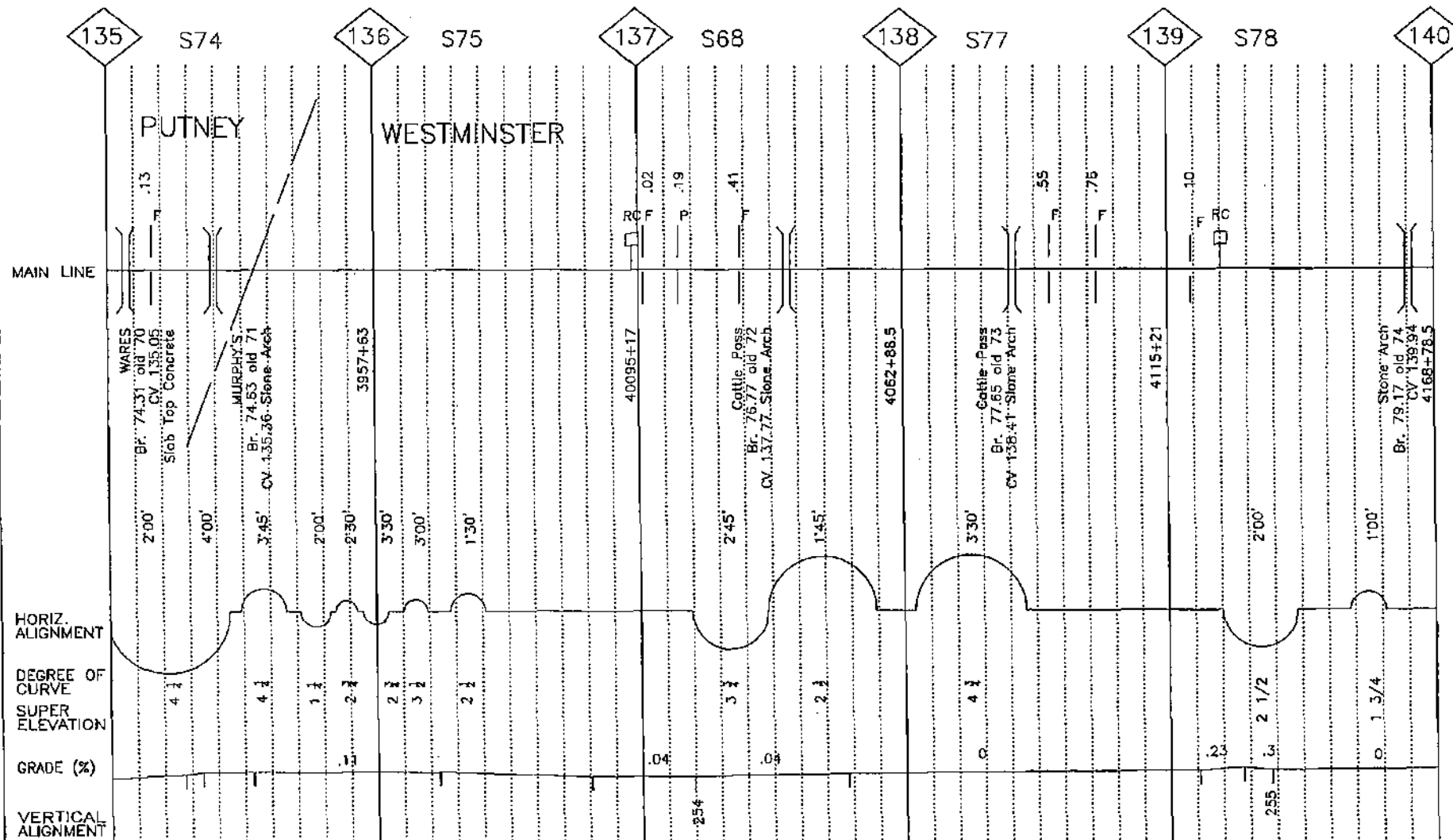


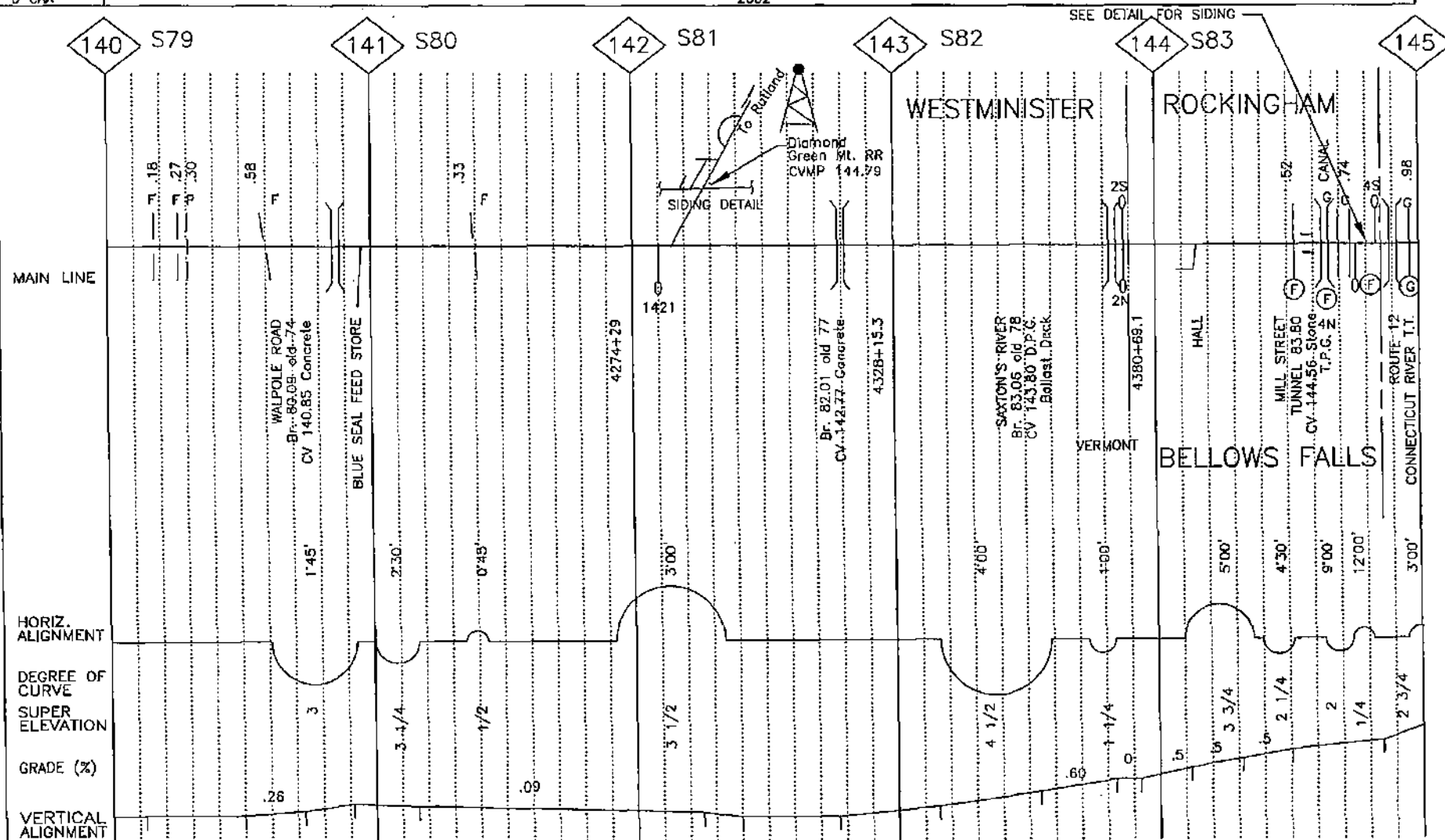
MAIN LINE	
RAIL	10D RA
TIES	500 PER MILE 1998
SURFACING	
BALLAST	
W CONTROL	2002
SPEED	55 MPH
T CONTROL	
GEO CAR	2002
D CAR	2002





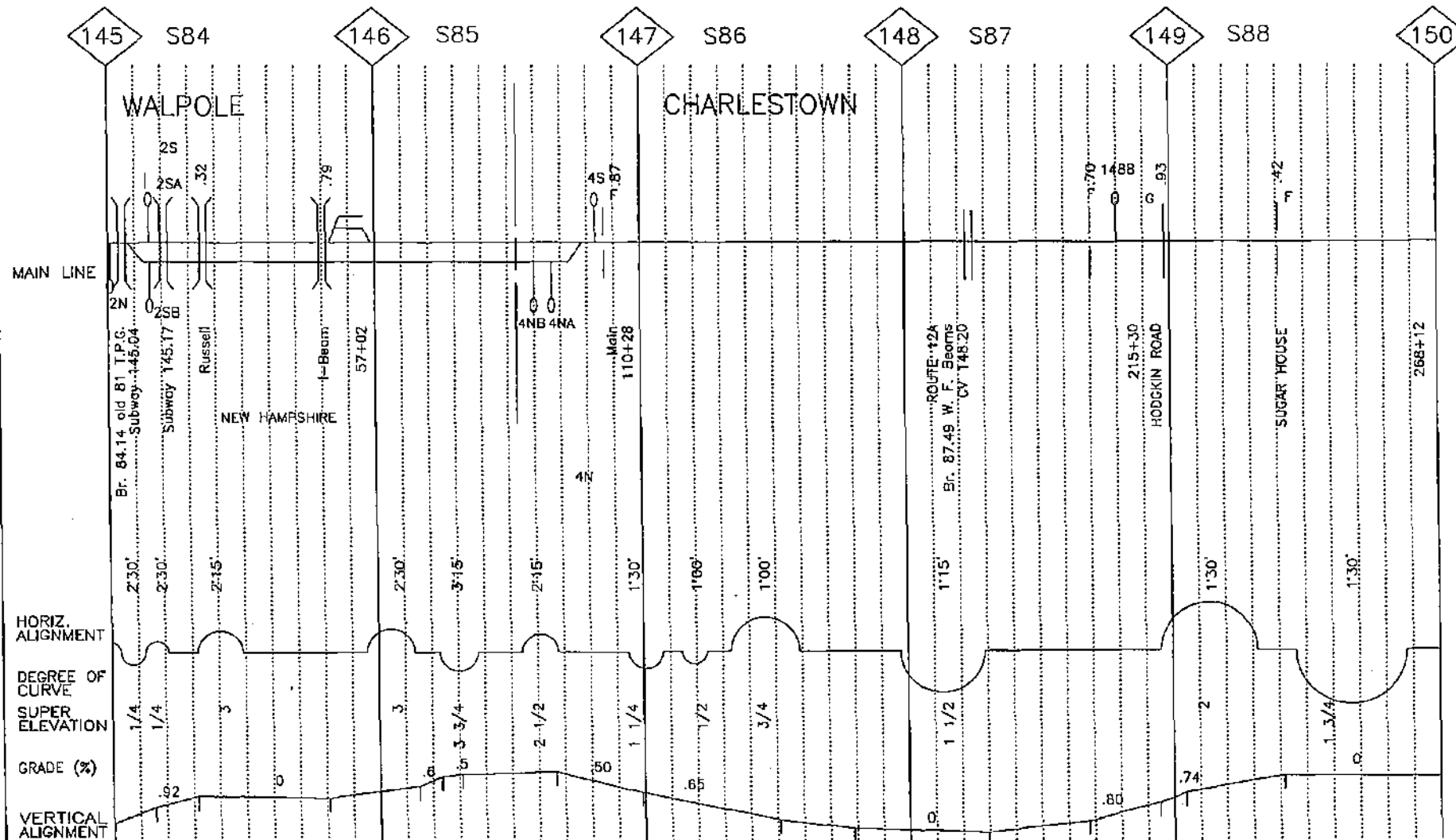
MAIN LINE			
RAIL		100 RA	
TIES		500 PER MILE	1996
SURFACING			
BALLAST			
W CONTROL		2002	
SPEED	50 MPH		55 MPH
T CONTROL			
GEO CAR		2002	
D CAR		2002	



[illegible]

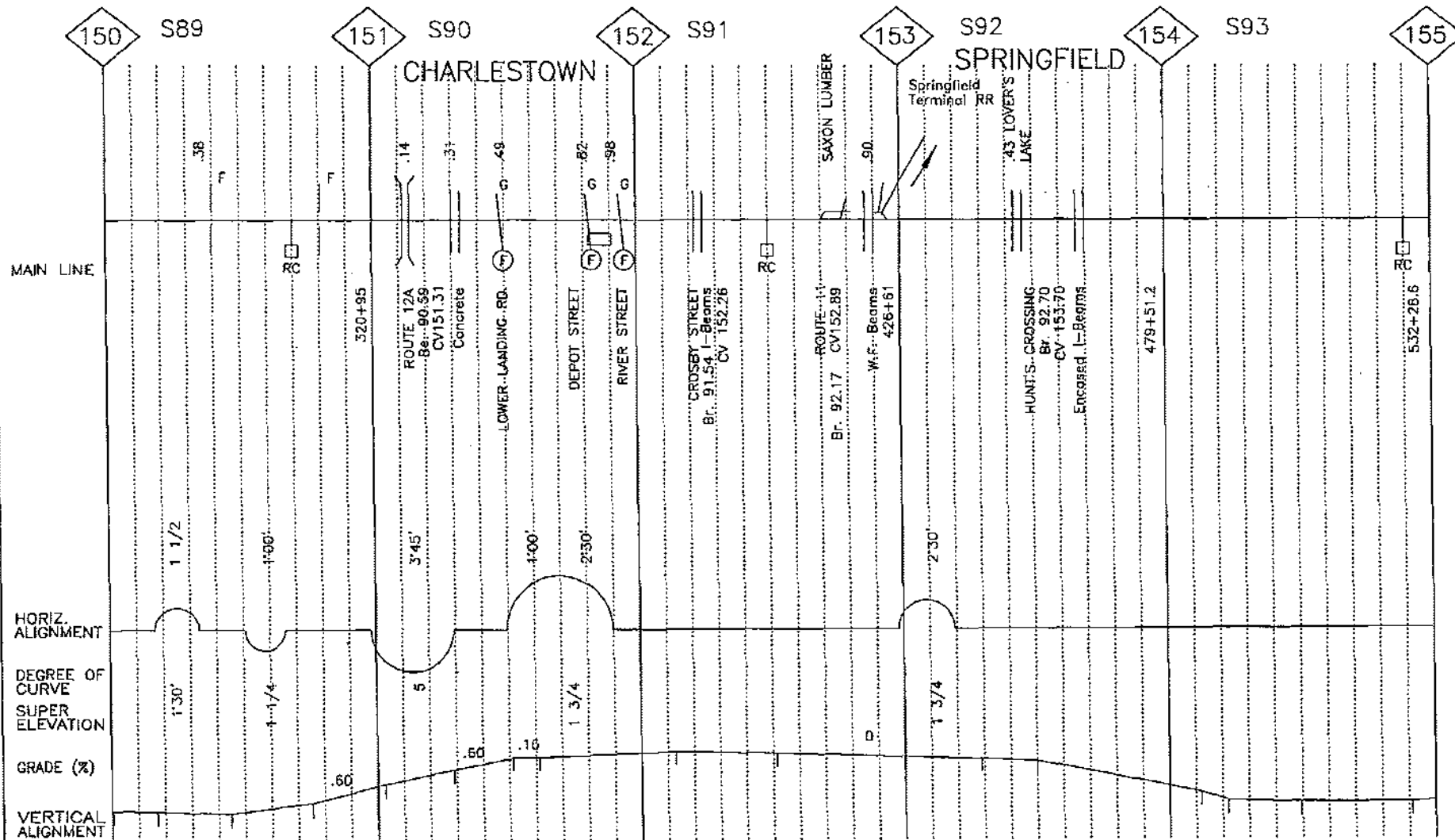


MAIN LINE	
RAIL	112 RE
TIES	500 PER MILE 1998
SURFACING	2002
BALLAST	
W CONTROL	2002
SPEED	55 MPH
T CONTROL	
GEO CAR	2002
D CAR	2002



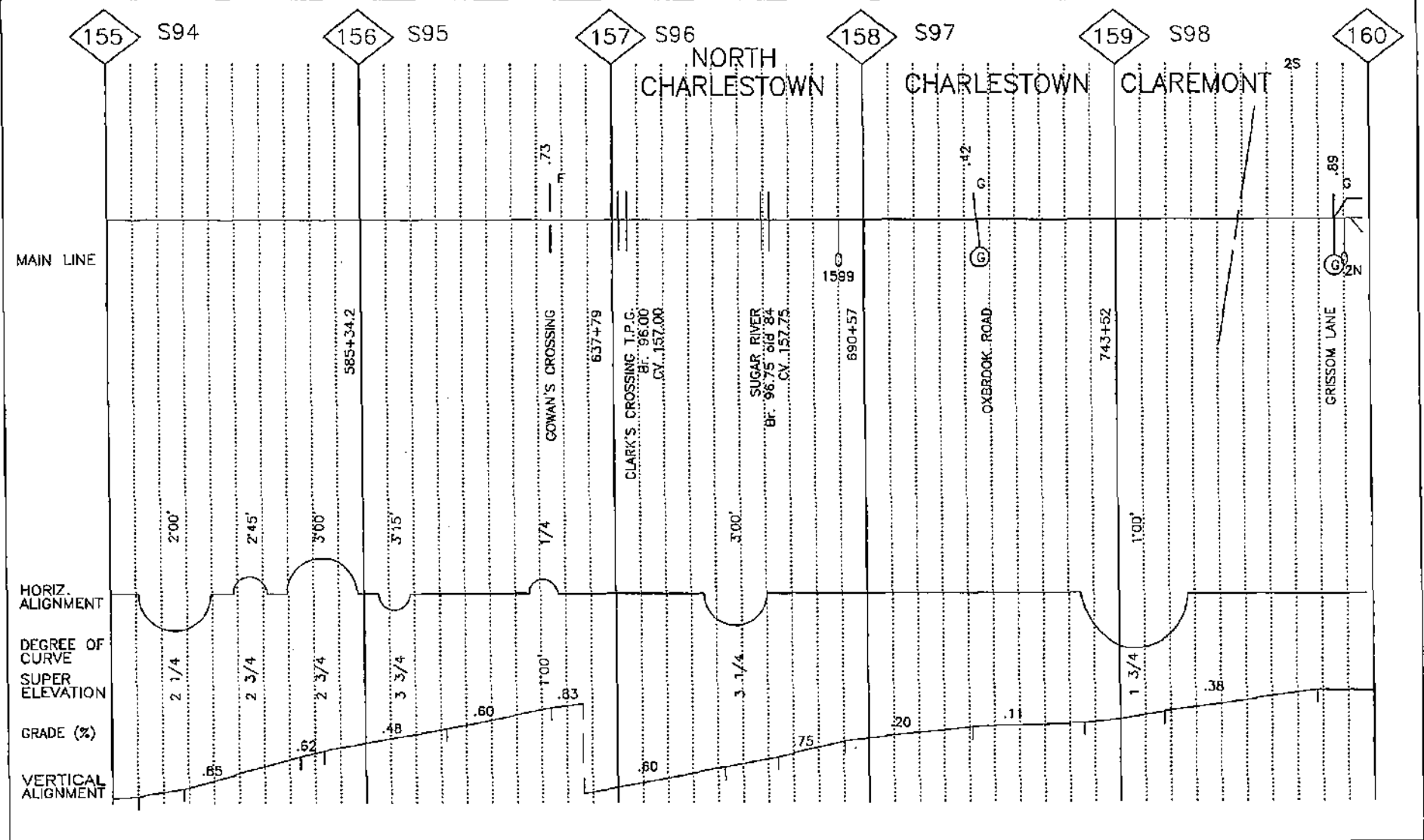


MAIN LINE		
RAIL	112 RE	
TIES		NEW TIES 2001
SURFACING		
BALLAST		
W CONTROL	2002	
SPEED	55 MPH	
T CONTROL		
GEO CAR	2002	
D CAR	2002	



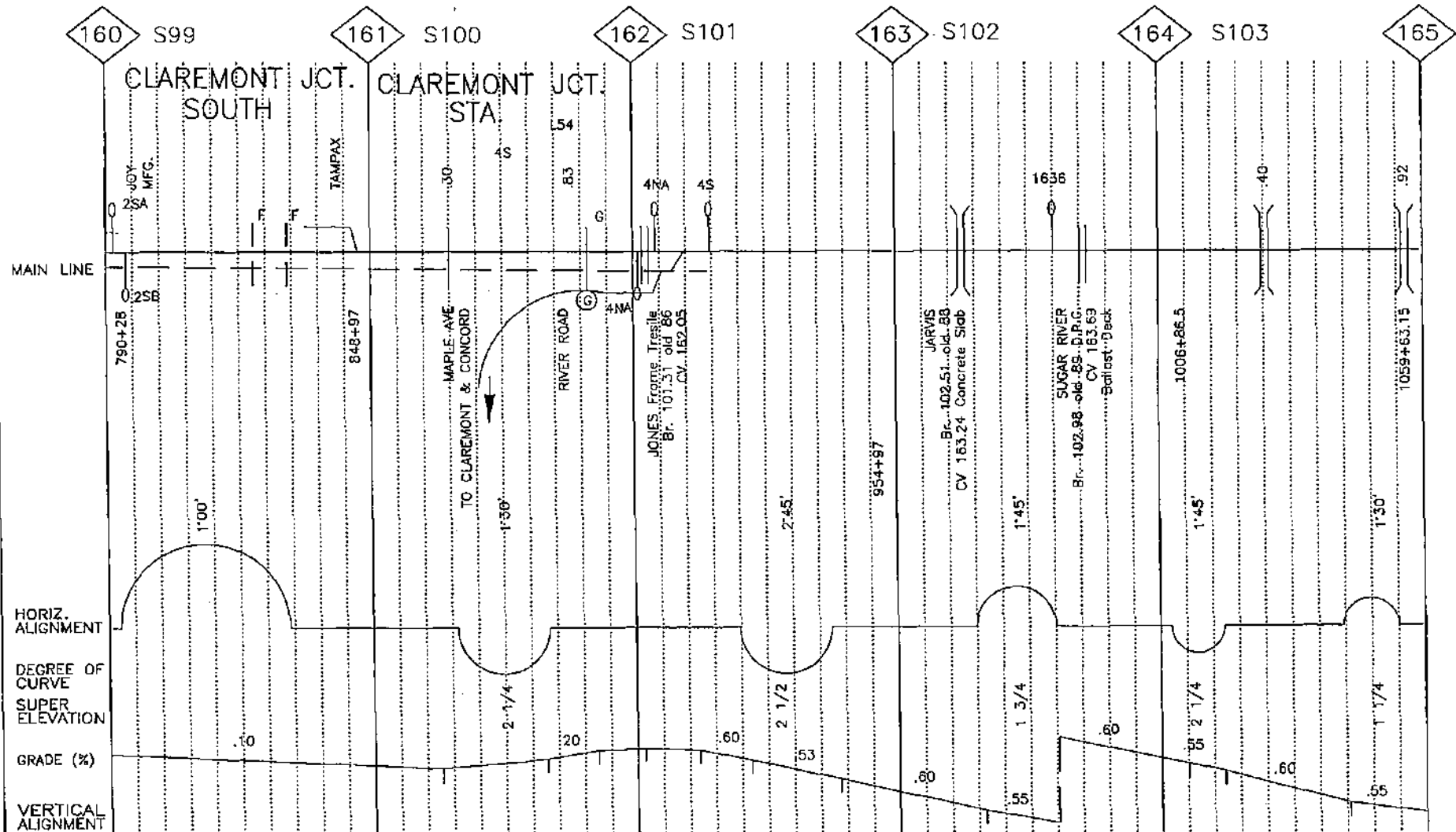


MAIN LINE	112 RE
RAIL	
TIES	NEW TIES 2001
SURFACING	300 2001
BALLAST	2001
W CONTROL	2002
SPEED	55 MPH
T CONTROL	
GEO CAR	2002
D CAR	2002



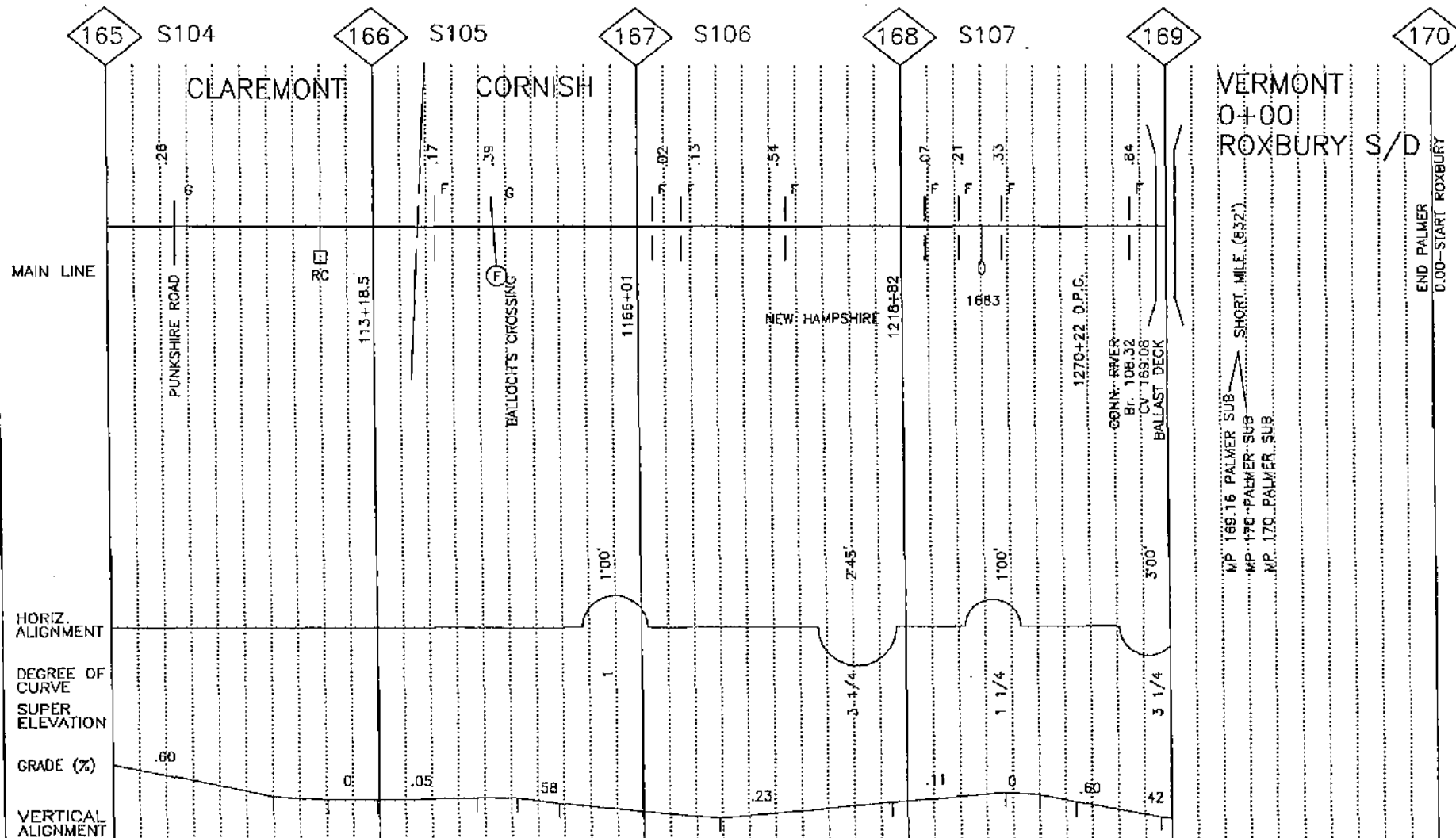


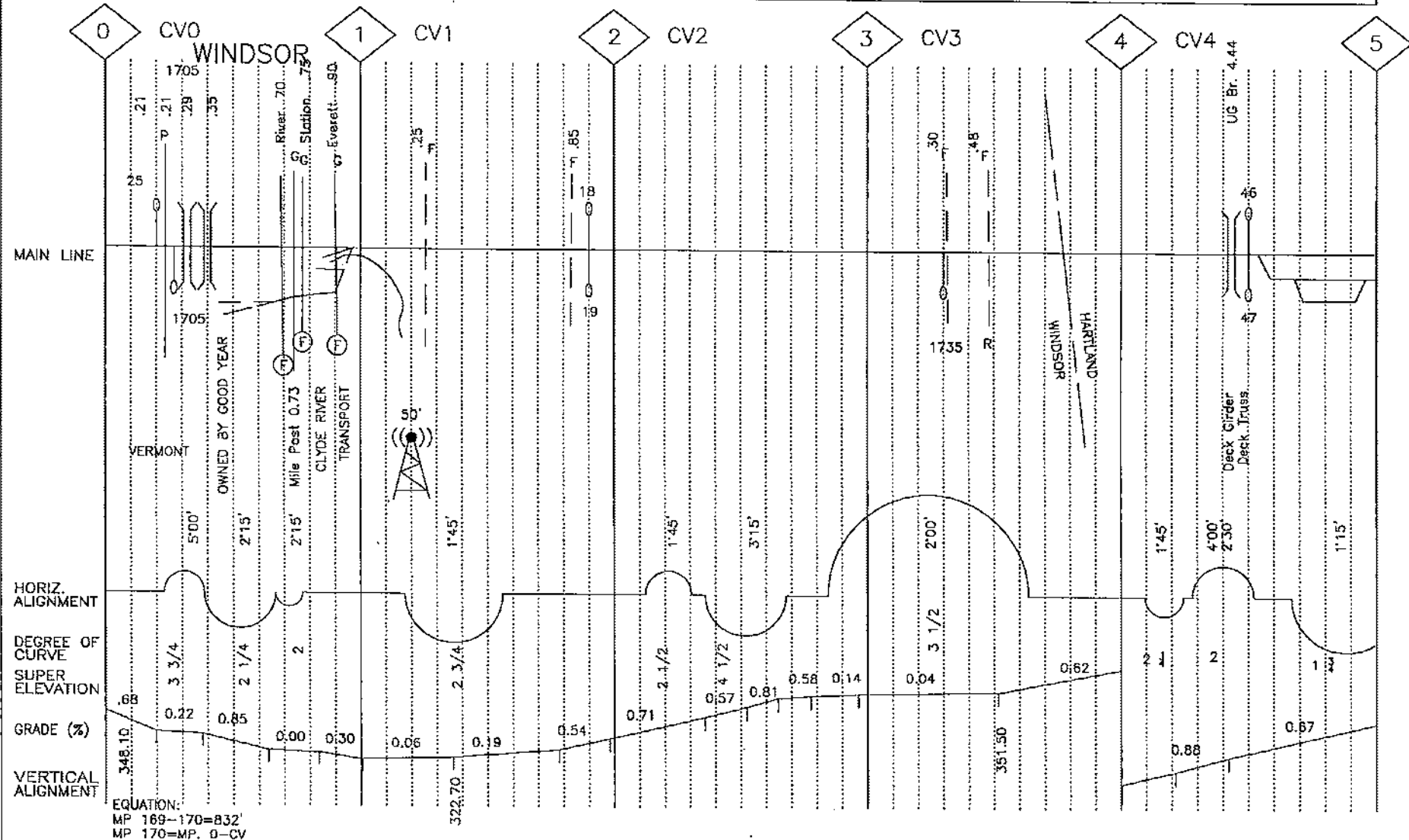
MAIN LINE	112 RE
RAIL	
TIES	NEW 2001 TIES
SURFACING	JOINT PEAK 2002
BALLAST	
W CONTROL	2002
SPEED	55 MPH
T CONTROL	
GEO CAR	2002
D CAR	2002





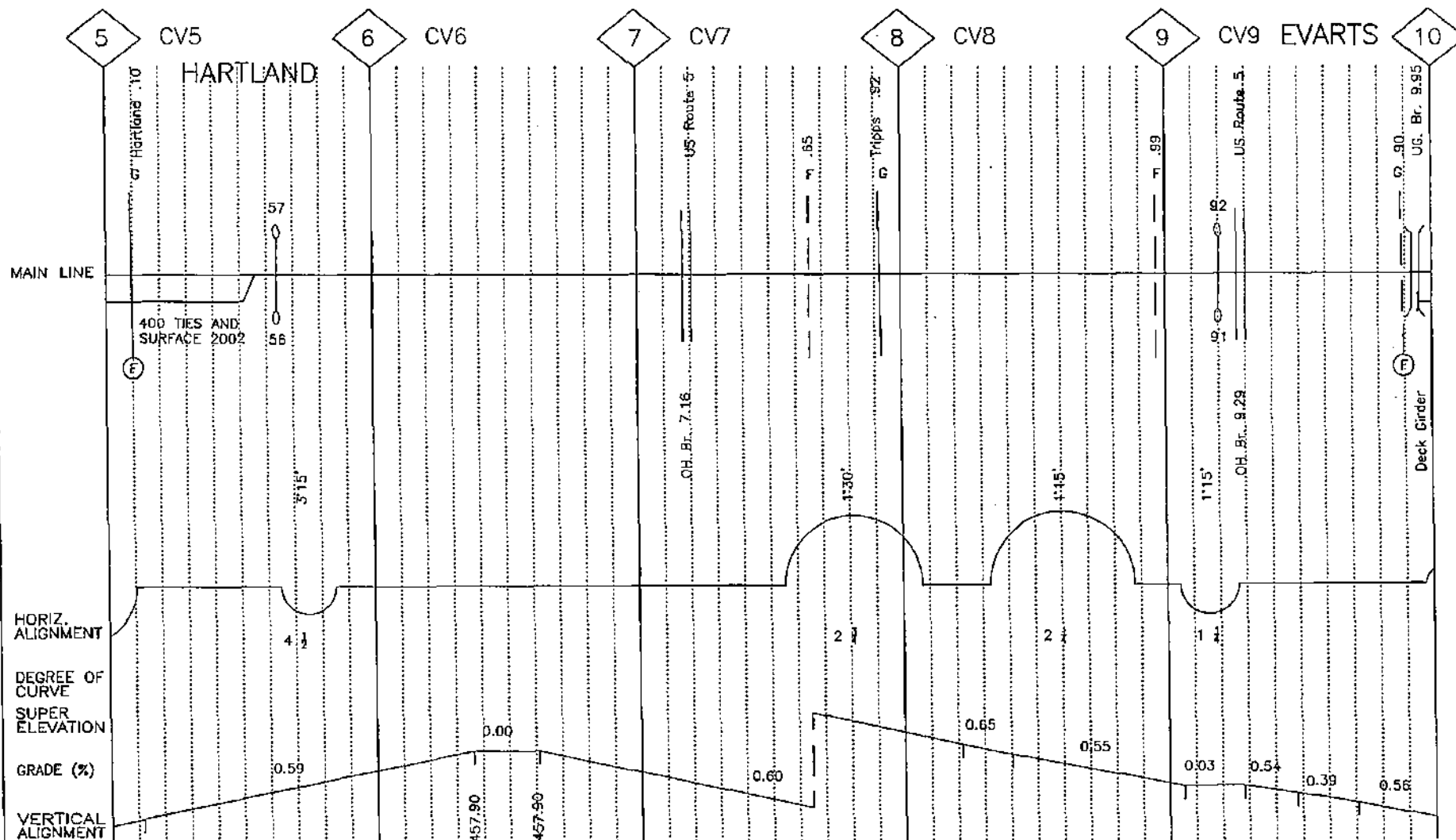
MAIN LINE			
RAIL	112 RE		132 RE
TIES			
SURFACING			
BALLAST			
W CONTROL	2002		
SPEED	59 MPH		30 MPH
T CONTROL			
GEO CAR	2002		
D CAR	2002		





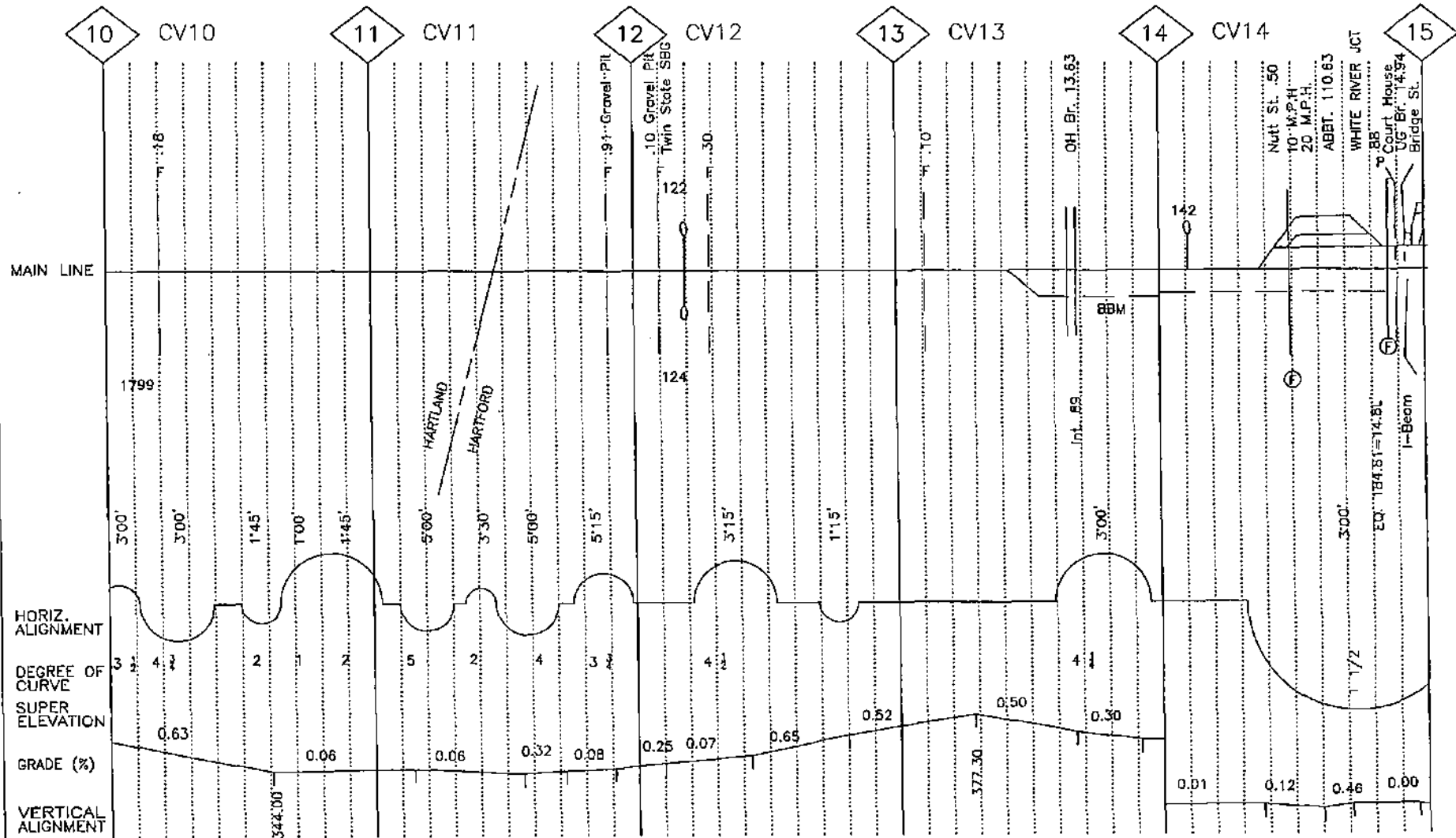


MAIN LINE			
RAIL			
TIES			
SURFACING			
BALLAST			
W CONTROL		2002	
SPEED		59 MPH	50
T CONTROL			
GEO CAR		2002	
D CAR		2002	

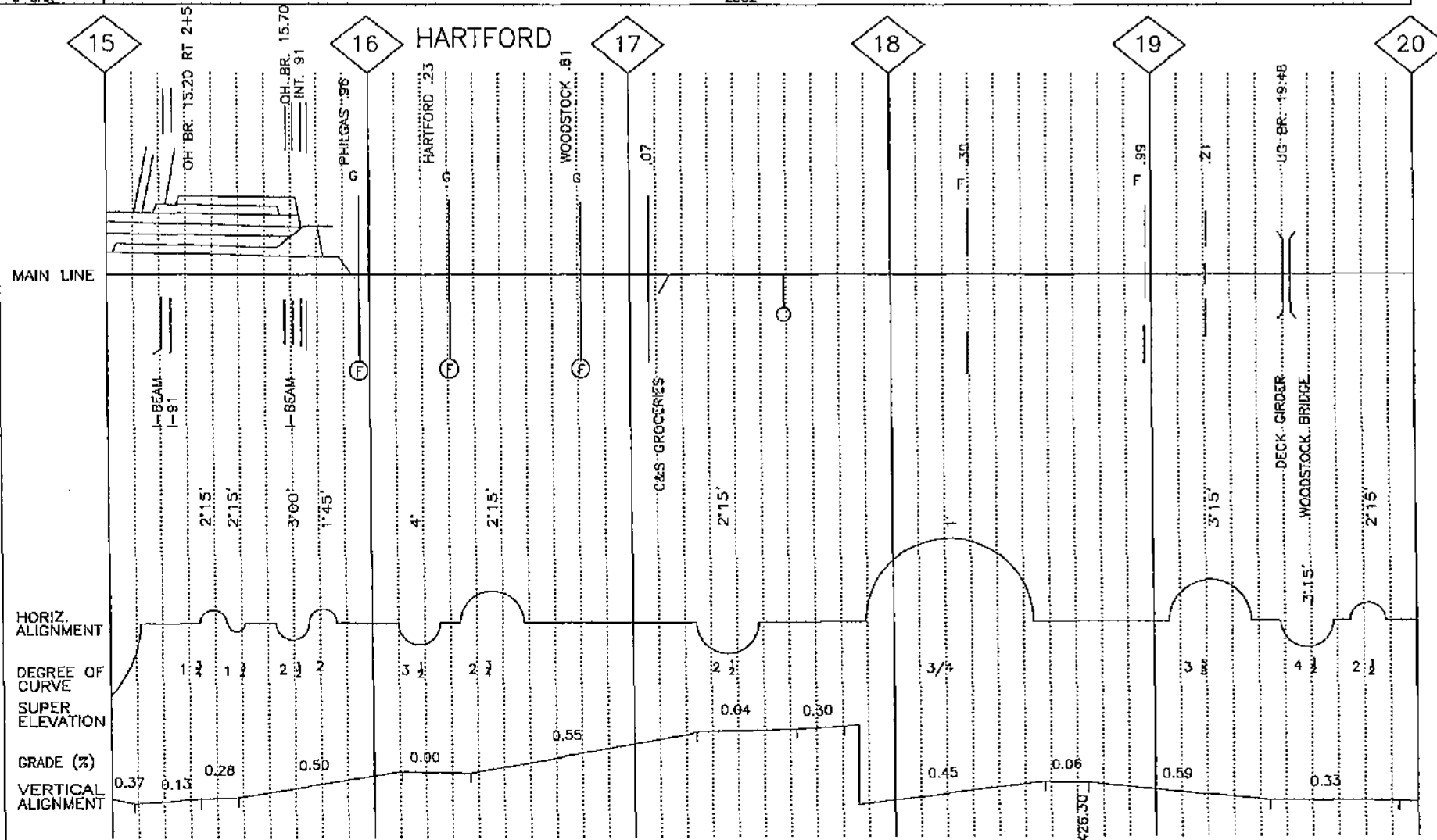




MAIN LINE				100 RA 2002	
RAIL				115 RA HIGH SIDE CURVES	
TIES				880-2001	
SURFACING					
BALLAST					
W CONTROL				2002	
SPEED	50 MPH	59 MPH	40 MPH		59 MPH
T CONTROL					25/30 MPH
GEO CAR				2002	
D CAR				2002	

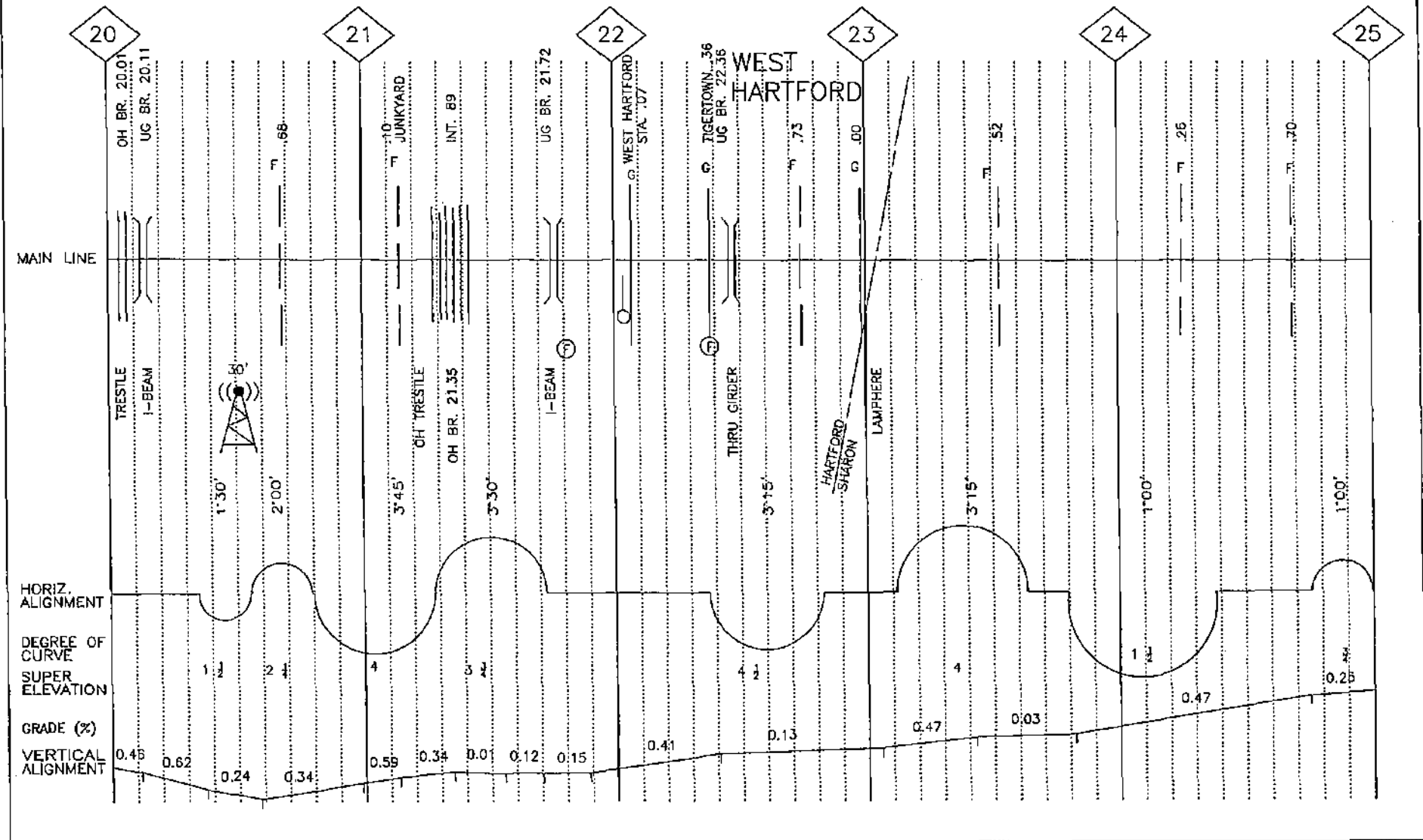


MAIN LINE			
RAIL			
TIES	638-2000	600 PER MILE 2002	
SURFACING		2002	
BALLAST			
W CONTROL	2002		
SPEED	30 MPH	40 MPH	
T CONTROL			
GEO CAR	2002		
D CAR	2002		



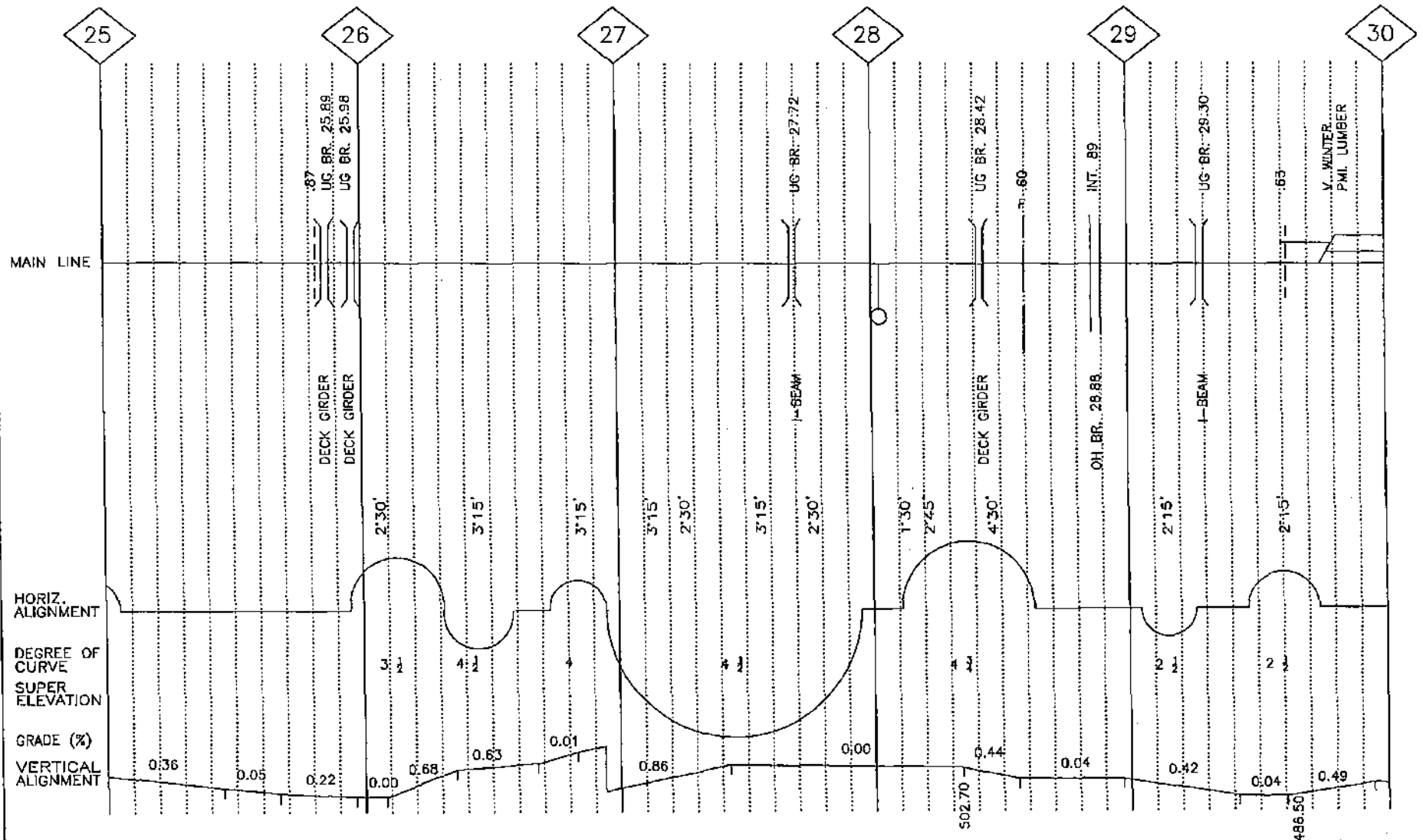


MAIN LINE					
RAIL	100 RA (115 RA LOW SIDE ONLY) 2002				
TIES	300-2002				1070-2000
SURFACING	2002				
BALLAST	100 TONS	2001	100 TONS		
SPEED	45 MPH	2002			
T. CONTROL					
GEO CAR	2002				
D CAR	2002				

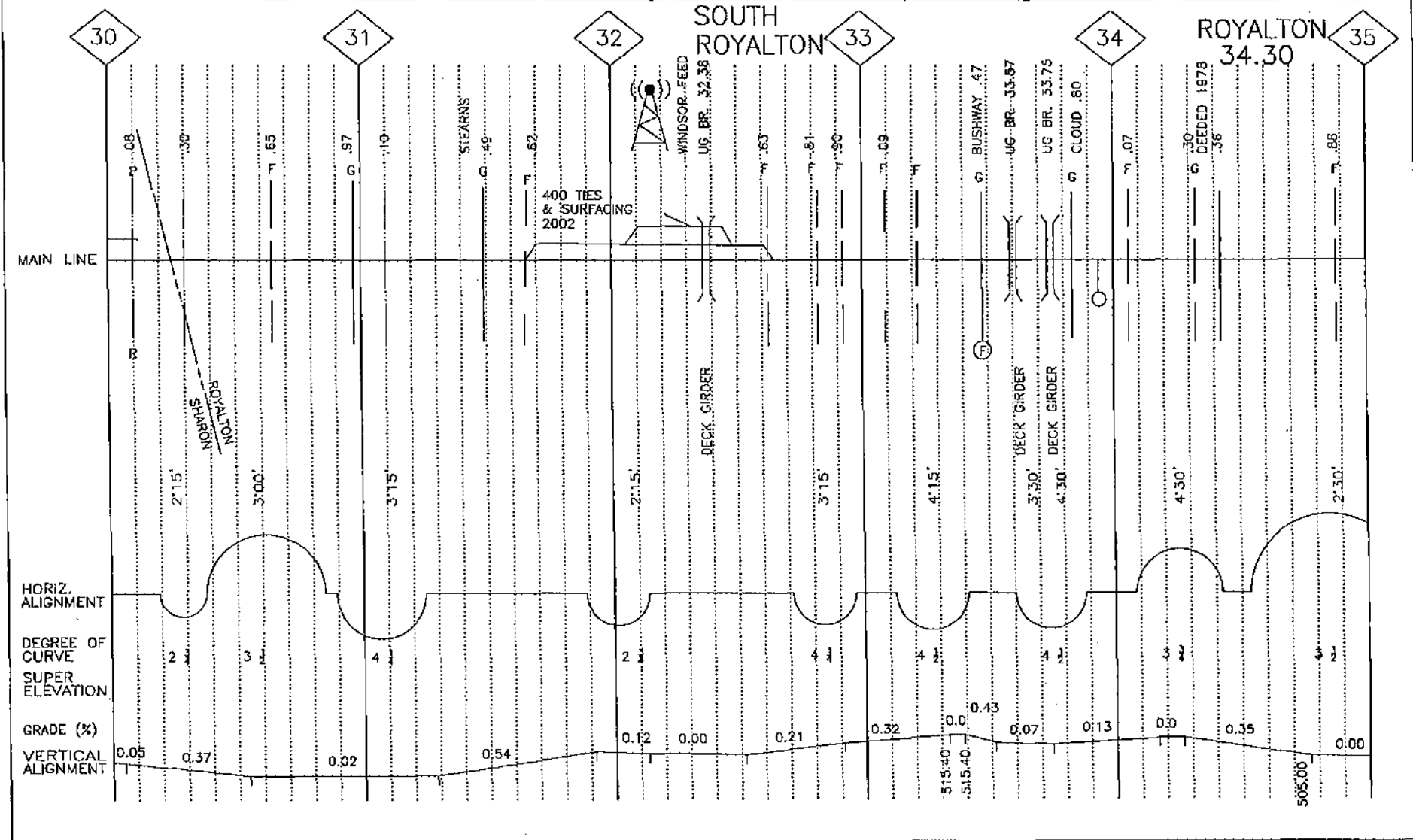




MAIN LINE		
RAIL		100 LA (115 LOW SIDE CURVES) 2002
TIES	1090-2000	1265 TIES 2002
SURFACING		2002
BALLAST		200 TONS
W CONTROL		
SPEED	55/30 MPH	2002 50 MPH
T CONTROL		
GEO CAR		2002
D CAR		2002

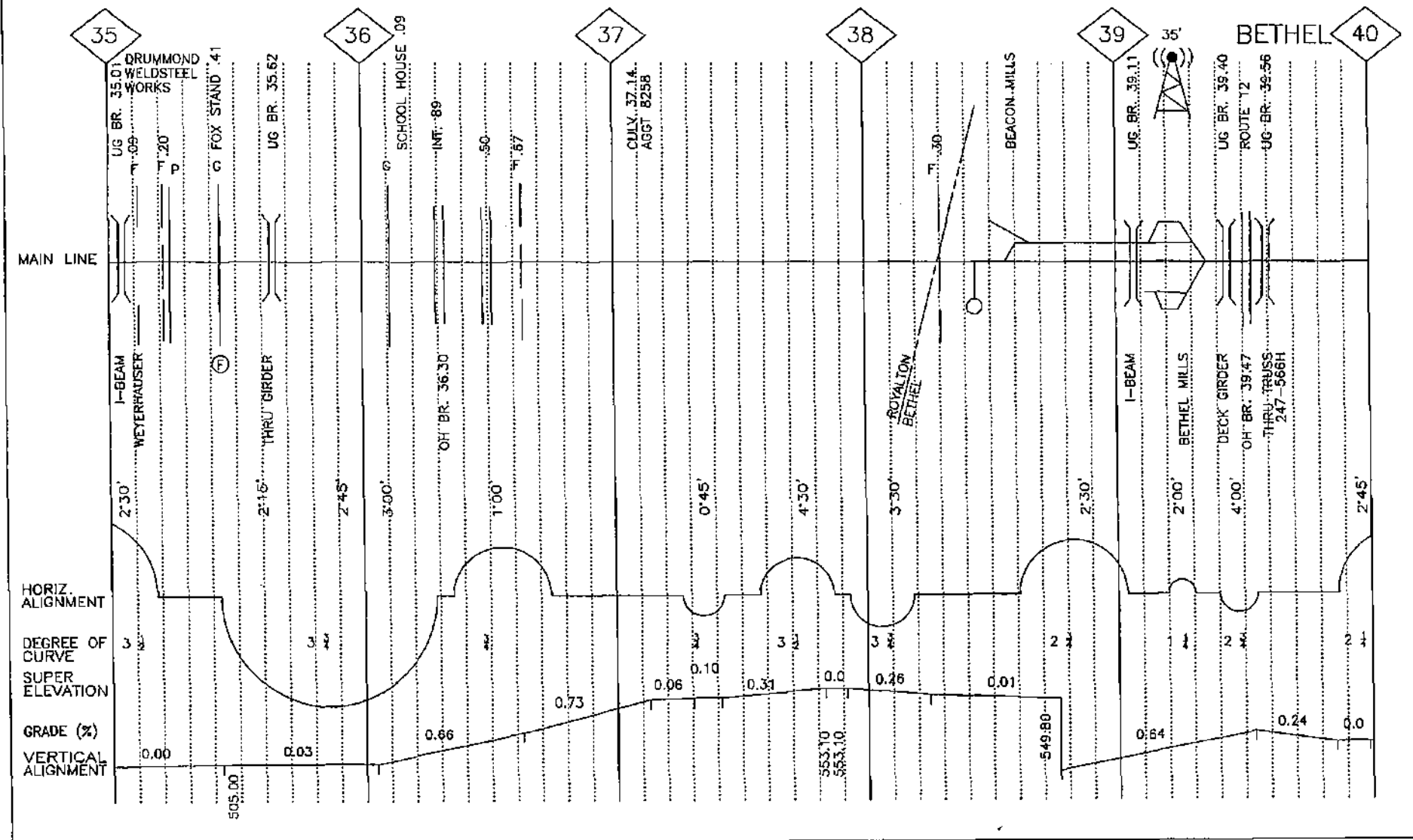


MAIN LINE			
RAIL			
TIES		346-2000	626-2000
SURFACING			
BALLAST			
W. CONTROL	2002		
SPEED		45 MPH	
T. CONTROL			
GEO CAR	2002		
D CAR	2002		



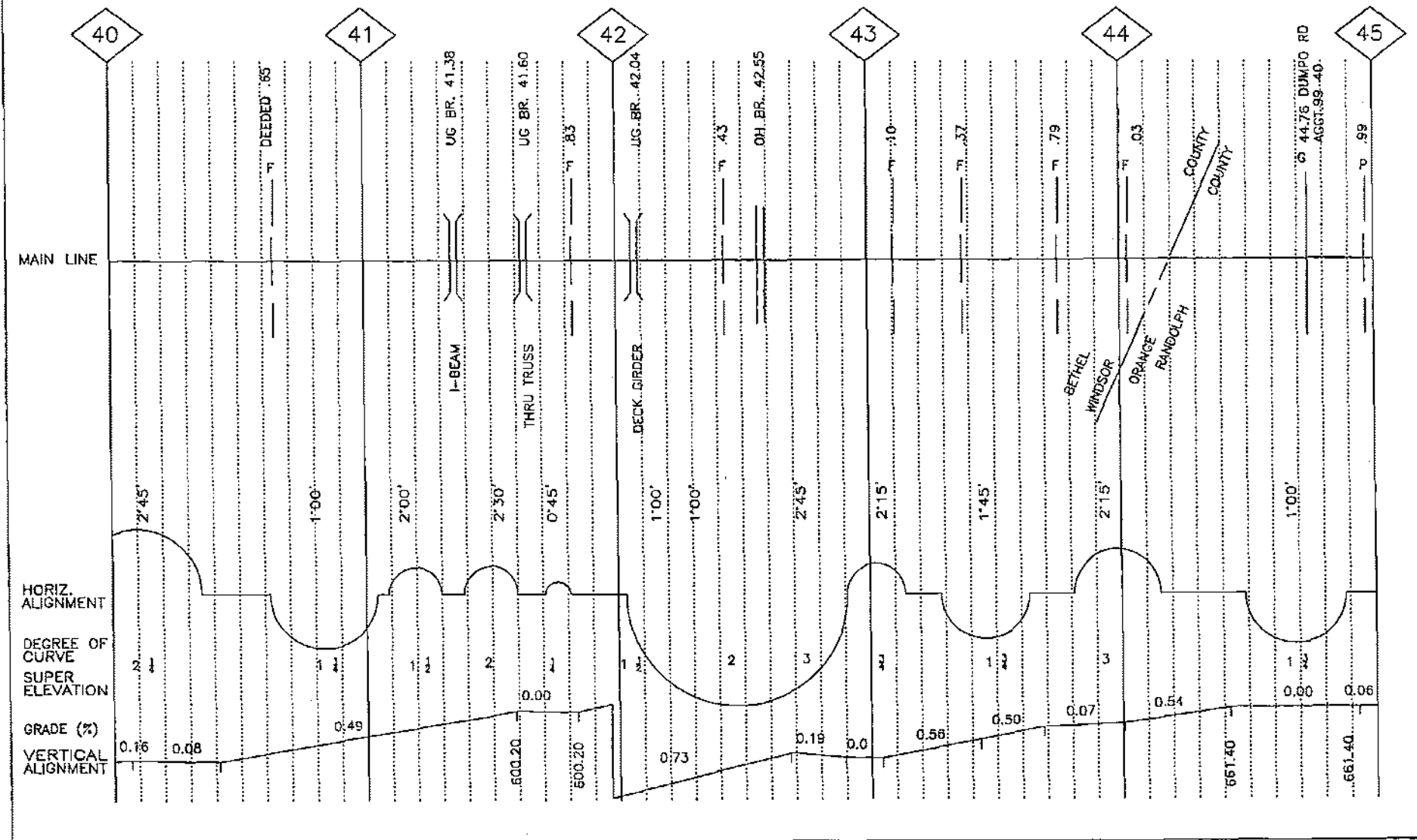


MAIN LINE					
RAIL					
TIES	640-2000	588-2000	628-2000	345-2000	596-2000
SURFACING					
BALLAST					
W. CONTROL			2002		
SPEED				35/45 MPH	
T. CONTROL					
GEO. CAR			2002		
D. CAR			2002		



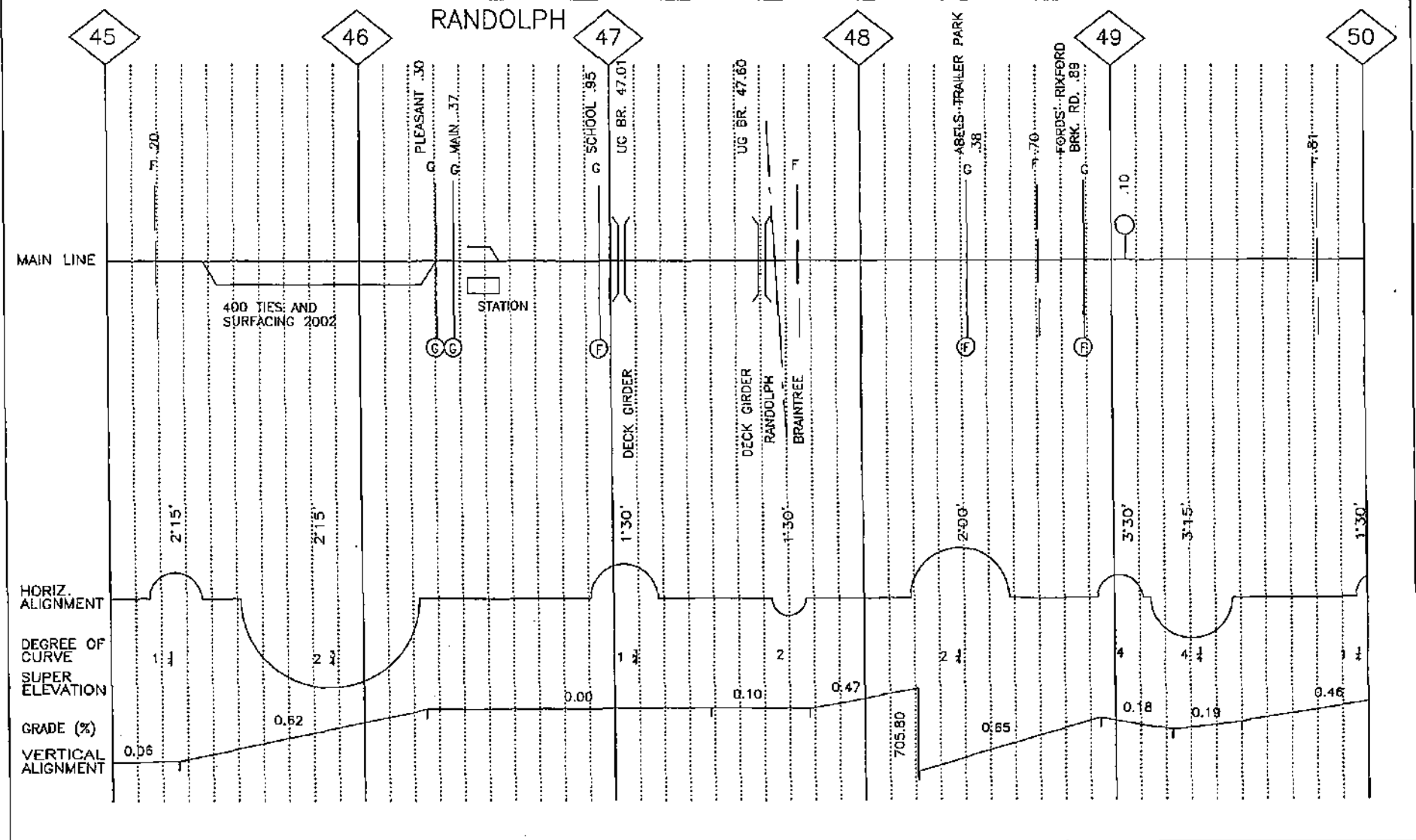


MAIN LINE	
RAIL	
TIES	787-2000 805-2000 1800-1996
SURFACING	
BALLAST	
W CONTROL	2002
SPEED	
T CONTROL	
GEO CAR	2002
D CAR	2002



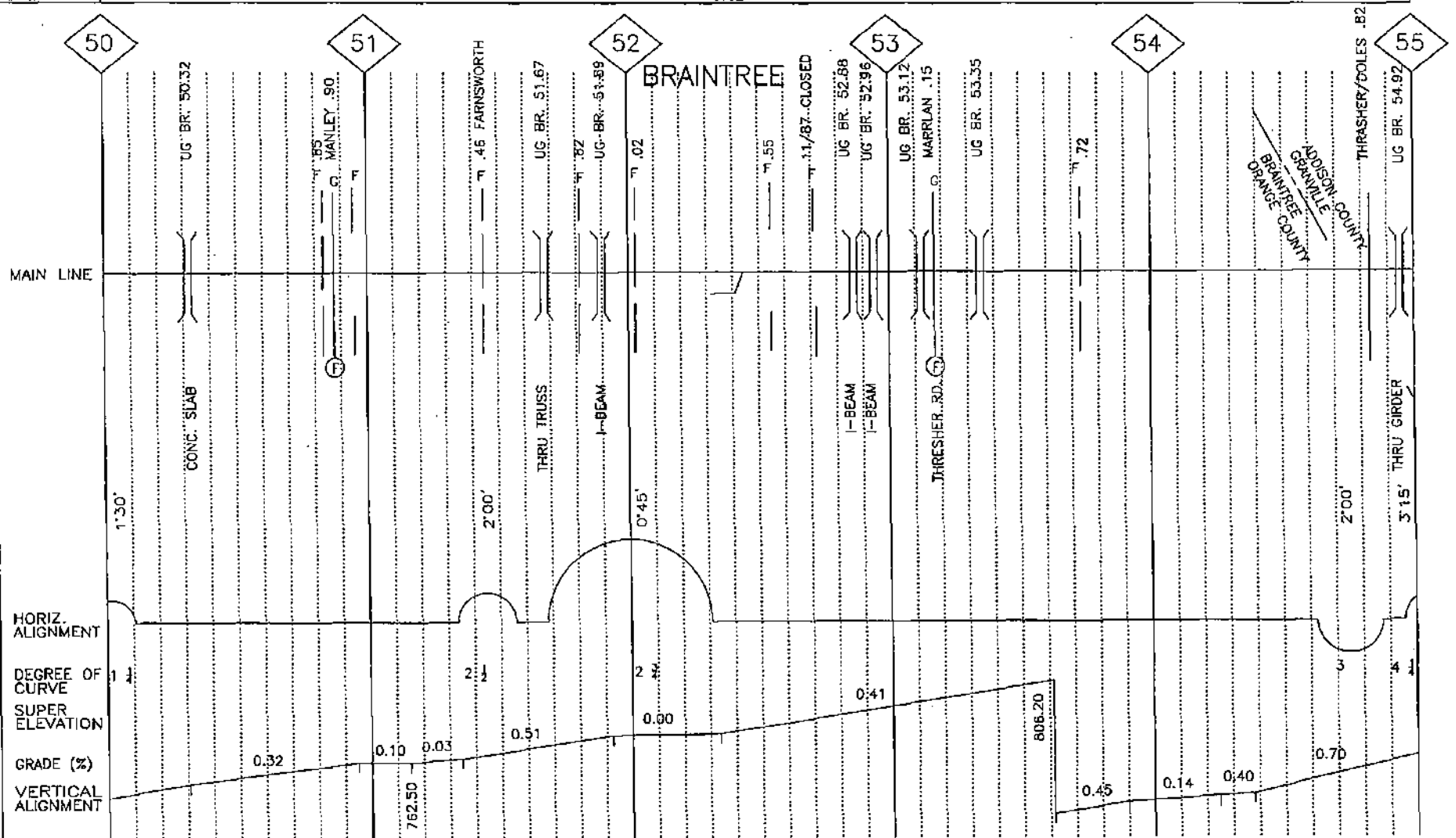


MAIN LINE					
RAIL					
TIES	2002	447-2000	520-2000	650-2000	727-2000
SURFACING	2002				
BALLAST					
W CONTROL			2002		
SPEED				50 MPH	
T CONTROL					
GEO CAR			2002		
D CAR			2002		



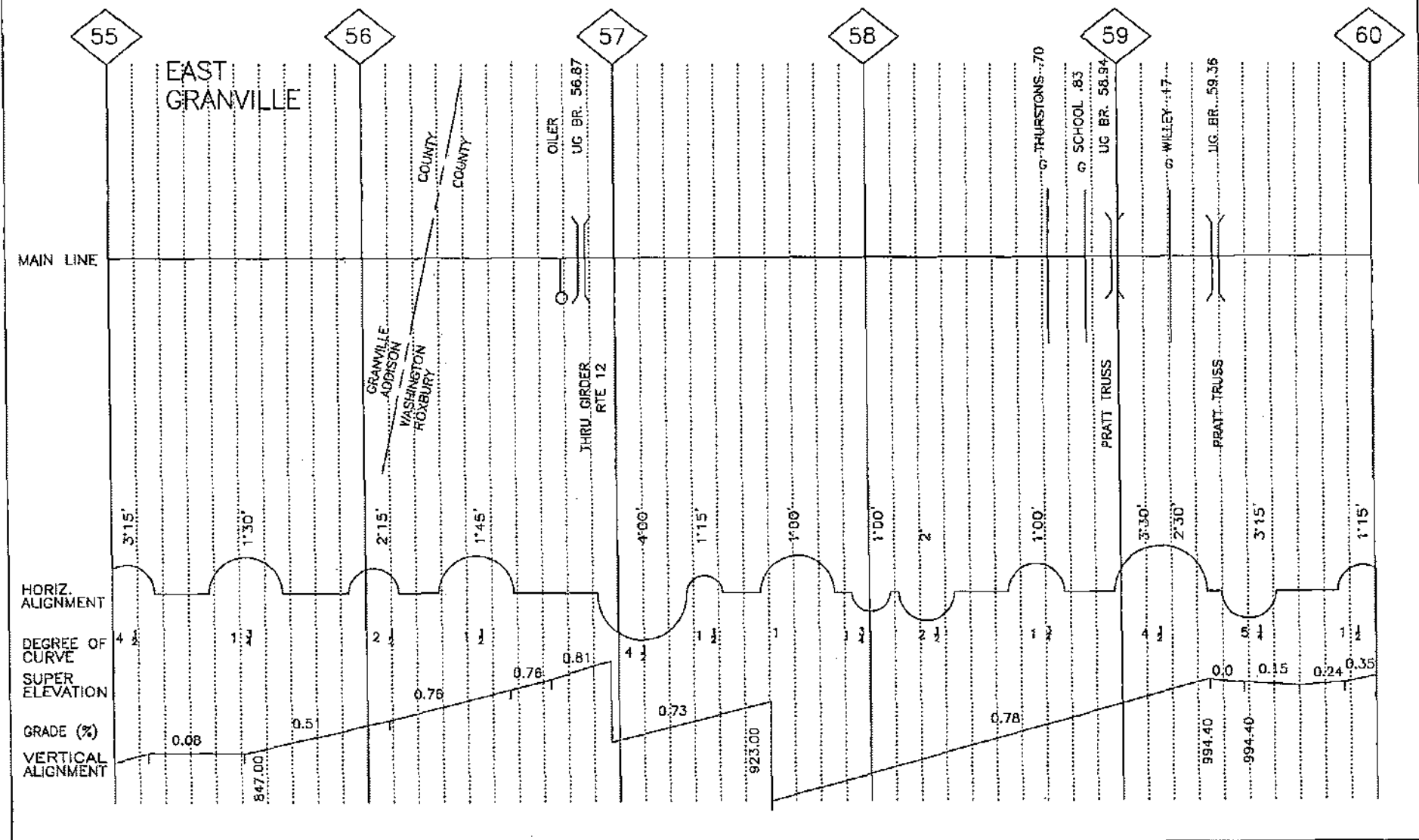


MAIN LINE					
RAIL					
TIES	618-2000	425-2000	485-2000	302-2000	385-2000
SURFACING				2002	
BALLAST					
W CONTROL			2002		
SPEED					
T CONTROL					
GEO CAR			2002		
D CAR			2002		



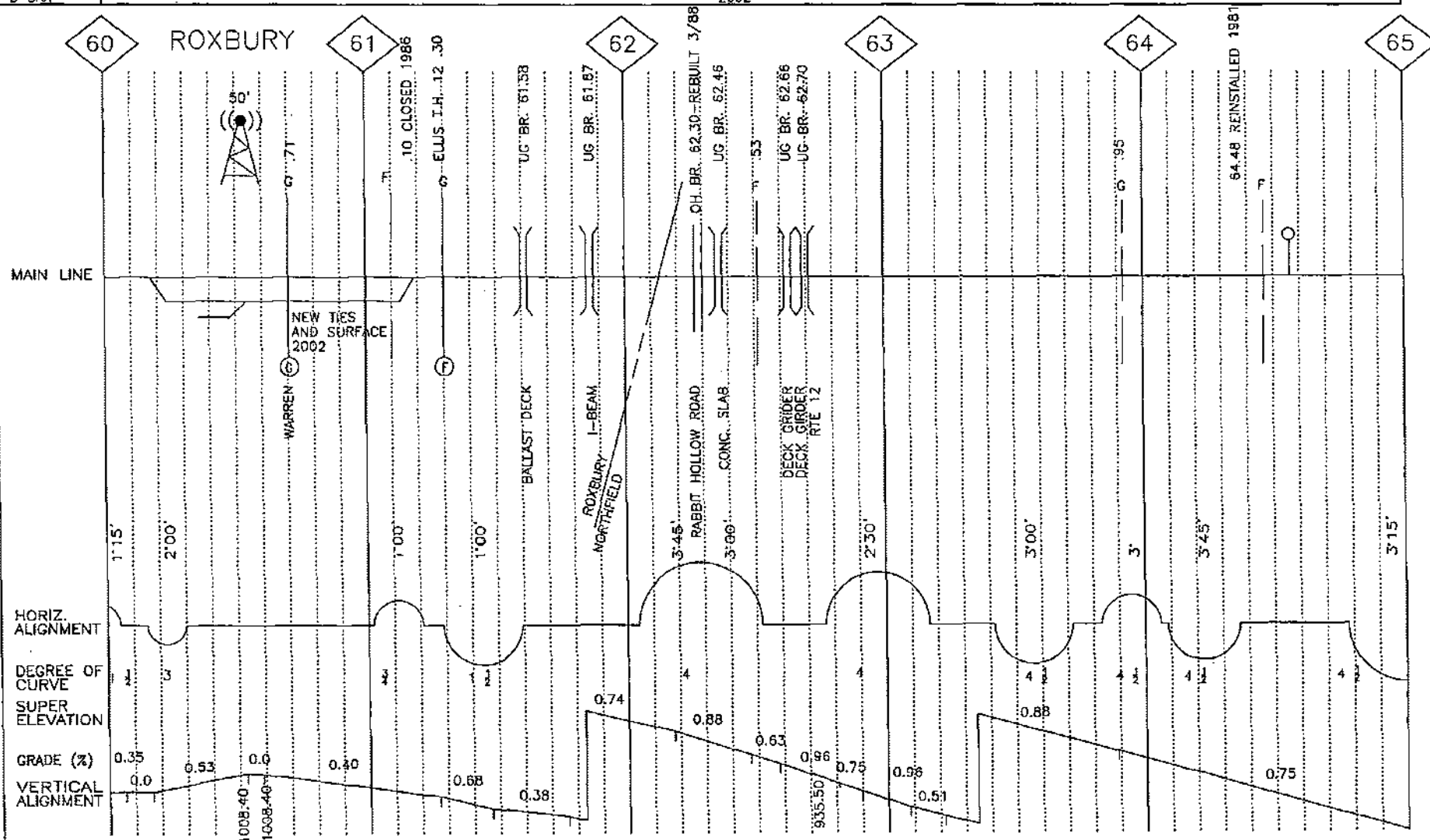


MAIN LINE	
RAIL	
TIES	2160-1996
SURFACING	2002
BALLAST	
W CONTROL	2002
SPEED	50 MPH
T CONTROL	
GEO CAR	2002
D CAR	2002

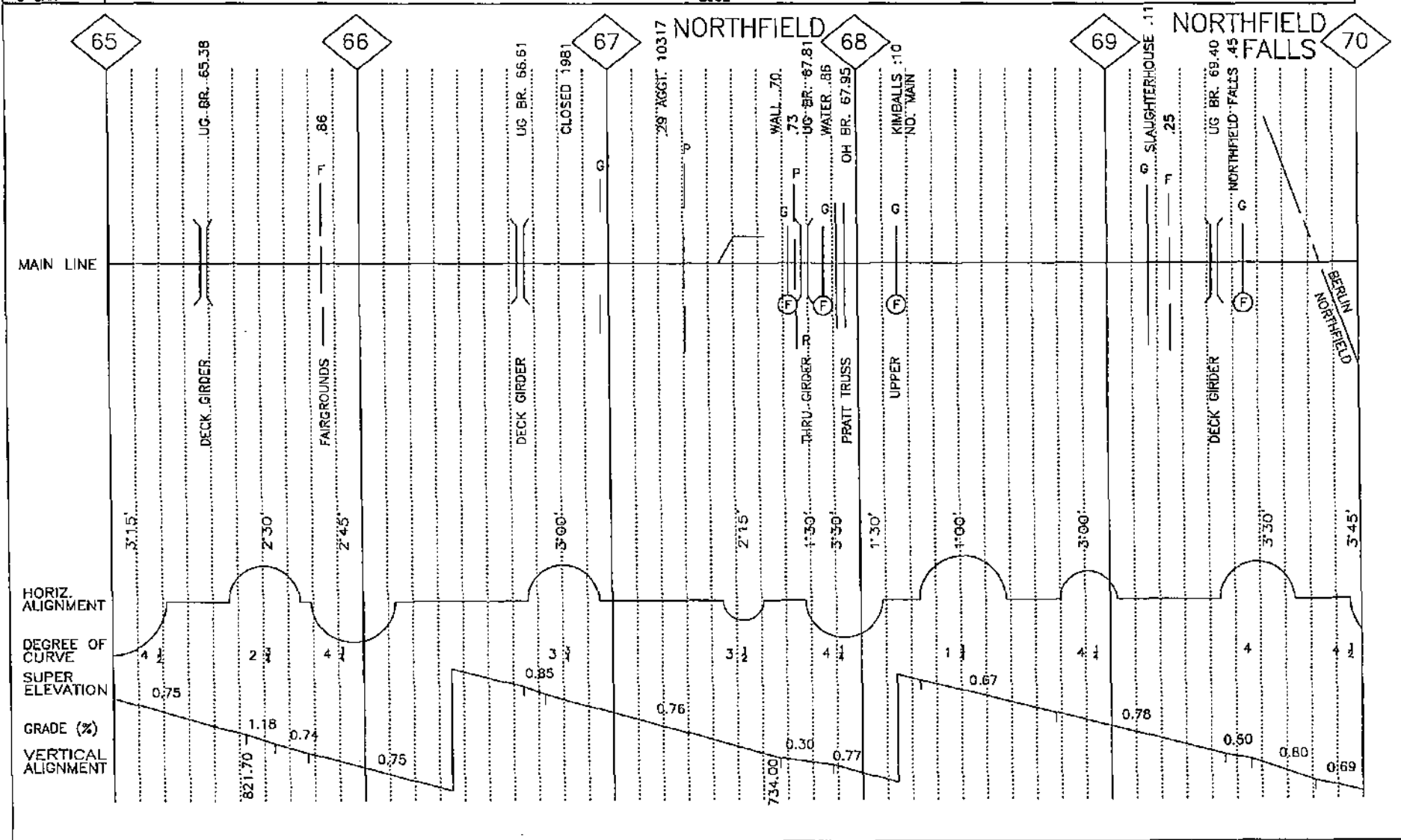




MAIN LINE	100 RA		
RAIL	115 RA LOW RAIL 2002		
TIES		600-2000	250-2001
SURFACING		2002	
BALLAST			
W CONTROL	2002		
SPEED		50 MPH	
T CONTROL			
GEO CAR	2002		
D CAR	2002		

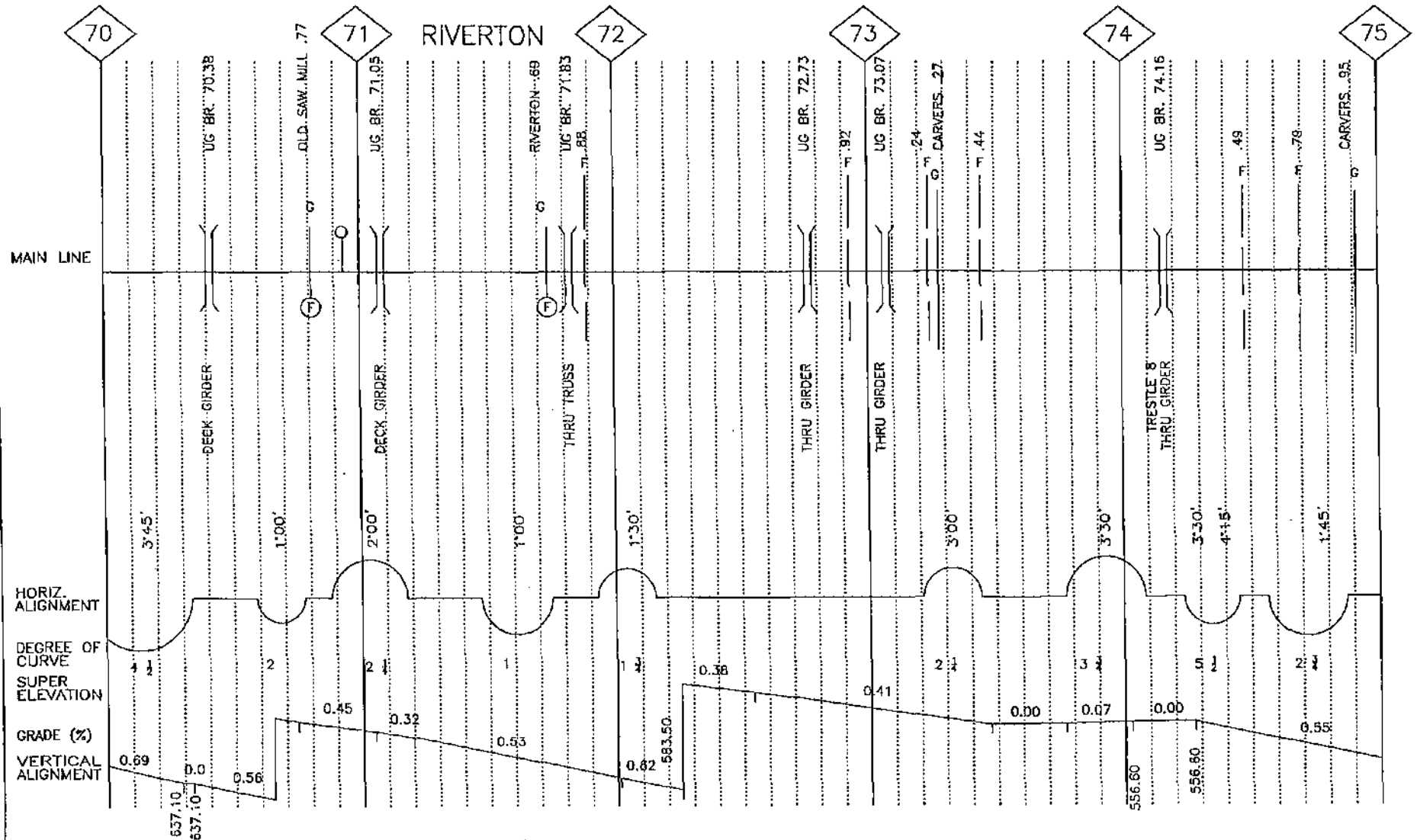


MAIN LINE					
RAIL					
TIES	413-2001	544-2001	541-2001	402-2001	534-2001
SURFACING	2002				
BALLAST					
W CONTROL	2002				
SPEED	50 MPH		50 MPH		50/40 MPH
T CONTROL					
GEO CAR	2002				
D CAR	2002				



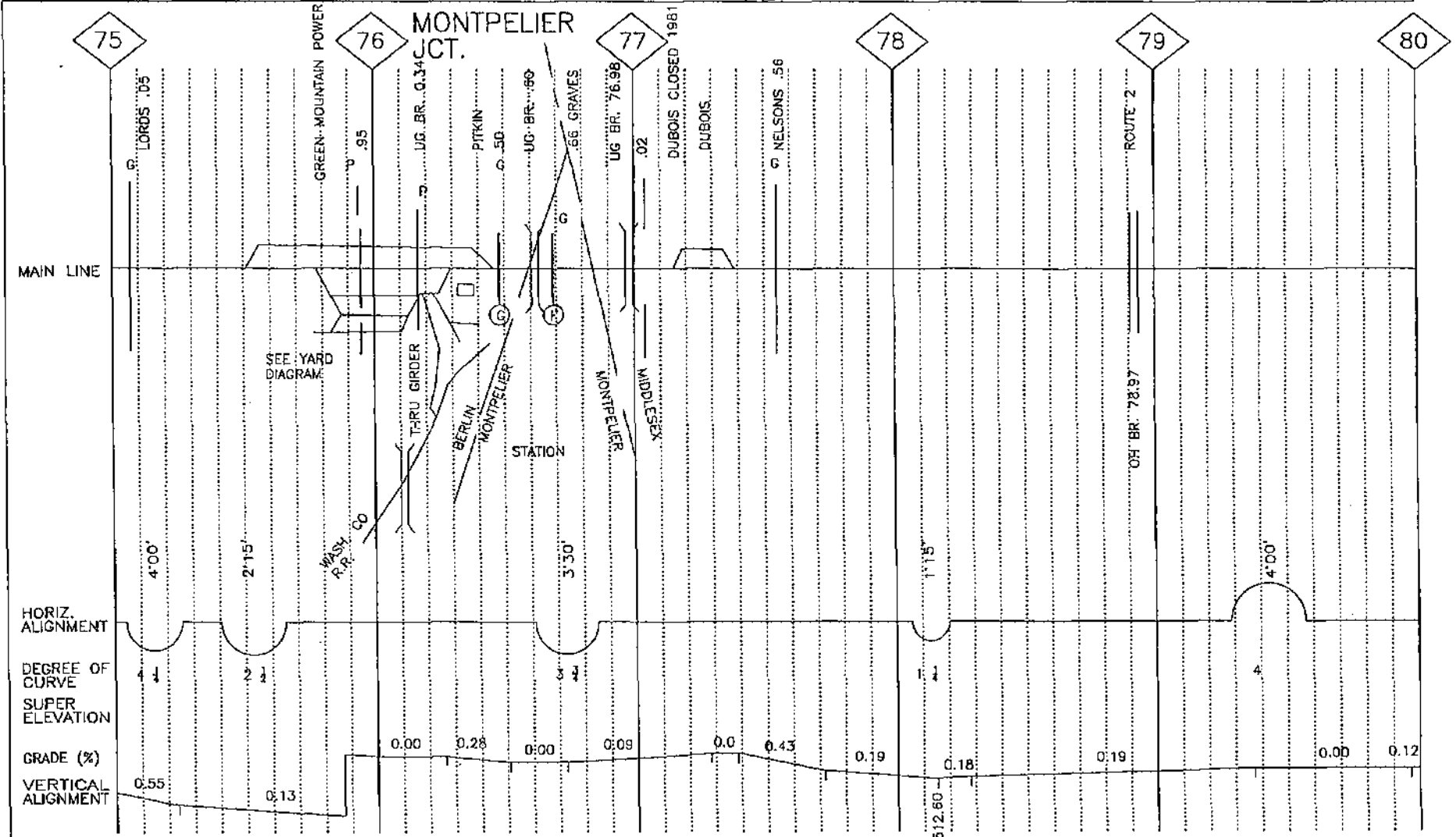


MAIN LINE	
RAIL	
TIES	100-2001
SURFACING	3000-1996
BALLAST	
W CONTROL	2002
SPEED	50/40 MPH
T CONTROL	
GEO CAR	2002
D CAR	2002



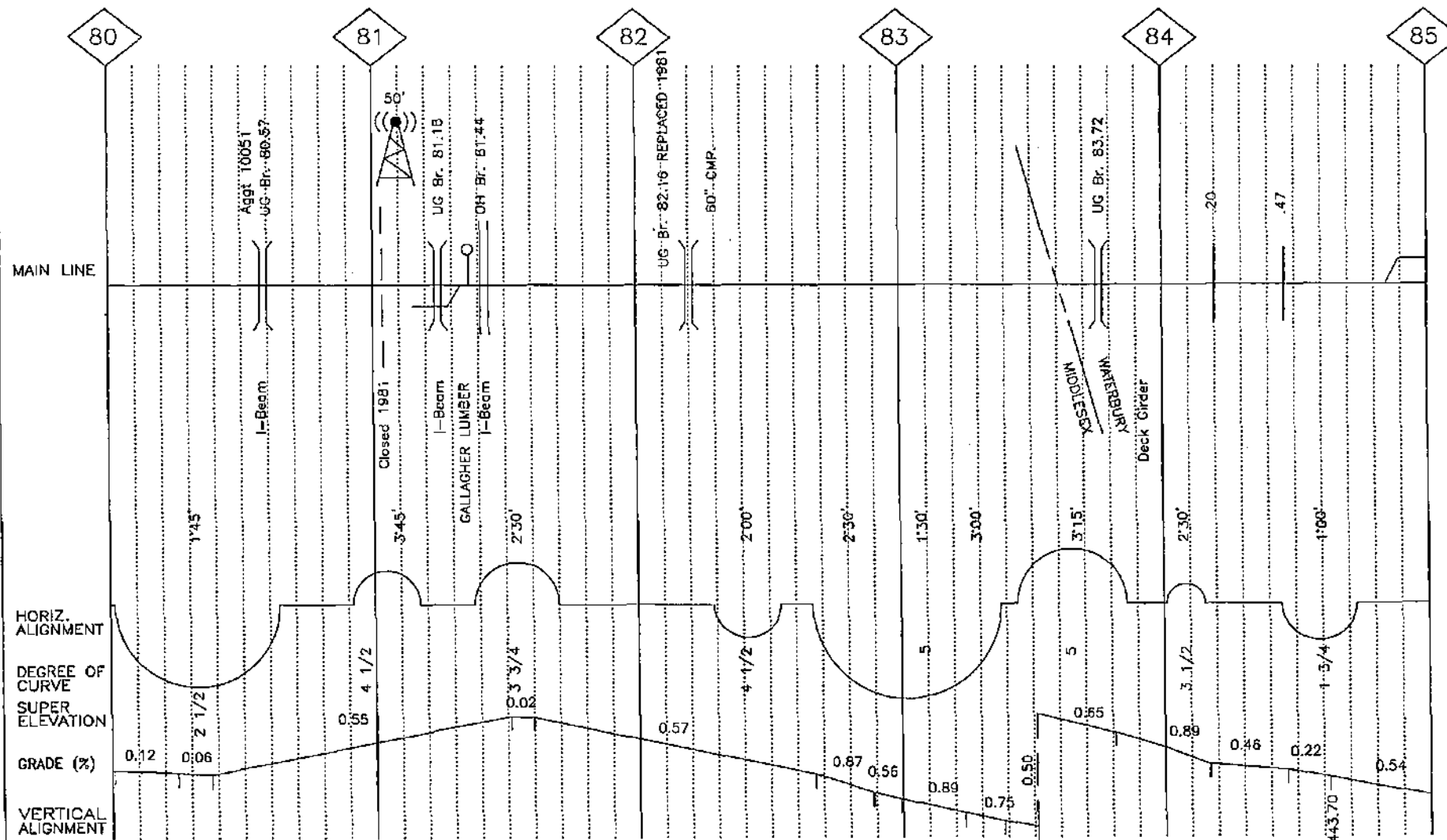


MAIN LINE					
RAIL					
TIES		207-2001	553-2001	537-2001	377-2001
SURFACING	2002				
BALLAST					
W. CONTROL			2002		
SPEED	50 MPH	45 MPH			50 MPH
T. CONTROL					
GEO. CAR			2002		
D. CAR			2002		



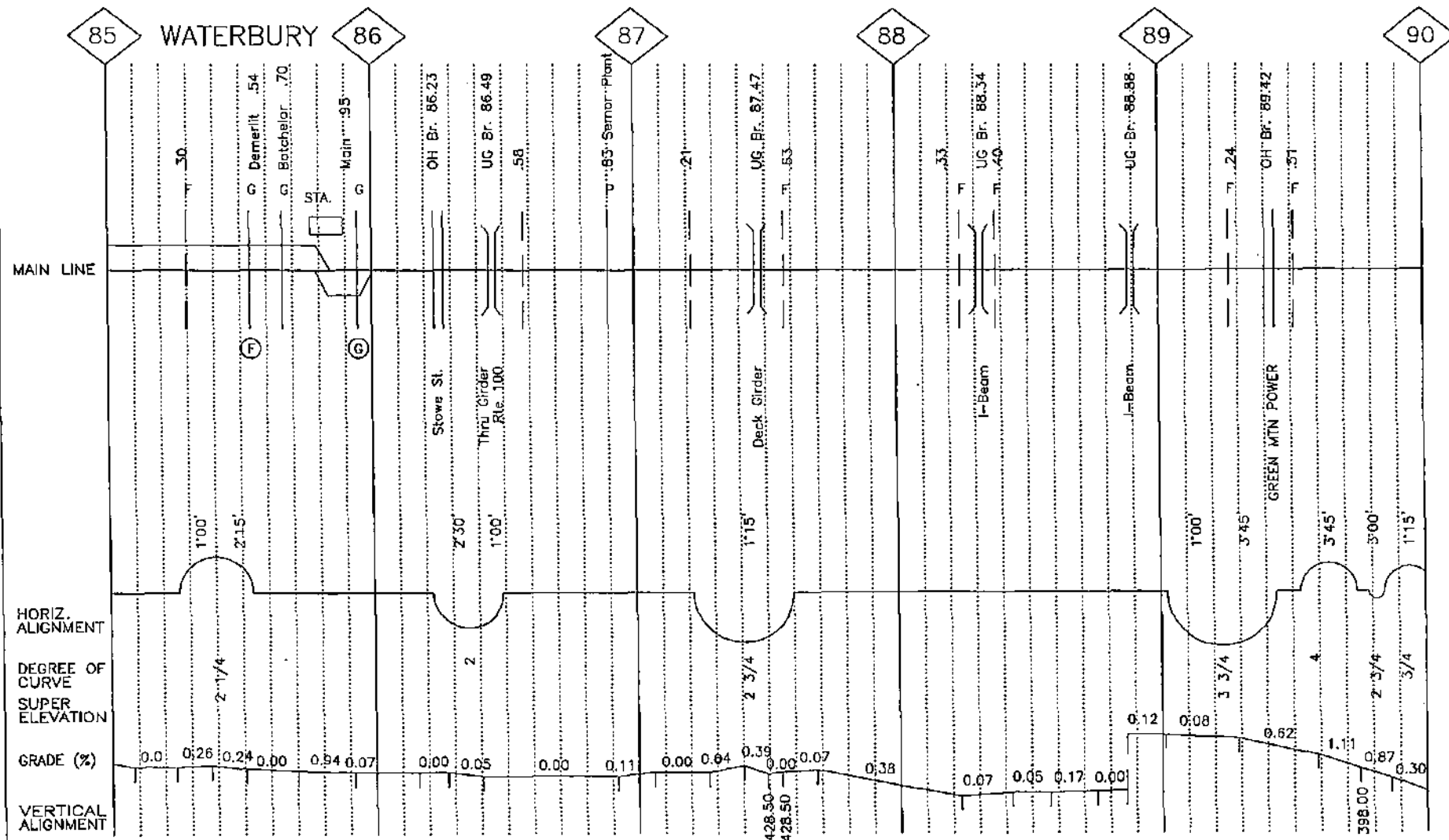


MAIN LINE				
RAIL				
TIES	487-2001	531-2001	312-2001	
SURFACING				2002
BALLAST				
W CONTROL			2002	
SPEED	50 MPH			45/40 MPH
T CONTROL				
GEO. CAR			2002	
D CAR			2002	



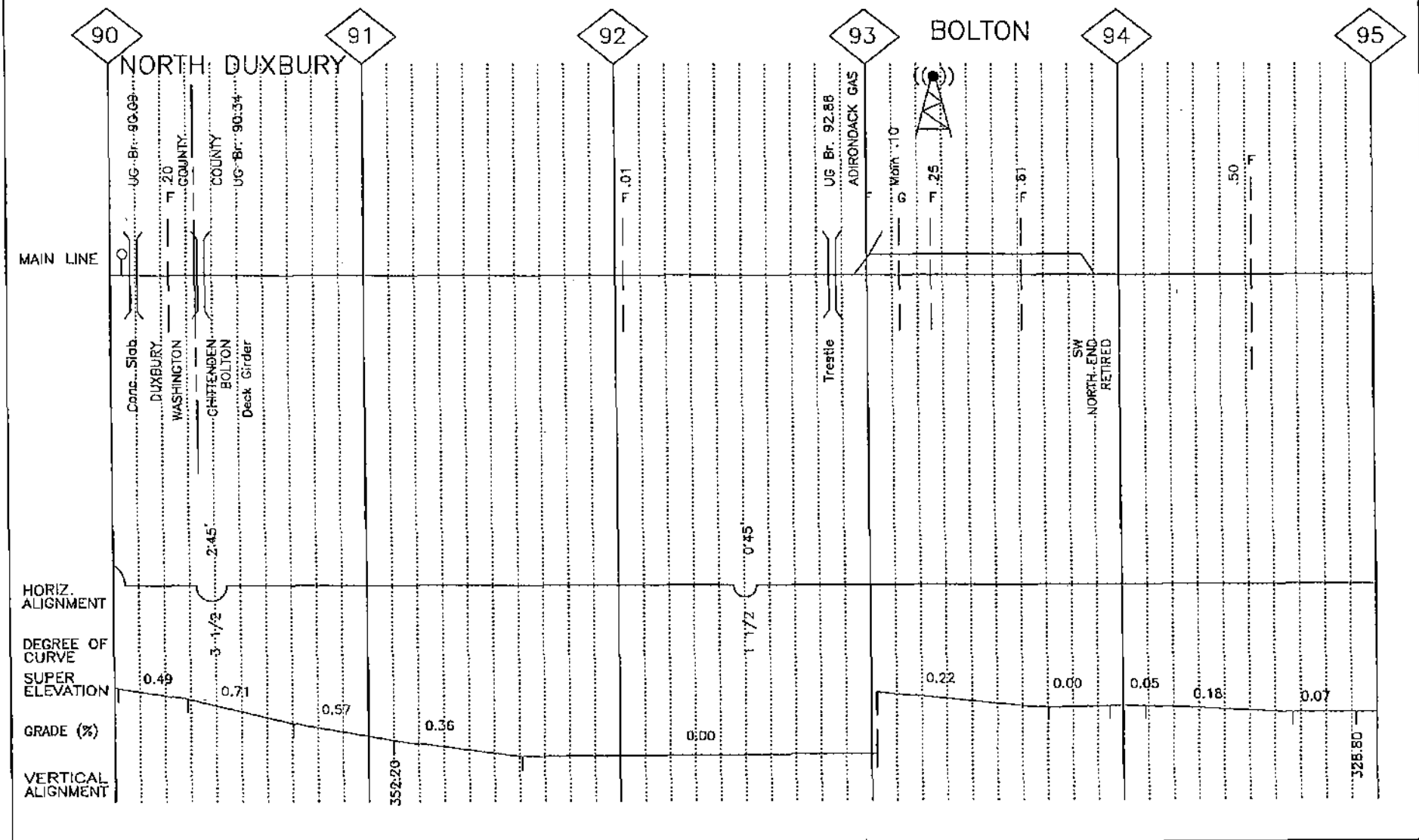


MAIN LINE					
RAIL					
TIES		617-2001	583-2001	589-2001	600-1996
SURFACING	2002				
BALLAST					
W CONTROL			2002		
SPEED					45 MPH
T CONTROL			2002		
GEO CAR					
D CAR			2002		

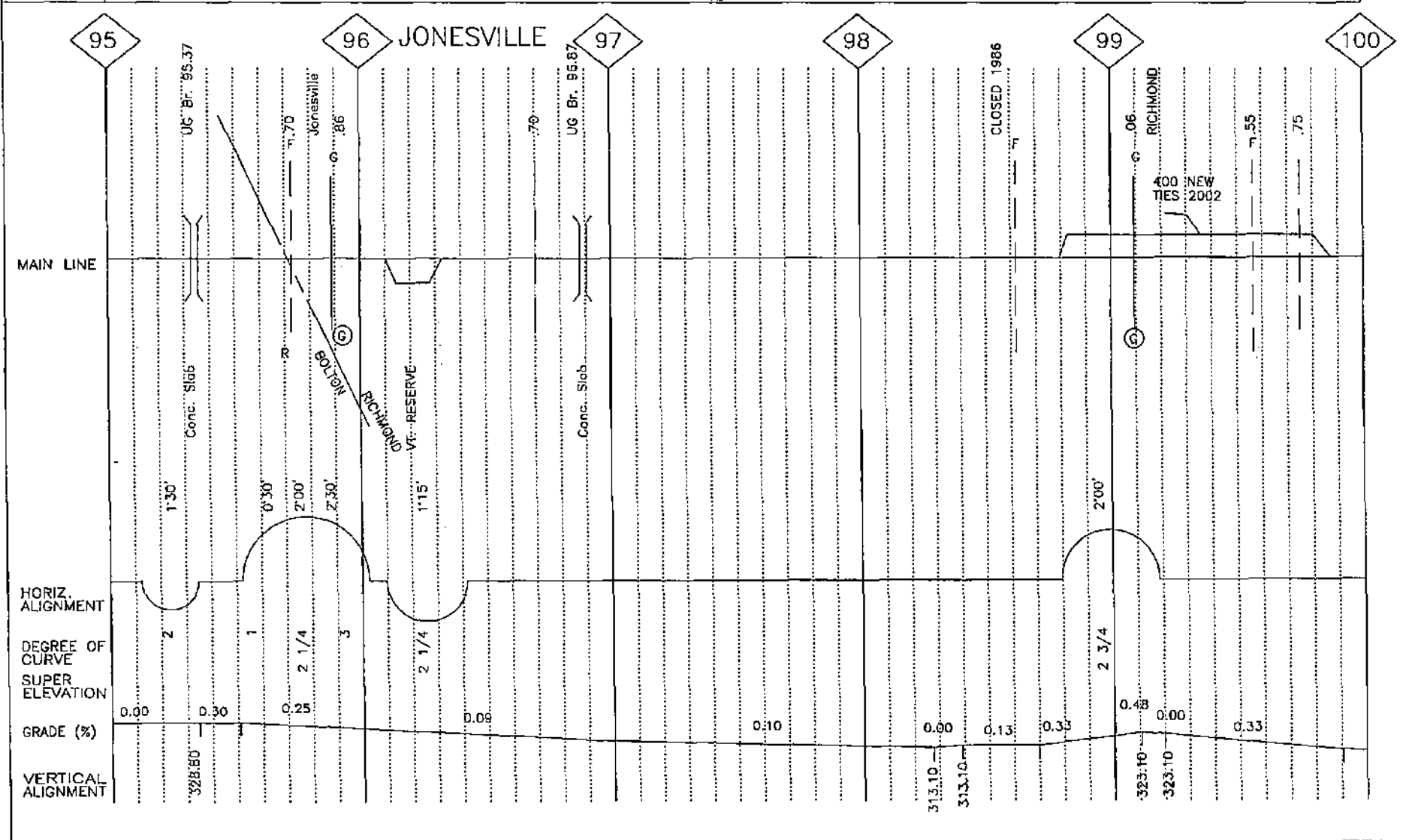




MAIN LINE				
RAIL				
TIES		652--2001	596--2001	605--2001
SURFACING				601--2001
BALLAST				
W CONTROL			2002	
SPEED	45 MPH			
T CONTROL				
GEO CAR			2002	
D CAR			2002	

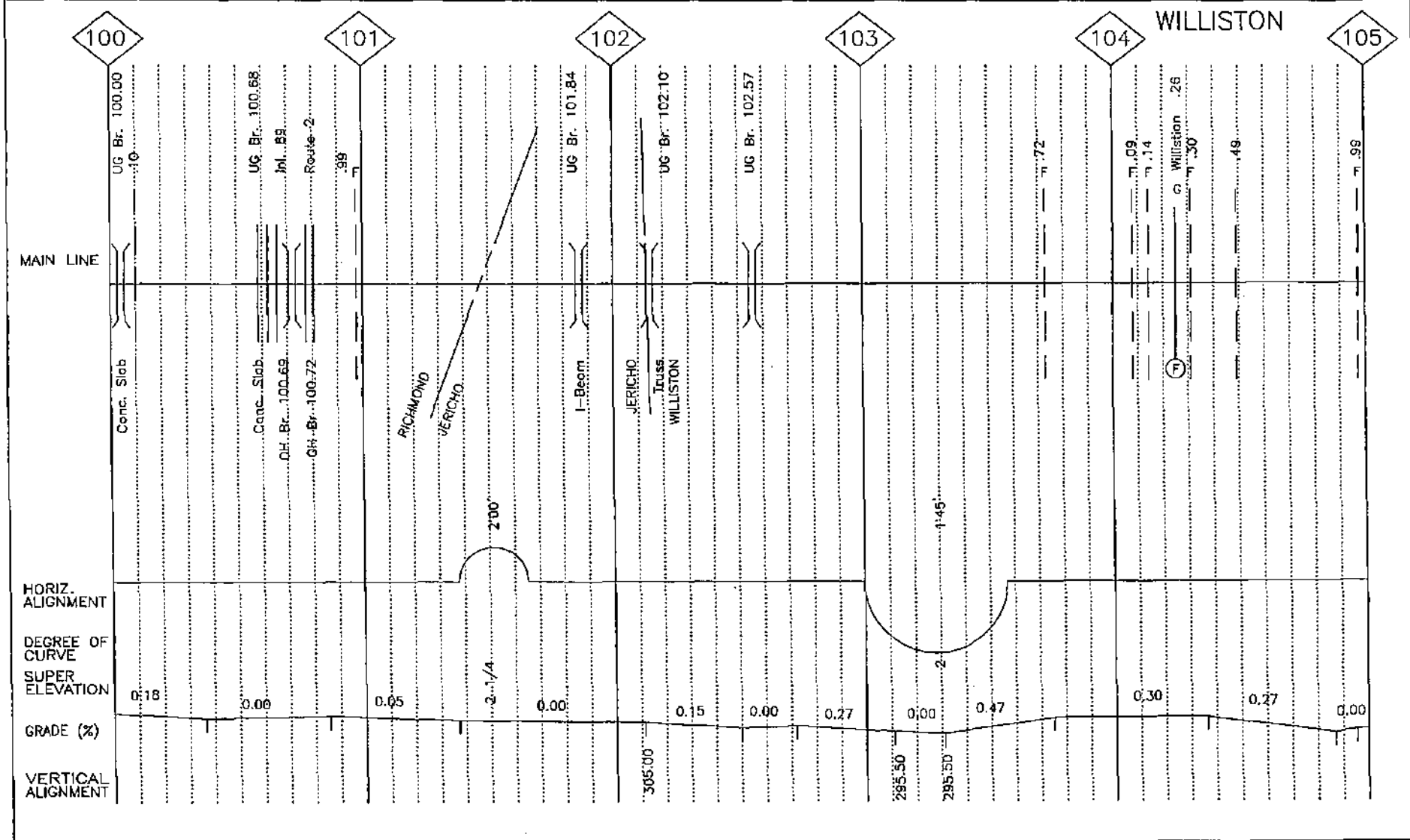


MAIN LINE		
RAIL		
TIES		2002
SURFACING		2002
BALLAST		
W. CONTROL	2002	
SPEED		
T. CONTROL		
GEO. CAR	2002	
D. CAR	2002	



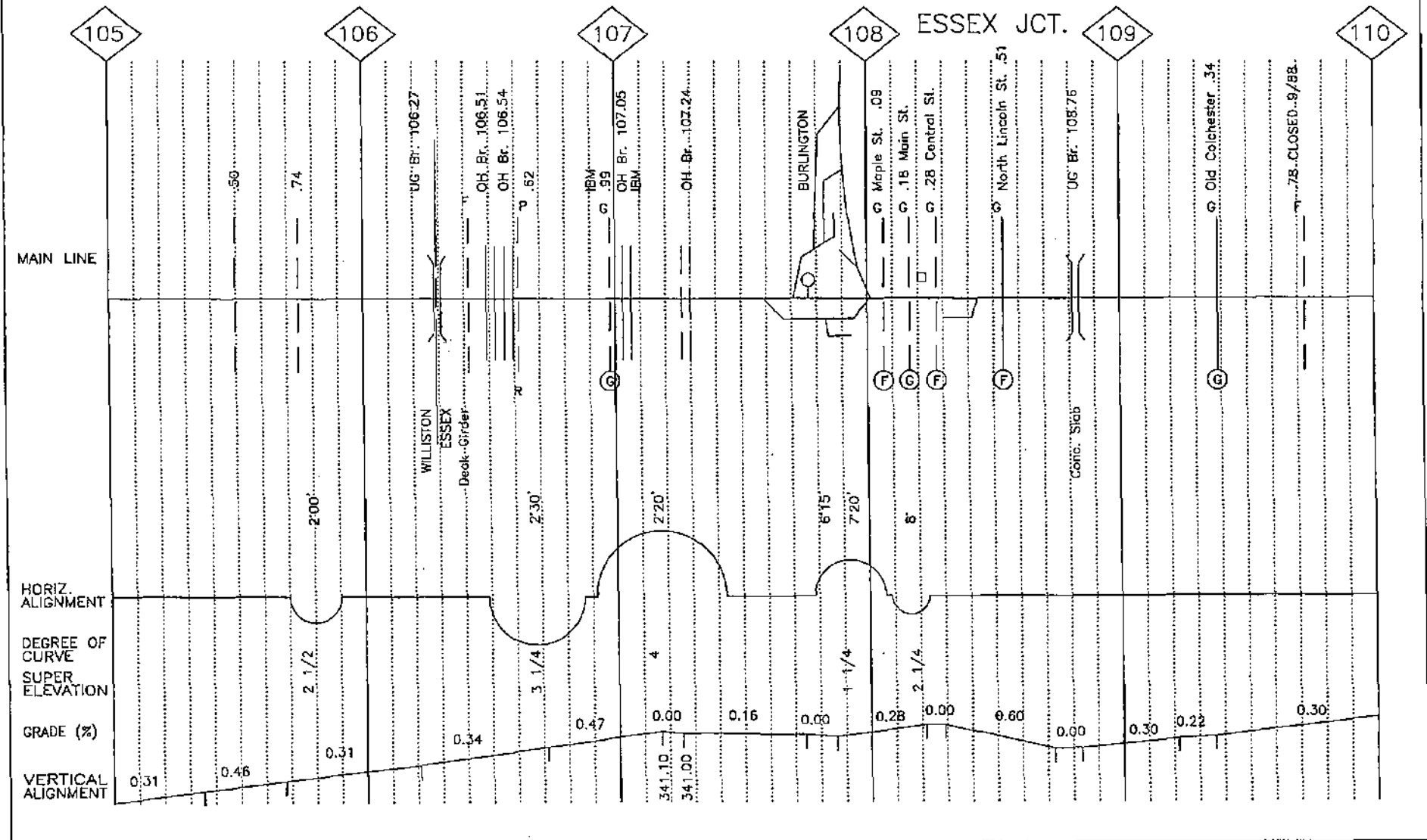


MAIN LINE		115 RA 2002
RAIL		
TIES		
SURFACING		
BALLAST		
W. CONTROL	2002	SPOT TAMP 2002
SPEED		600 TONS
T. CONTROL		
GEO. CAR	2002	
D. CAR	2002	



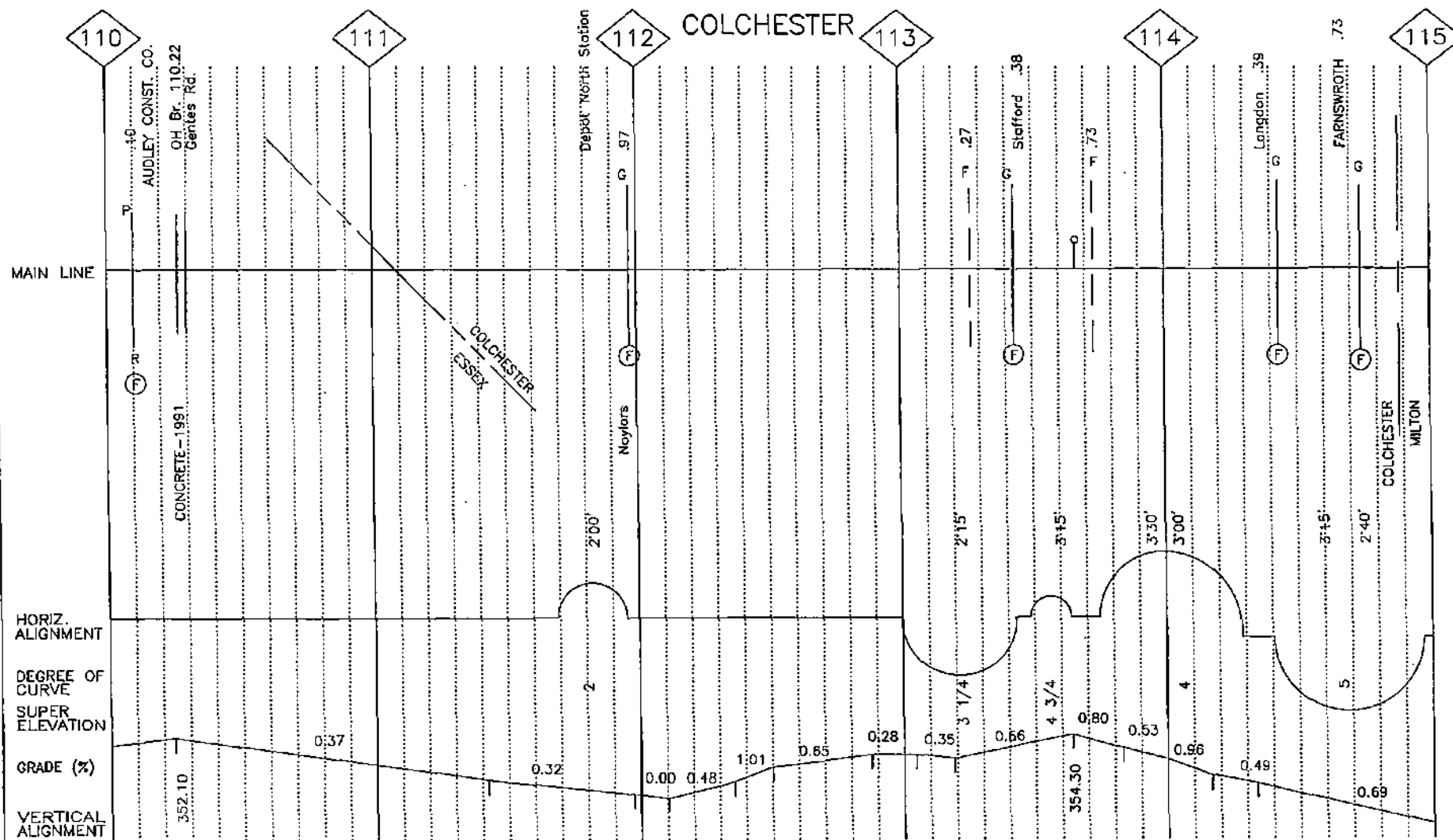


MAIN LINE	
RAIL	
TIES	661-2001
SURFACING	SPOT TAMP 2002
BALLAST	100 TONS 2002
W CONTROL	2002
SPEED	20 MPH
T CONTROL	2002
CEO CAR	2002
D CAR	2002



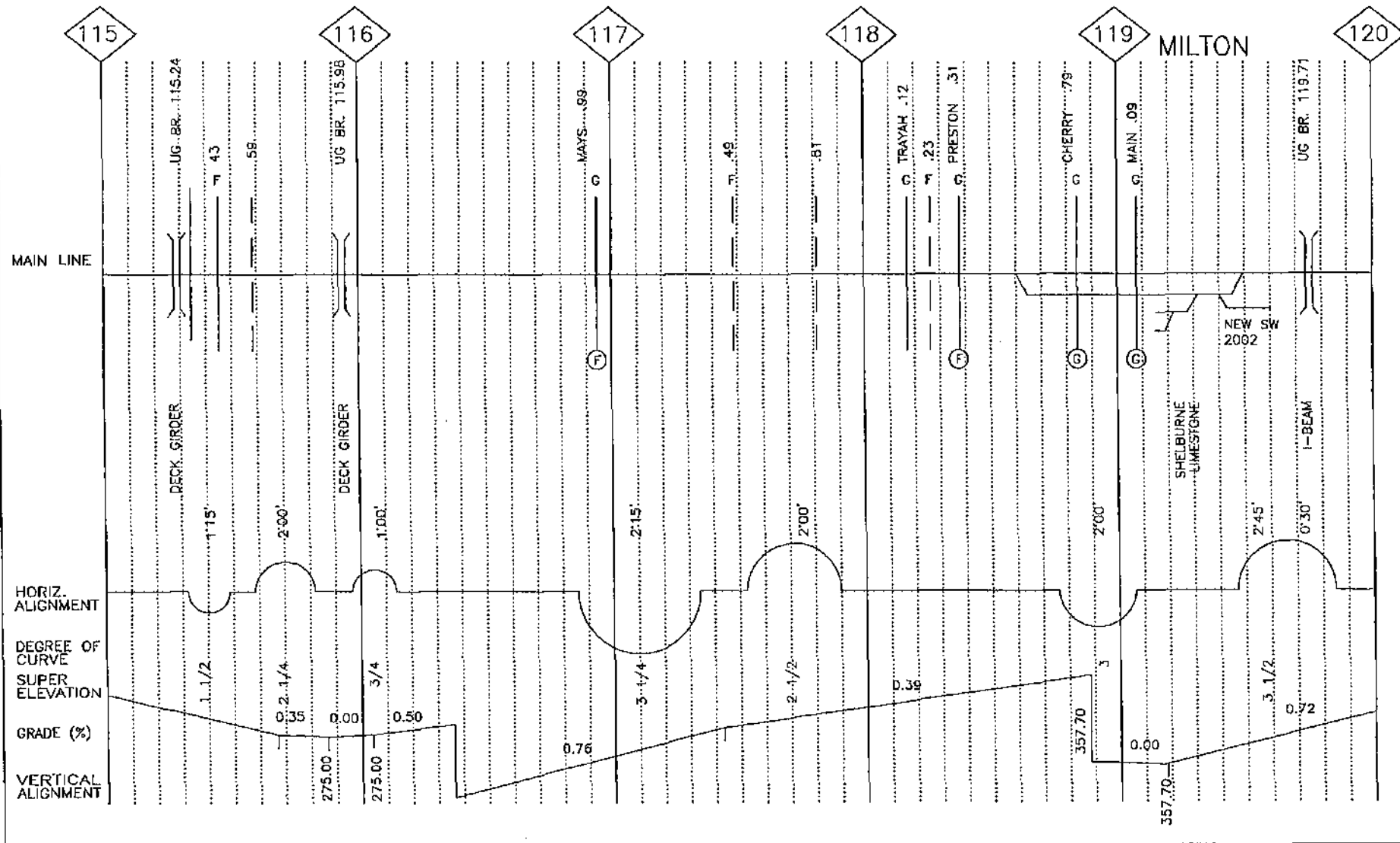


MAIN LINE						100 RA/110
RAIL						115 LOW SIDE 2002
TIES		1050 TIES 2002		702-2001	830-2001	550-2001
SURFACING		2002				2002
BALLAST		2002				
W CONTROL			2002			
SPEED						50 MPH
T CONTROL						
GEO CAR			2002			
D CAR			2002			



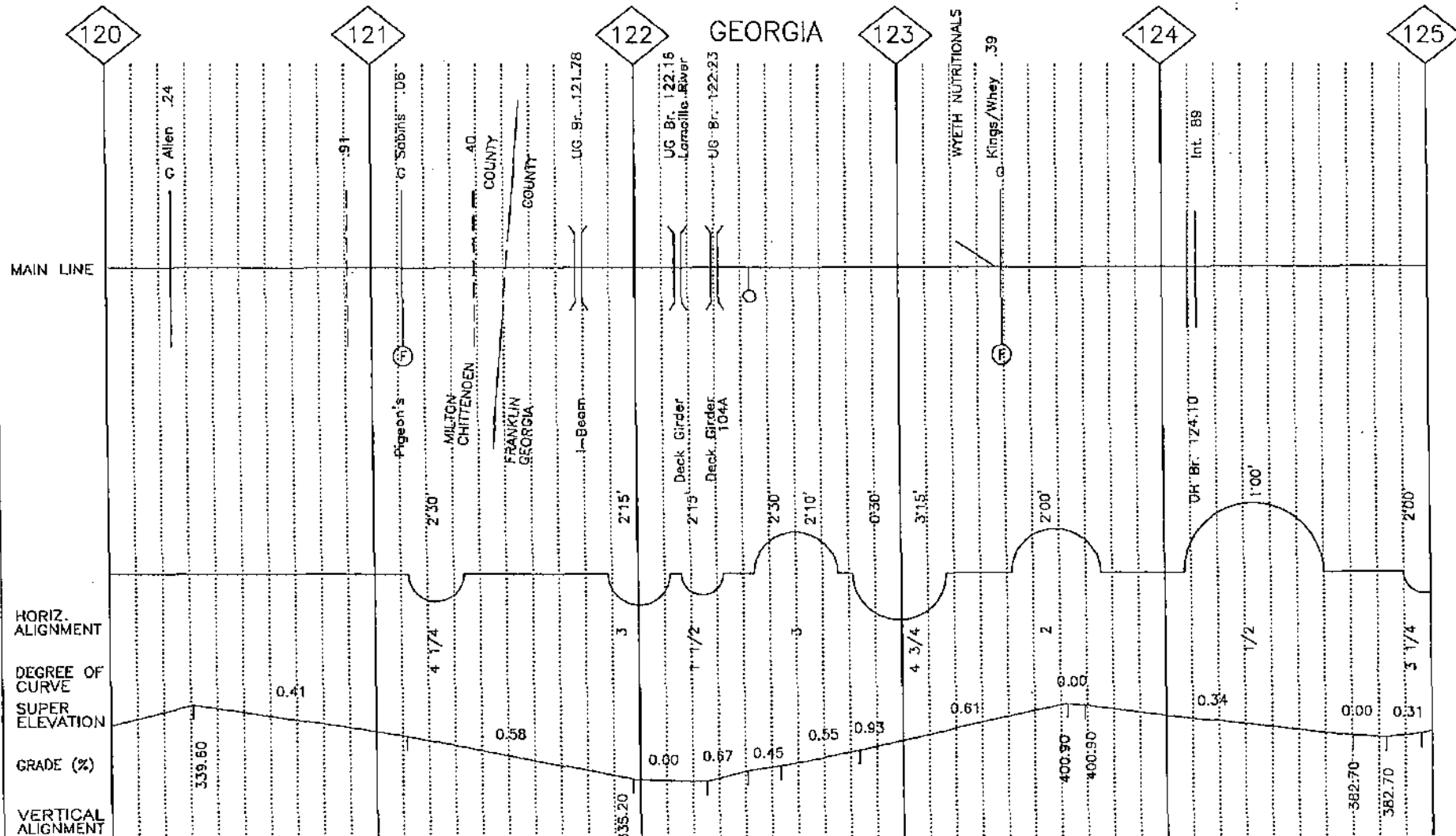


MAIN LINE				100 RA	
RAIL				115 LOW SIDE 2002	
TIES	135-2000	834-2000	825-2000	2002	817-2000
SURFACING					
BALLAST					
W CONTROL			2002		
SPEED					
T CONTROL					
GEO CAR			2002		
D CAR			2002		



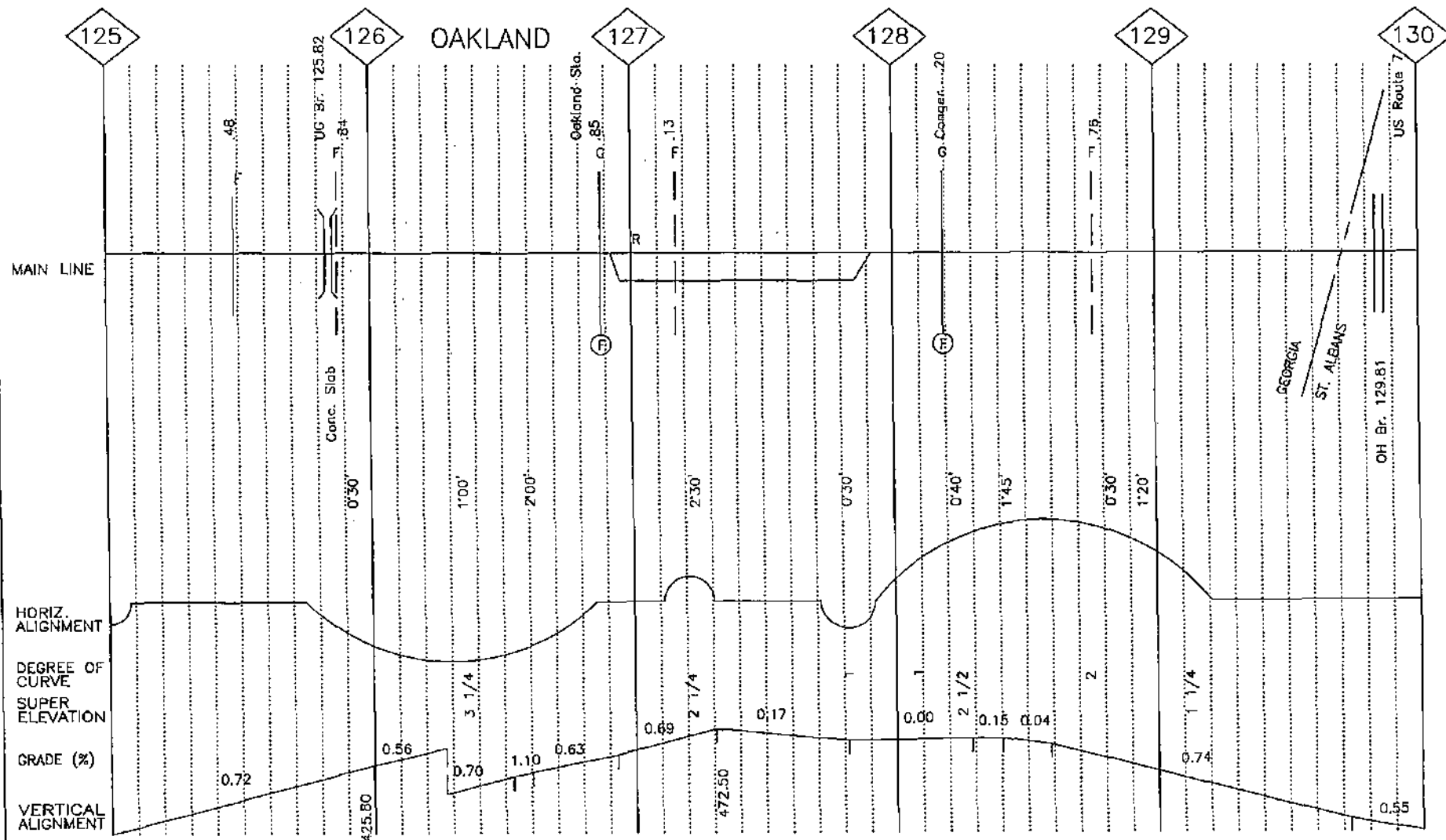


MAIN LINE					100 RA
RAIL					115 LOW SIDE 2002
TIES	710-2001	2002		560-2001	604-2001
SURFACING		2002			
BALLAST		2002			
W CONTROL			2002		
SPEED			40 MPH		
T CONTROL					
GEO CAR			2002		
D CAR			2002		



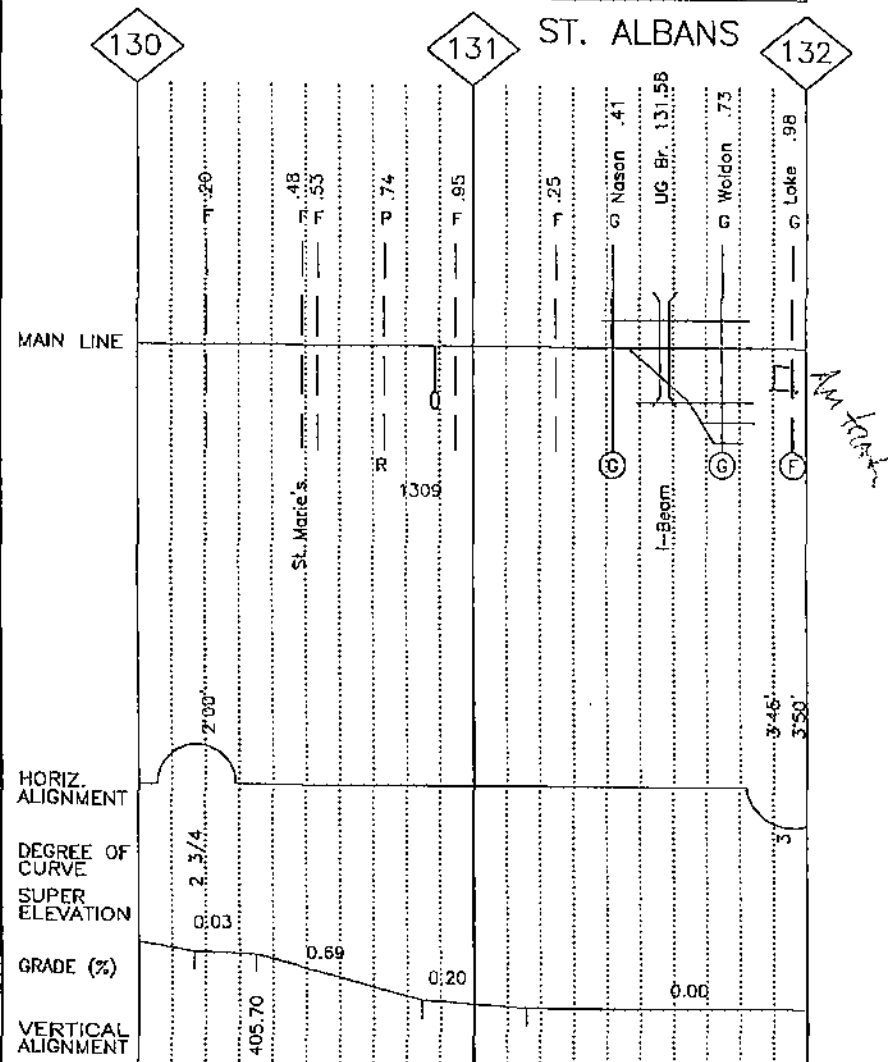


MAIN LINE	
RAIL	
TIES	4564 TIES 2002
SURFACING	2002
BALLAST	100 TONS 2002
W CONTROL	200 TONS 2002
SPEED	2002
T CONTROL	
GEO CAR	2002
D CAR	2002



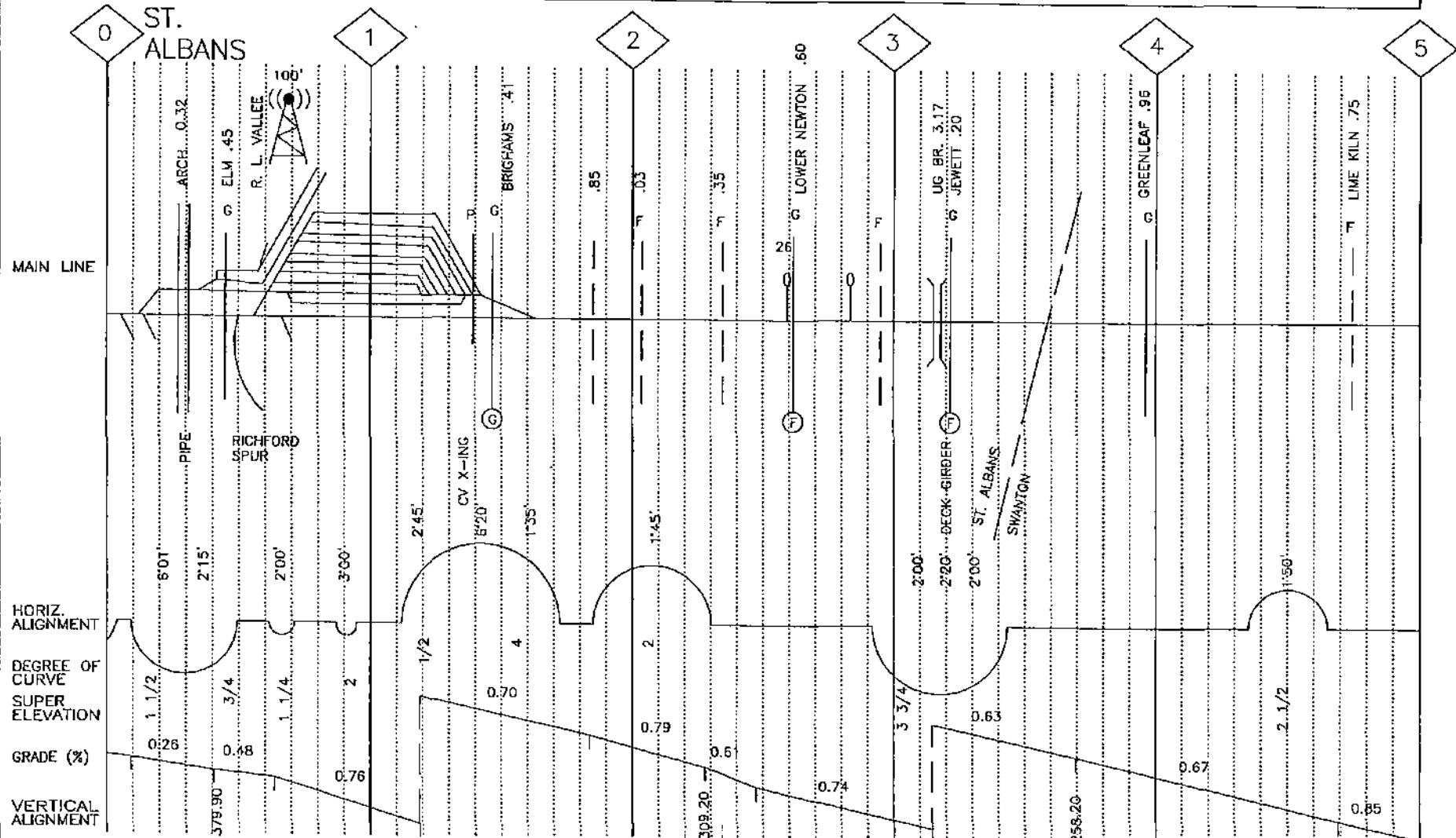


MAIN LINE	
RAIL	
TIES	
SURFACING	
BALLAST	300 TONS 2002
W. CONTROL	2002
SPEED	30 MPH
T. CONTROL	
GEO. CAR	2002
D. CAR	2002



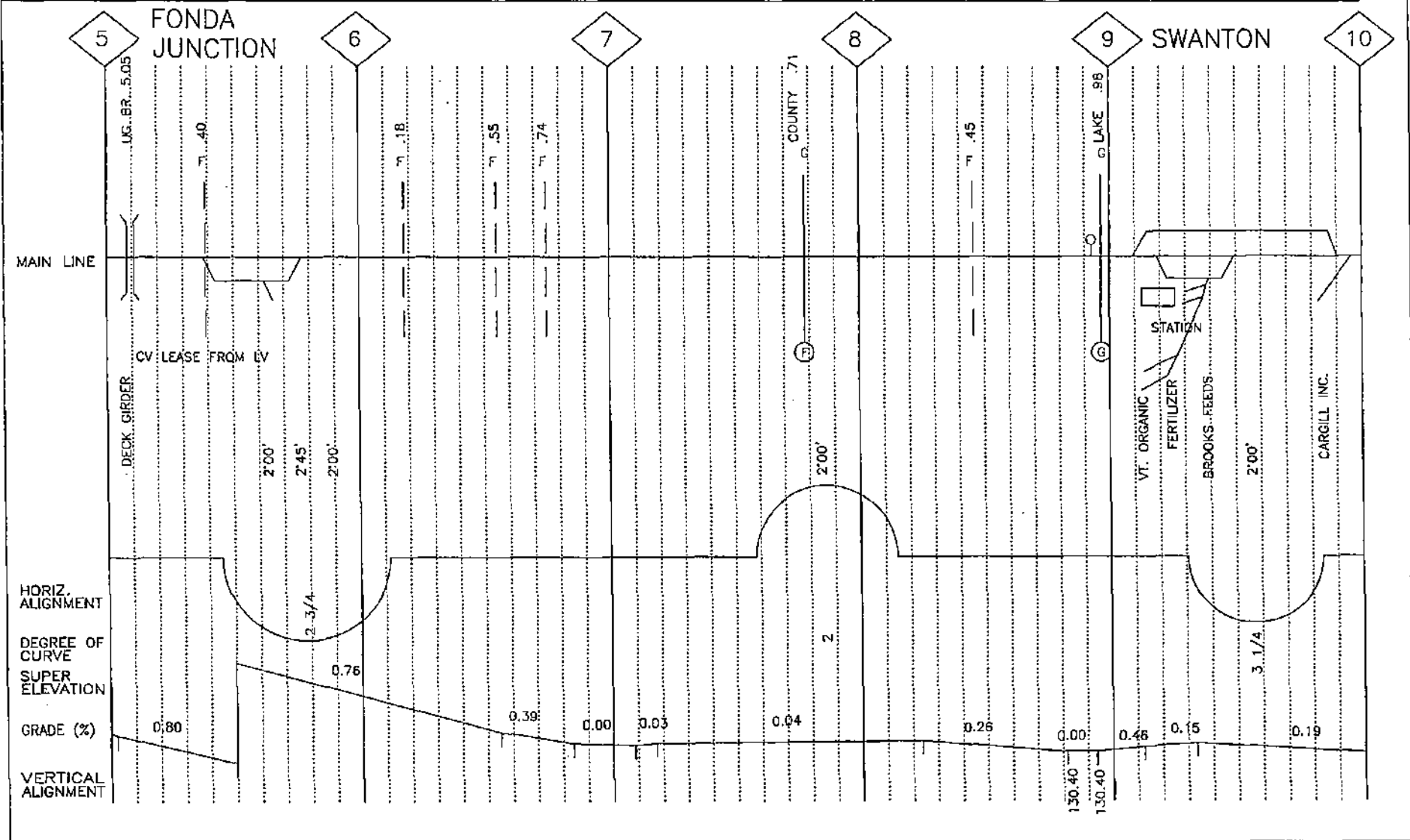


MAIN LINE	
RAIL	
TIES	
SURFACING	12960 TOTAL 900 PER MILE AVG. 2002
BALLAST	2002
W CONTROL	200 TONS PER MILE 2002
SPEED	2002
T CONTROL	25 MPH
GEO CAR	2001
D CAR	2001



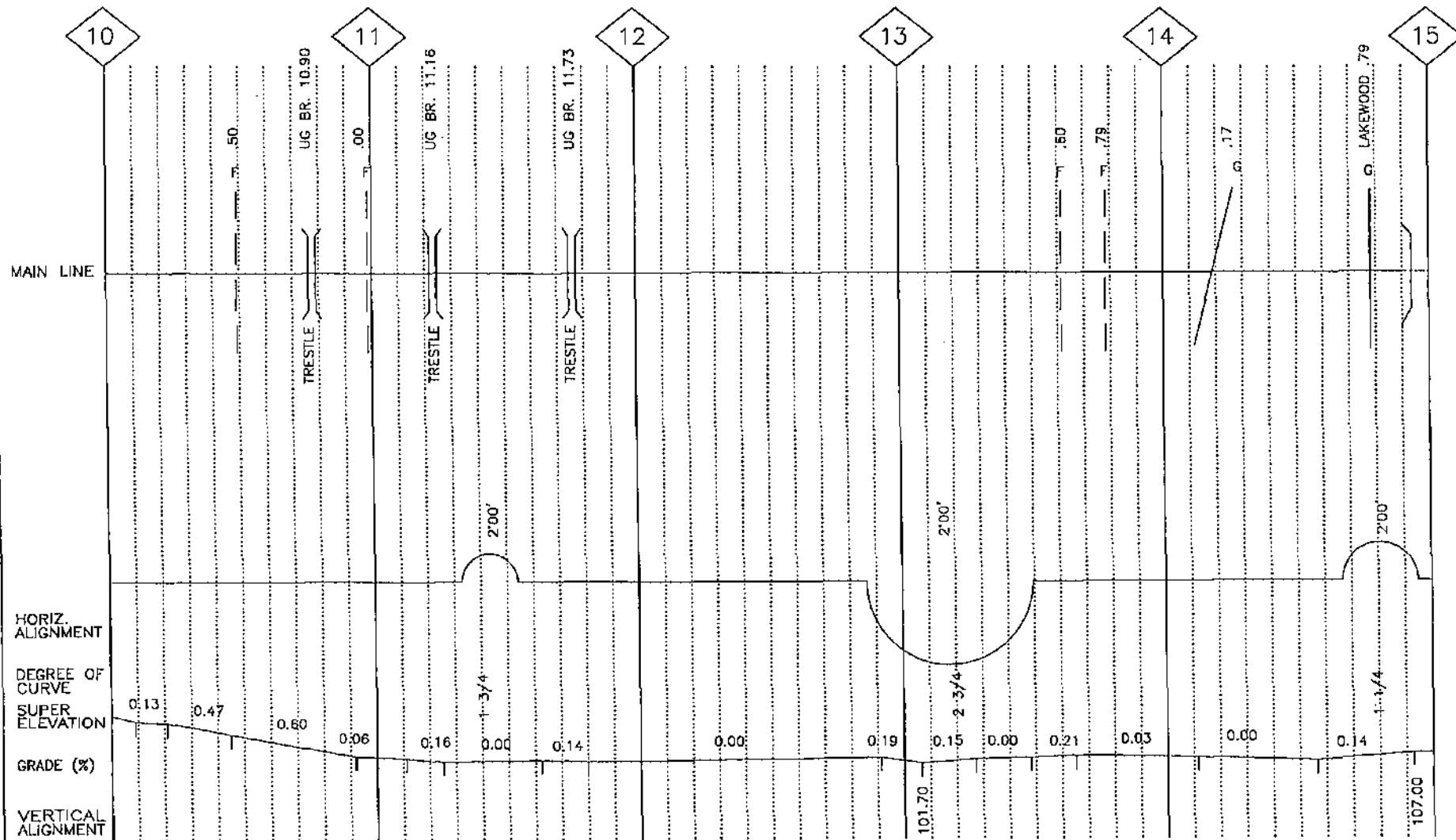


MAIN LINE	
RAIL	
TIES	MP 15 TO ELM ST. XING 12960 TIES INSTALLED 2002
SURFACING	MP 15 TO ELM ST. XING SURFACED 2002
BALLAST	MP 15 TO ELM ST. XING NEW BALLAST 2002
WEED CONTROL	2002
SPEED	25 MPH
TRAIN CONTROL	
GEO CAR	2001
D CAR	2001



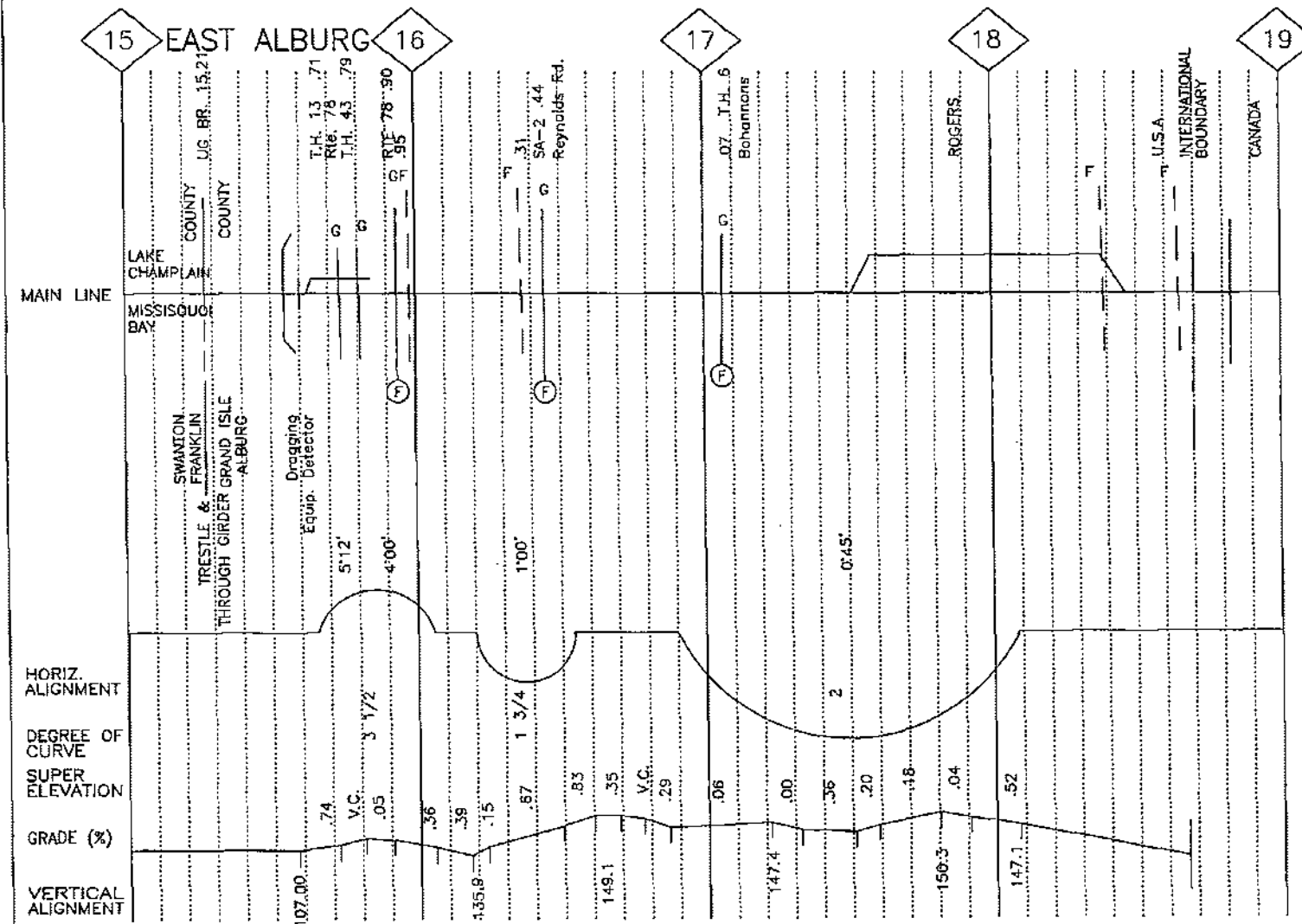


MAIN LINE	
RAIL	
TIES	MP 15 TO ELM ST. XING 12960 TIES INSTALLED 2002
SURFACING	MP 15 TO ELM ST. XING SURFACED 2002
BALLAST	MP 15 TO ELM ST. XING NEW BALLAST 2002
W CONTROL	2002
SPEED	25 MPH
T CONTROL	
GEO CAR	2001
D CAR	2001





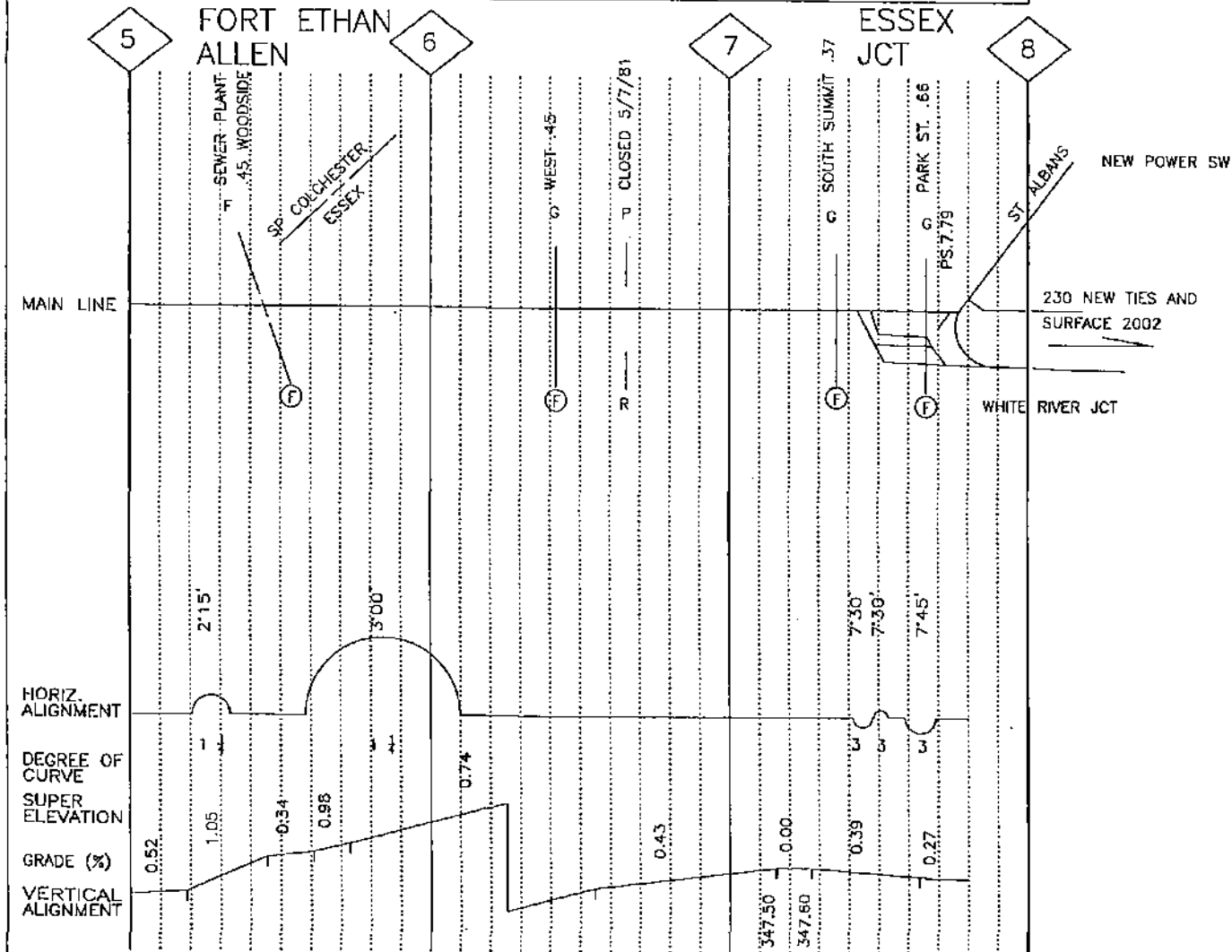
MAIN LINE	
RAIL	
TIES	
SURFACING	
BALLAST	
W CONTROL	2002
SPEED	10 MPH
T CONTROL	
GEO CAR	2001
D CAR	2001



[illegible]



MAIN LINE	
RAIL	
TIES	
SURFACING	2000
BALLAST	
W/ CONTROL	
SPEED	10 MPH
T CONTROL	
GEO CAR	
D CAR	



GCOR

General Code of Operating Rules

Fifth Edition

Effective April 3, 2005

These rules herein govern the operations 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.

Adopted by:

AT&L Railroad Company
 Amtrak Western Div. Peninsula Commute Service
 Amtrak—Chicago Terminal
 Amtrak—NOUPT
 Acadiana Railway Company
 Adrian & Blissfield Rail Road Company
 Alabama & Gulf Railway
 Alabama & Tennessee River Railway, LLC
 Alaska Railroad Corporation
 Albany & Eastern Railroad Company
 Alliance Terminal Railway, LLC
 Altamont Commuter Express Rail Authority
 Alton & Southern Railway
 Apache Railway Company
 Arizona and California Railway Company
 Arizona Central Railroad
 Arizona Eastern Railway Company
 Arkansas Midland Railroad Company Inc.
 Arkansas & Missouri Railroad Company
 Ashtabula, Carson & Jefferson Railroad
 Belt Railway Company of Chicago
 BHP Nevada Railway Company
 BNSF Railway Company
 C&NC Railroad Corporation
 California Western Railroad
 Camas Prairie RailNet, Inc.
 Canadian Pacific Railway
 Canon City and Royal Gorge Railroad
 Carolina Piedmont Railroad
 Carrizo Gorge Railway
 Cascade and Columbia River Railroad
 Cedar Rapids & Iowa City Railway Company
 Central California Traction Company
 Central Illinois Railroad
 Central Kansas Railway
 Central Midland Railway
 Central Montana Rail
 Central Oregon & Pacific Railroad, Inc.
 Charlotte Southern Railroad Company
 Chesapeake & Albemarle Railroad Company, Inc.
 Council Bluffs Railway
 Chicago Rail Link
 Chicago SouthShore & South Bend Railroad
 Columbia Basin Railroad Co.
 Columbia and Cowlitz Railway
 Columbia Terminal
 D&I Railroad

Dakota, Minnesota & Eastern Railroad
 Dakota, Missouri Valley & Western Railroad, Inc.
 Dakota Rail, Inc.
 Dallas, Garland & Northeastern Railroad, Inc.
 Dardanelle & Russellville Railroad
 Decatur Junction Railway Company
 DeQueen & Eastern Railroad Company
 Detroit Connecting Railroad Company
 Eastern Alabama Railway
 Eastern Idaho Railroad
 Escanaba & Lake Superior Railroad
 Farmrail Corporation
 Fort Worth & Western Railroad
 Fox Valley & Western
 Fulton County Terminal Railway
 Gateway Western Railway
 Georgetown Railroad Company
 Georgia Southwestern Railroad, Inc.
 Georgia Woodlands Railroad
 Golden Triangle Railroad
 Grain Belt Corp
 Grand Canyon Railway
 Grand Rapids Eastern Railroad
 Great Northwest Railroad
 Great Western Railway of Colorado
 Great Western Railway of Iowa
 Gulf Colorado & San Saba Railroad
 Hutchinson and Northern Railway Company
 Huron and Eastern Railway Company, Inc.
 Idaho Northern & Pacific Railroad Company
 Illinois & Midland Railroad, Inc.
 Illinois Railnet, Inc.
 Indiana Rail Road Company
 Indiana Southern Railroad, Inc.
 International Bridge & Terminal Company
 Iowa Chicago & Eastern Railroad
 Iowa Interstate Railroad Ltd.
 Iowa Northern Railway Company
 Jaxport Terminal Railway
 Kansas & Oklahoma Railroad
 Kansas City Southern Railway
 Kansas City Terminal Railway Company
 Kaw River Railroad
 Keokuk Junction Railway Company
 Lahaina Kaanapali & Pacific Railroad
 Lake Superior and Ishpeming Railroad
 Lapeer Industrial Railroad Company
 Lewis and Clark Railway Company

Little Rock and Western Railway, LP	Portland Terminal Railroad Company
Longview Switching Company	Progressive Rail Inc.
Louisiana and Delta Railroad Company	Puget Sound & Pacific Railroad
Manufacturers Junction Railway	Rarus Railway, Inc.
Maumee & Western Railroad	Red River Valley & Western Railroad Co.
McCloud Railway Company	Richmond Pacific Railroad
Meridian and Bigbee Railroad	Richmond Terminal Railroad Company
Michigan Shore Railroad	Rio Valley Switching Company
Mid-Michigan Railroad, Inc.	Saginaw Valley Railroad Company
Minnesota, Dakota & Western Railway Company	Sand Springs Railway Company
Minnesota Northern Railroad, Inc.	San Diego & Imperial Valley Railroad Company, Inc.
Minnesota Commercial Railway Company	San Diego Northern Railway
Minnesota Prairie Line Incorporated	San Joaquin Valley Railroad Co., Inc.
Minnesota Valley Transportation Company	San Luis Central Railroad Company
Mission Mountain Railroad	San Pedro and Southwestern Railway Company
Mississippi & Tennessee RailNet, Inc.	Santa Cruz, Big Trees & Pacific Railway Company
Missouri & Northern Arkansas RR Company, Inc.	Santa Fe Southern Railway, Inc.
Missouri & Valley Park Railroad	Sault Ste. Marie Bridge Company
Modesto & Empire Traction Company	SEMO Port Railroad
Montana Rail Link	Sierra Railroad Company
Mount Vernon Terminal Railway, Inc.	South Carolina Central Railroad Company, Inc.
Napa Valley Railroad Company	South Central Tennessee Railroad
Nebkota Railway, Inc.	South East Kansas Railroad
Nebraska Central Railroad Company	South Kansas and Oklahoma Railroad
Nebraska, Kansas & Colorado RailNet	South Plains Lamesa Railroad Ltd.
Nebraska Northeastern Railway Company	Southern Switching Company
New England Central Railroad, Inc.	Southwestern Railroad Company, Inc.
Newburgh & South Shore Railroad Company	Southern California Regional Rail Authority
New Orleans & Gulf Coast Railway Company	St. Croix Valley Railroad Company
New Orleans Lower Coast Railroad	St. Maries River Railroad Company
New Orleans Public Belt Railroad	Stillwater Central Railroad
North Carolina & Virginia Railroad Company, Inc.	Tacoma Municipal Belt Line Railway
Northeast Illinois Regional Commuter Railroad Corp.	Tecumseh Branch Connecting Railroad Company
Northern Indiana Commuter Transportation District	Tennken Railroad Company Inc.
Northern Ohio & Western Railway	Texas, Gonzales & Northern Railway Company
Northern Plains Railroad	Texas - New Mexico Division
Otter Tail Valley Railroad Company, Inc.	Texas North Western Railway Company
Osceola and St. Croix Valley Railroad Company	Texas Northeastern Railroad
Pacific Harbor Line	Texas Rock Crusher Railway Co.
Palouse River and Coulee City Railroad	Timber Rock Railroad
Pecos Valley Southern Railway Company	Toledo, Peoria & Western Railway
Pend Oreille Valley Railroad	Transportación Ferroviaria Mexicana
Pennsylvania & Southwestern Railroad	Trinity Railway Express
Pittsburgh Industrial Railroad	Trona Railway Company
Point Comfort & Northern Railway Company	Tulare Valley Railroad
Port Bienville Railroad	Tulsa-Sapulpa Union Railway Company
Port of Tillamook Bay Railroad	Twin Cities & Western Railroad Company
Portland & Western Railroad	Union Pacific Railroad

Utah Central Railway
Utah Railway Company
V&S Railroad Inc.
Ventura County Railway Company
Verde Canyon Railroad
Virginia Southern Division
Wabash Central Railroad
West Tennessee Railroad, LLC
West Tennken Railroad Corp.
West Texas and Lubbock Railroad
Wichita, Tillman & Jackson Railway
Willamette & Pacific Railroad, Inc.
Willamette Valley Railroad
Willamina and Grand Ronde Railway
Wisconsin & Southern Railroad Company
Wyoming/Colorado Railroad Company
Yreka Western Railroad

Table of Contents

1.0	General Responsibilities	1-1	1.32	Overheated Wheels	1-8
1.1	Safety	1-1	1.33	Inspection of Freight Cars	1-8
1.1.1	Maintaining a Safe Course	1-1	1.34	Flat Spots	1-9
1.1.2	Alert and Attentive	1-1	1.35	Dump Doors	1-9
1.1.3	Accidents, Injuries, and Defects	1-1	1.36	Excessive Dimension Loads	1-9
1.1.4	Condition of Equipment and Tools	1-1	1.37	Open Top Loads	1-9
1.2	Personal Injuries and Accidents	1-1	1.38	Shipments Susceptible to Damage	1-9
1.2.1	Care for Injured	1-1	1.39	Accuracy of Speed Indicator	1-9
1.2.2	Witnesses	1-1	1.40	Reporting Engine Defects	1-9
1.2.3	Equipment Inspection	1-1	1.41	Engines Coupled to Occupied Passenger Cars	1-10
1.2.4	Mechanical Inspection	1-2	1.42	Trains Detoured	1-10
1.2.5	Reporting	1-2	1.43	Stopped in Tunnels	1-10
1.2.6	Statements	1-2	1.44	Duties of Train Dispatchers	1-10
1.2.7	Furnishing Information	1-2	1.45	Duties of Control Operators and Operators	1-10
1.3	Rules	1-2	1.46	Duties of Yardmasters	1-11
1.3.1	Rules, Regulations, and Instructions	1-2	1.47	Duties of Crew Members	1-11
1.3.2	General Orders	1-3	2.0	Railroad Radio Rules	2-1
1.3.3	Circulars, Instructions, and Notices	1-3	2.1	Transmitting	2-1
1.4	Carrying Out Rules and Reporting Violations	1-3	2.2	Required Identification	2-1
1.5	Drugs and Alcohol	1-3	2.3	Repetition	2-1
1.6	Conduct	1-3	2.4	Ending Transmissions	2-1
1.6.1	Motor Vehicle Driving Records	1-4	2.5	Communication Redundancy	2-1
1.6.2	Notification of Felony Convictions	1-4	2.6	Communication Not Understood or Incomplete	2-2
1.6.3	Notification of Deteriorating Vision or Hearing	1-4	2.7	Monitoring Radio Transmissions	2-2
1.7	Altercations	1-4	2.8	Acknowledgment	2-2
1.8	Appearance	1-4	2.9	Misuse of Radio Communications	2-2
1.9	Respect of Railroad Company	1-4	2.10	Emergency Calls	2-2
1.10	Games, Reading, or Electronic Devices	1-4	2.11	Prohibited Transmissions	2-3
1.11	Sleeping	1-4	2.12	Fixed Signal Information	2-3
1.11.1	Napping	1-5	2.13	In Place of Hand Signals	2-3
1.12	Weapons	1-5	2.14	Mandatory Directive	2-3
1.13	Reporting and Complying with Instructions	1-5	2.14.1	Verbally Transmitting and Repeating Mandatory Directives	2-4
1.14	Employee Jurisdiction	1-6	2.15	Phonetic Alphabet	2-4
1.15	Duty — Reporting or Absence	1-6	2.16	Assigned Frequencies	2-4
1.16	Subject to Call	1-6	2.17	Radio Testing	2-4
1.17	Hours of Service Law	1-6	2.18	Malfunctioning Radio	2-4
1.18	Unauthorized Employment	1-6	2.19	Blasting Operations	2-4
1.19	Care of Property	1-6	2.20	Internal Adjustments	2-4
1.20	Alert to Train Movement	1-6	3.0	Standard Time	3-1
1.21	Occupying Roof	1-7	3.1	Standard Clocks	3-1
1.22	Not Permitted on Equipment	1-7	3.2	Watch Requirement	3-1
1.23	Altering Equipment	1-7	3.3	Time Comparison	3-1
1.24	Clean Property	1-7	4.0	Timetables	4-1
1.25	Credit or Property	1-7	4.1	New Timetable	4-1
1.26	Gratuities	1-7	4.1.1	Notice of New Timetable	4-1
1.27	Divulging Information	1-7			
1.28	Fire	1-7			
1.29	Avoiding Delays	1-8			
1.30	Riding Engine	1-8			
1.31	Repairs to Foreign Cars	1-8			

4.2	Special Instructions	4-1	6.4	Reverse Movements	6-3
4.3	Timetable Characters	4-1	6.4.1	Permission for Reverse Movements	6-3
5.0	Signals and Their Use	5-1	6.4.2	Movements Within Control Points or Interlockings	6-3
5.1	Signal Equipment	5-1	6.5	Handling Cars Ahead of Engine	6-3
5.2	Receiving and Giving Signals	5-1	6.5.1	Remote Control Movements	6-3
5.2.1	Looking for Signals	5-1	6.6	Picking Up Crew Member	6-4
5.2.2	Signals Used by Employees	5-1	6.7	Remote Control Zone	6-4
5.3	Hand and Radio Signals	5-1	6.8	Stopping Clear for Meeting or Passing	6-4
5.3.1	Hand Signals	5-1	6.9	Meeting or Passing Precautions	6-5
5.3.2	Giving Signals	5-2	6.10	Instructions to Clear a Following Train	6-4
5.3.3	Signal Disappearance	5-2	6.11	[Not used]	
5.3.4	Signal to Stop	5-2	6.12	FRA Excepted Track	6-5
5.3.5	Acknowledge Stop Signal	5-2	6.13	Yard Limits	6-5
5.3.6	Radio and Voice Communication	5-2	6.14	Restricted Limits	6-6
5.3.7	Radio Response	5-2	6.15	Block Register Territory (BRT)	6-6
5.4	Flags for Temporary Track Conditions	5-2	6.16	Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track	6-7
5.4.1	Temporary Restrictions	5-2	6.17	Switches at Junctions	6-8
5.4.2	Display of Yellow Flag	5-2	6.18	Stopping Clear of Crossings and Junctions	6-8
5.4.3	Display of Yellow-Red Flag	5-3	6.19	Flag Protection	6-8
5.4.4	Authorized Protection by Yellow or Yellow-Red Flag	5-4	6.20	Equipment Left on Main Track	6-9
5.4.5	Display of Green Flag	5-5	6.21	Precautions Against Unusual Conditions	6-9
5.4.6	Display of Flags Within Current of Traffic	5-5	6.21.1	Protection Against Defects	6-10
5.4.7	Display of Red Flag or Red Light	5-6	6.21.2	Water Above Rail	6-10
5.4.8	Flag Location	5-6	6.22	Maintaining Control of Train or Engine	6-10
5.5	Permanent Speed Signs	5-6	6.23	Emergency Stop or Severe Slack Action	6-10
5.6	Unattended Fusee	5-7	6.24	Movement on Double Track	6-11
5.7	Torpedoes	5-7	6.25	Movement Against the Current of Traffic	6-11
5.8	Bell and Whistle Signals	5-8	6.26	Use of Multiple Main Tracks	6-11
5.8.1	Ring Engine Bell	5-8	6.27	Movement at Restricted Speed	6-11
5.8.2	Sounding Whistle	5-8	6.28	Movement on Other than Main Track	6-12
5.8.3	Whistle Failure	5-8	6.28.1	Sidings of Assigned Direction	6-12
5.9	Headlight Display	5-9	6.28.2	Stopping Clear in Siding	6-12
5.9.1	Dimming Headlight	5-9	6.28.3	Cars or Equipment Left on Siding	6-12
5.9.2	Headlight Off	5-10	6.29	Inspecting Trains	6-12
5.9.3	Headlight Failure	5-10	6.29.1	Inspecting Passing Trains	6-12
5.9.4	Displaying Headlights Front and Rear	5-10	6.29.2	Train Inspections by Crew Members	6-13
5.9.5	Displaying Ditch Lights	5-10	6.30	Receiving or Discharging Passengers	6-13
5.9.6	Displaying Oscillating White Headlight	5-10	6.31	Maximum Authorized Speed	6-14
5.9.7	Displaying Oscillating or Flashing Red Light	5-10	6.31.1	Permanent Speed Restrictions	6-14
5.10	Markers	5-11	6.32	Road Crossings	6-14
5.10.1	Highly Visible Markers	5-11	6.32.1	Cars Shoved, Kicked or Dropped	6-14
5.10.2	Alternative Markers	5-11	6.32.2	Automatic Warning Devices	6-14
5.11	Engine Identifying Number	5-12	6.32.3	Protection of Adjacent Tracks	6-15
5.12	Protection of Occupied Outfit Cars	5-12	6.32.4	Clear of Crossings and Signal Circuits	6-16
5.13	Blue Signal Protection of Workmen	5-15	6.32.5	Actuating Automatic Warning Devices Unnecessarily	6-16
5.13.1	Utility Employees	5-18	6.32.6	Blocking Public Crossings	6-16
5.14	Signs Protecting Equipment	5-19	7.0	Switching	7-1
5.15	Improperly Displayed Signals	5-19	7.1	Switching Safely and Efficiently	7-1
6.0	Movement of Trains and Engines	6-1	7.2	Communication Between Crews Switching	7-1
6.1	Repeat Instructions	6-1			
6.2	Initiating Movement	6-1			
6.2.1	Train Location	6-1			
6.3	Main Track Authorization	6-1			
6.3.1	Train Coordination	6-2			

7.3	Additional Switching Precautions	7-1	9.4	Improperly Displayed Signals or Absent Lights ...	9-1
7.4	Precautions for Coupling or Moving Cars or Engines	7-1	9.5	Where Stop Must Be Made	9-2
7.5	Testing Hand Brakes	7-1	9.5.1	Changing Established Route	9-2
7.6	Securing Cars or Engines	7-2	9.5.2	Protection if Signal Appliance or Track is Damaged	9-2
7.7	Kicking or Dropping Cars	7-2	9.5.3	Protection During Repairs	9-2
7.8	Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded	7-2	9.5.4	Authority to Proceed	9-2
7.9	Switching Passenger or Occupied Outfit Cars	7-2	9.5.5	Reporting Delays	9-2
7.10	Movement Through Gates or Doorways	7-3	9.5.6	Track Occupancy Indicator	9-3
7.11	Charging Necessary Air Brakes	7-3	9.6	Change of Signal Indication	9-3
7.12	Movements Into Spur Tracks	7-3	9.7	Failure to Display Most Restrictive Indication	9-3
7.13	Protection of Employees in Bowl Tracks	7-3	9.8	Next Governing Signal	9-3
8.0	Switches	8-1	9.9	Train Delayed Within a Block	9-3
8.1	Hand Operation of Switches	8-1	9.9.1	Passing Approach to Automatic Interlocking	9-3
8.2	Position of Switches	8-1	9.10	Initiating Movement Between Signals	9-4
8.3	Main Track Switches	8-1	9.11	Movement from Signal Requiring Restricted Speed	9-4
8.4	Lining Main Track Switch	8-2	9.12	Stop Indications	9-4
8.5	Clearing Main Track Before Restoring Switch	8-2	9.12.1	CTC Territory	9-4
8.6	Restoring Switch to Normal Position	8-2	9.12.2	Manual Interlockings	9-5
8.7	Clear of Main Track Switches	8-2	9.12.3	Automatic Interlockings	9-5
8.8	Switches Equipped with Locks, Hooks or Latches	8-2	9.12.4	ABS Territory	9-5
8.9	Movement Over Spring Switches	8-3	9.13	When Instructed to Operate Dual Control Switches by Hand	9-6
8.9.1	Testing Spring Switch	8-3	9.13.1	Hand Operation of Dual Control Switches	9-6
8.9.2	Trailing Through and Stopping on a Spring Switch	8-3	9.14	Movement with the Current of Traffic	9-6
8.9.3	Hand Operating a Spring Switch Before Making a Trailing Movement	8-4	9.14.1	Reporting Clear of a Track Having a Current of Traffic	9-7
8.9.4	During Snow or Ice Storms	8-4	9.15	Track Permits	9-7
8.9.5	Spiking Spring Switch	8-4	9.15.1	Issuing Track Permits	9-7
8.9.6	Approaching a Spring Switch in Non-Signaled Territory	8-4	9.15.2	Clearing Track Permits	9-8
8.10	Switch Point Indicator	8-4	9.16	Stop and Proceed Indication	9-8
8.11	Switches in Sidings	8-5	9.17	Entering Signaled Track at Hand-Operated or Spring Switch	9-10
8.12	Crossover Switches	8-5	9.17.1	Signal Protection in ABS by Lining Switch	9-11
8.13	Scale Track Switches	8-5	9.18	Electrically Locked Switches and Derails	9-11
8.14	Conflicting Movements Approaching Switch	8-5	9.19	Leaving Equipment in Signal Systems	9-12
8.15	Switches Run Through	8-5	9.20	Clear Track Circuits	9-12
8.16	Damaged or Defective Switches	8-6	9.21	Overlap Circuits	9-12
8.17	Avoid Sanding Over Moveable Parts	8-6	9.22	Standing on Sanded Rail	9-13
8.18	Variable Switches	8-6	9.23	Suspension of Block System	9-13
8.19	Automatic Switches	8-6	9.23.1	Guidelines While Block System is Suspended	9-13
8.19.1	Radio Controlled Switches	8-7	9.24	Call Lights	9-14
8.20	Derail Location and Position	8-7	10.0	Rules Applicable Only in Centralized Traffic Control (CTC)	10-1
9.0	Block System Rules	9-1	10.1	Authority to Enter CTC Limits	10-1
9.1	Signal Aspects and Indications	9-1	10.2	Clearing Through Hand-Operated Switches	10-2
9.2	Location of Signals	9-1	10.3	Track and Time	10-3
9.3	What Signals Govern	9-1	10.3.1	Protection of Limits	10-4
			10.3.2	Protection of Machines, Track Cars, or Employees	10-4
			10.3.3	Joint Track and Time	10-4
			10.3.4	Track and Time Acknowledgment	10-4

11.0	Rules Applicable in ACS, ATC and ATS Territories	11-1	15.2	Protection by Track Bulletin Form B	15-2
11.1	Establishing Absolute Block	11-1	15.2.1	Protection for On-Track Equipment	15-3
11.2	Signal Indications with Absolute Block	11-1	15.3	Authorizing Movement Against the Current of Traffic	15-4
11.3	Broken or Missing Seals	11-1	15.4	Protection When Tracks Removed from Service	15-5
12.0	Rules Applicable Only in Automatic Train Stop System (ATS) Territory	12-1	15.5	Protection When Tracks Blocked with Equipment	15-5
12.1	Required Equipment	12-1	15.6	Change of a General Order, Special Instruction, or Rule	15-5
12.1.1	ATS Seals and Keys	12-1	15.7	Copying Track Bulletins	15-5
12.2	ATS Device Cut Out, Not Equipped, or Not Working	12-1	15.8	Duplicating Track Bulletins	15-5
12.3	Unusual Conditions	12-1	15.9	Mechanical Transmission of Track Bulletins	15-6
12.3.1	ATS Penalty Brake Application	12-1	15.10	Retaining Track Bulletins	15-6
12.3.2	ATS Inoperative	12-1	15.11	Restriction to Crew Members	15-6
12.3.3	Damaged Inductor	12-1	15.12	Relief of Engineer or Conductor During Trip	15-6
13.0	Rules Applicable Only in Automatic Cab Signal System (ACS) Territory	13-1	15.13	Voiding Track Bulletins	15-6
13.1	General Information	13-1	15.14	Delivering Track Bulletins	15-7
13.1.1	Observance of Signals	13-1	16.0	Rules Applicable Only in Direct Traffic Control (DTC) Limits	16-1
13.1.2	Conforming with Block Signals	13-1	16.1	Authority to Enter DTC Limits	16-1
13.1.3	Does Not Indicate Conditions Ahead	13-1	16.2	DTC Block Authority	16-1
13.1.4	Cab Signals Cut In and Out	13-1	16.3	Movement in a Specified Direction	16-2
13.2	Normal Operation	13-2	16.4	Work and Time	16-2
13.2.1	Restrictive to More Favorable	13-2	16.5	Change Authority	16-4
13.2.2	Favorable to More Restrictive	13-2	16.7	Releasing DTC Block Authority	16-4
13.2.3	Elimination of Audible Indicator	13-3	16.8	Withdrawing DTC Block Authority	16-4
13.3	Unusual Conditions	13-3	16.9	Communication Failure	16-5
13.3.1	Cab Signal and Block Signal Do Not Agree	13-3	17.0	Rules Applicable Only in Automatic Train Control (ATC) Territory	17-1
13.3.2	Inoperative Cab Signal Device	13-3	17.1	Automatic Train Control Territory	17-1
13.3.3	Movement with an Inoperative Cab Signal Device	13-4	17.2	Taking Charge	17-1
14.0	Rules Applicable Only Within Track Warrant Control (TWC) Limits	14-1	17.3	Cut In and Cut Out Requirements	17-1
14.1	Authority to Enter TWC Limits	14-1	17.4	Departure Test Requirements	17-2
14.2	Designated Limits	14-2	17.5	High Speed Setting	17-2
14.3	Operating with Track Warrants	14-2	17.5.1	Over 40 MPH	17-2
14.3.1	Leaving the Main Track	14-3	17.5.2	Under 40 MPH	17-3
14.4	Occupying Same Track Warrant Limits	14-3	17.5.3	Restricting Aspect	17-3
14.4.1	Radio Blocking	14-3	17.6	Conforming with Block Signals	17-3
14.5	Protecting Men or Equipment	14-4	17.6.1	Approaching Diverging Route	17-3
14.6	Movement Against the Current of Traffic	14-4	17.7	ATC Failure/Cut Out Enroute	17-3
14.7	Reporting Clear of Limits	14-5	17.7.1	Speed Indicator in ATC	17-4
14.8	Track Warrant Requests	14-5	17.7.2	ATC Motion Light	17-4
14.9	Copying Track Warrants	14-5	17.8	Improper Display	17-4
14.9.1	Duplicating Track Warrants	14-5	Glossary	GL-1	
14.10	Track Warrant in Effect	14-6	Index	IN-1	
14.11	Changing Track Warrants	14-6			
14.12	Voiding Track Warrants	14-6			
14.13	Mechanical Transmission of Track Warrants	14-6			
15.0	Track Bulletin Rules	15-1			
15.1	Track Bulletins	15-2			
15.1.1	Changing Address of Track Warrants or Track Bulletins	15-2			

1.0 General Responsibilities

1.1 Safety

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

1.1.1 Maintaining a Safe Course

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

1.1.2 Alert and Attentive

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

1.1.3 Accidents, Injuries, and Defects

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

1.1.4 Condition of Equipment and Tools

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

1.2 Personal Injuries and Accidents

1.2.1 Care for Injured

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

1.2.2 Witnesses

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

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

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

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

1.2.3 Equipment Inspection

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

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.

1.2.4 Mechanical Inspection

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

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

1.2.5 Reporting

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

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

If an employee receives a medical diagnosis of occupational illness, the employee must report it immediately to the proper manager.

1.2.6 Statements

Except when authorized by the proper manager:

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

1.2.7 Furnishing Information

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

1.3 Rules

1.3.1 Rules, Regulations, and Instructions

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

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

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

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

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

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

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

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

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

1.3.2 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.

1.3.3 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.

1.4 Carrying Out Rules and Reporting Violations

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

1.5 Drugs and Alcohol

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

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

1.6 Conduct

Employees must not be:

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

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

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

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

State-sponsored diversion programs, guilty pleas, and completed state actions to cancel, revoke, suspend, or deny a driver's license are considered convictions as applied to this rule.

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 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

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.

1.7 Altercations

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

1.8 Appearance

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

1.9 Respect of Railroad Company

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

1.10 Games, Reading, or Electronic Devices

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

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

1.11 Sleeping

Employees must not sleep while on duty, except as outlined under Rule 1.11.1 (Napping). Employees reclined with their eyes closed will be in violation of this rule.

1.11.1 Napping

Napping is permitted by train crews, except crews in passenger, commuter or yard service, under the following conditions:

- The crew is waiting for departure of their train.
or
- The train is stopped enroute waiting to be met or passed by a train, waiting for track work, waiting for helper locomotive, or similar conditions.

Restrictions are as follows:

- A job briefing must be conducted, with agreement reached as to who will nap and who must remain awake. Each crew member has the right and responsibility to refuse to allow another crew member to take a nap if doing so could jeopardize the personal safety of employees, the train, or the public.
- One crew member must remain awake at all times.
- The nap period must not exceed 45 minutes, which includes the time needed to fall asleep. The napping employee is relieved of all duties.
- Train must not be delayed for an employee to take a nap. When conditions allow the train to move, the employee who is to remain awake must immediately waken the napping employee.
- Before napping, while waiting for the arrival of their train, employees must ensure all duties have been completed. These duties include reviewing general orders and notices; securing and reviewing track warrants, track bulletins, and other paperwork, if available.
- Before napping is allowed enroute, the employee in charge of the locomotive controls must:
 1. Make at least a 10-lb. brake pipe reduction.
 2. Place generator field switch in the "OFF" position.
 3. Center the reverser and remove, if removable.
- The employee who is to remain awake must remain on the locomotive while others on the locomotive are napping, except when inspecting passing trains.
- If waiting for the arrival of or make-up of train, one crew member must remain awake while waiting for their train's arrival or make-up at their initial terminal unless arrangements have been made with a third party to wake up all crew members.

All crew members that are deadheading or otherwise relieved of duties may nap.

1.12 Weapons

While on duty or on railroad property, employees must not have firearms or other deadly weapons, including knives with a blade longer than 3 inches. However, railroad police are authorized to possess firearms in the course of their work.

1.13 Reporting and Complying with Instructions

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

1.14 Employee Jurisdiction

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

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

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

1.15 Duty - Reporting or Absence

Employees must report for duty at the designated time and place with the necessary equipment to perform their duties. They must spend their time on duty working only for the railroad. Employees must not leave their assignment, exchange duties, or allow others to fill their assignment without proper authority. Continued failure by employees to protect their employment will be cause for dismissal.

1.16 Subject to Call

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

1.17 Hours of Service Law

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

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

A. Notification

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

B. Exceeding the Law

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

1.18 Unauthorized Employment

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

1.19 Care of Property

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

1.20 Alert to Train Movement

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

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

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

1.21 Occupying Roof

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

1.22 Not Permitted on Equipment

Unauthorized persons must not be permitted on equipment.

1.23 Altering Equipment

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

1.24 Clean Property

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

1.25 Credit or Property

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

1.26 Gratuities

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

1.27 Divulging Information

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

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

1.28 Fire

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

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

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

1.29 Avoiding Delays

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

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

1.30 Riding Engine

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

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

1.31 Repairs to Foreign Cars

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

1.32 Overheated Wheels

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

1.33 Inspection of Freight Cars

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

- Cars must be checked for:
 - Leaning.
 - Sagging.
 - Improper position on the truck.
 - Objects hanging or dragging from the car or extending from the side.
 - Insecurely attached doors.
 - Broken or missing safety appliances.
 - Contents leaking from placarded hazardous material car.
 - Insecure coupling device.
 - Overheated wheel or journal.
 - Broken or cracked wheel.
 - Brake that fails to release.
 - Staff type brake not in fully raised position.
 - Any apparent hazard that could cause an accident.
- Open top loads, including trailers and containers on flat cars, must be loaded safely.
- If width or height approaches clearance restrictions, movement must be cleared with the proper authority.

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

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

1.34 Flat Spots

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

1.35 Dump Doors

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

1.36 Excessive Dimension Loads

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

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

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

1.37 Open Top Loads

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

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

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

1.38 Shipments Susceptible to Damage

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

- loaded in cars that fully enclose the shipments.
- or
- fully protected by a covering.

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

1.39 Accuracy of Speed Indicator

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

1.40 Reporting Engine Defects

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

1.41 Engines Coupled to Occupied Passenger Cars

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

1.42 Trains Detoured

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

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

1.43 Stopped in Tunnels

A. Engine or Train Stopped in Tunnel

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

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

B. Passenger Train Stopped in Tunnel or Deep Snow

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

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

C. Notification if Stopped in Tunnel or Deep Snow

The train dispatcher should be notified immediately so that proper arrangements can be made to protect persons and equipment.

D. When These Requirements Will Not Apply

These requirements will not apply if air currents carry the exhaust gases away from the train. Safety of passengers and crew members must be the first consideration.

1.44 Duties of Train Dispatchers

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

1.45 Duties of Control Operators and Operators

Control operators and operators are under the direction of the train dispatcher when their duties concern handling track warrants, track bulletins, lineups, the movement of trains, and any other instructions issued by the train dispatcher.

1.46 Duties of Yardmasters

The yardmaster is responsible for and shall directly supervise yard crews, clerks, and all other employees working in the yard. The yardmaster must see that they work in a safe, efficient, and economical manner, according to the rules, regulations, and instructions of the railroad. Yardmasters must ensure the prompt and regular movement of cars, especially the proper makeup of trains and their movement into and out of the yard.

At locations where yardmasters are on duty, employees in train, engine, and yard service must comply with the yardmaster's instructions. At locations where no yardmaster is on duty, these employees will work according to the instructions of designated employees.

1.47 Duties of Crew Members

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

2.1 Transmitting

Any employee operating a radio must do the following:

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

2.2 Required Identification

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

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

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

Short Identification

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

2.3 Repetition

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

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

2.4 Ending Transmissions

Employees using a radio for transmissions must state to the employee receiving the transmission the following as it applies to indicate the communication has ended or is completed:

“OVER” — when a response is expected.

or

“OUT” preceded by required identification — when no response is expected.

However, these requirements do not apply to yard switching operations.

2.5 Communication Redundancy

The controlling unit on any train that requires an air brake test must be equipped with an operative radio, unless relieved by Rule 2.18 (Malfunctioning Radio). In addition, trains must have a second means of communication, which may include:

- An operative radio on any unit in the consist.
- A portable radio.
- or
- Other wireless communication device.

2.6 Communication Not Understood or Incomplete

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

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

2.7 Monitoring Radio Transmissions

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

2.8 Acknowledgment

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

2.9 Misuse of Radio Communications

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

2.10 Emergency Calls

Emergency calls will begin with the words "Emergency, Emergency, Emergency". These calls will 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.

2.11 Prohibited Transmissions

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

2.12 Fixed Signal Information

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

2.13 In Place of Hand Signals

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

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

2.14 Mandatory Directive

Mandatory directives are written authorities for occupying a main track or speed restrictions which affect the movement of equipment. Mandatory directives are:

- Track warrants.
- Track bulletins.
- DTC authority.
- Track and time.
- Track permits.
- Radio speed restrictions.

When transmitted by radio, mandatory directives must be transmitted according to applicable operating rules and the following:

- The train dispatcher must state which mandatory directive will be transmitted.
- The employee must inform the train dispatcher when ready to copy stating the employee's name, identification, and exact location on the main track or where the main track will be entered. An employee operating the controls of a moving engine may not copy mandatory directives. In addition, mandatory directives must not be transmitted to the crew of a moving train if the conductor, engineer or train dispatcher feels that the transmission could adversely affect the safe operation of the train.
- The employee receiving a mandatory directive must copy it in writing using the format outlined in the operating rules.
- 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.
- Mandatory directives that have been fulfilled or canceled shall be marked in accordance with applicable operating rules and retained for the duration of that crew's tour of duty.

2.14.1 Verbally Transmitting and Repeating Mandatory Directives

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.

2.15 Phonetic Alphabet

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

2.16 Assigned Frequencies

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

2.17 Radio Testing

Test radios to be used as soon as possible before beginning of work assignment.

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

2.18 Malfunctioning Radio

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

If a radio fails on the controlling locomotive enroute, 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.

2.19 Blasting Operations

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

2.20 Internal Adjustments

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

3.0 Standard Time

3.1 Standard Clocks

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

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

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

3.2 Watch Requirement

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

The watch must:

- Be in good working condition and reliable.
- Display hours, minutes and seconds.

3.3 Time Comparison

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

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

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

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4.0 Timetables

4.1 New Timetable

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

4.1.1 Notice of New Timetable

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

4.2 Special Instructions

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

4.3 Timetable Characters

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

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5.0 Signals and Their Use

5.1 Signal Equipment

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

5.2 Receiving and Giving Signals

5.2.1 Looking for Signals

To recognize and follow signals correctly, employees must:

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

5.2.2 Signals Used by Employees

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

A. During the Day

1. Use the correct color of flags or lights.
2. Use day signals from sunrise to sunset.
3. Flagmen providing protection as outlined in Rule 6.19 (Flag Protection) must have a red flag, a minimum of eight torpedoes, and six red fuseses.

B. At Night




1. Use the correct color of reflectorized flags or lights.
2. Use night signals from sunset to sunrise or when day signals cannot be seen clearly.
3. Flagmen providing protection as outlined in Rule 6.19 (Flag Protection) must have a white light, a minimum of eight torpedoes, and six red fuseses.

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

5.3 Hand and Radio Signals

5.3.1 Hand Signals

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

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

[Diagram A.]

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

5.3.2 Giving Signals

Employees who give signals must:

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

5.3.3 Signal Disappearance

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

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

5.3.4 Signal to Stop

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

5.3.5 Acknowledge Stop Signal

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

5.3.6 Radio and Voice Communication

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

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

5.3.7 Radio Response

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

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

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

5.4 Flags for Temporary Track Conditions

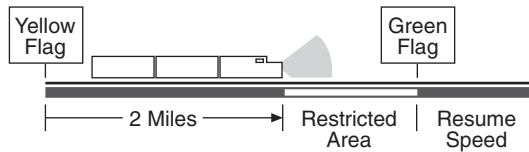
5.4.1 Temporary Restrictions

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

5.4.2 Display of Yellow Flag

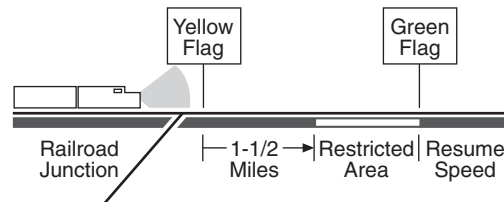
A. Restriction Specified in Writing

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



[Diagram A.]

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



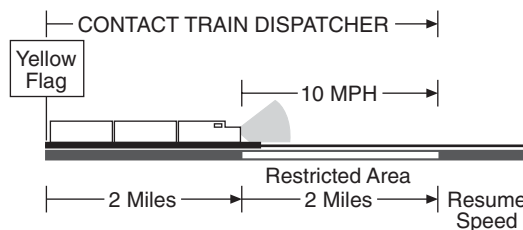
[Diagram B.]

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

B. Restriction Is Not Specified in Writing

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

1. Continue moving the train but at a speed not exceeding 10 MPH.
2. Resume speed only after the rear of the train has:
 - a. Passed a green flag.
 - or
 - b. Traveled 4 miles beyond the yellow flag and the train dispatcher has verified that no track bulletin or track warrant is in effect specifying a temporary speed restriction at that location.



[Diagram C.]

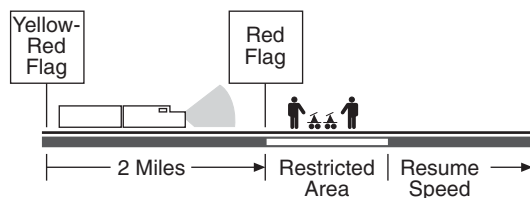
5.4.3 Display of Yellow-Red Flag

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.

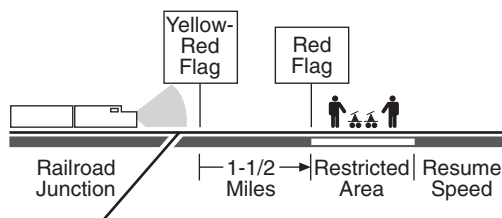
A. Restriction Specified in Writing

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



[Diagram A.]

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



[Diagram B.]

B. Restriction Is Not Specified in Writing

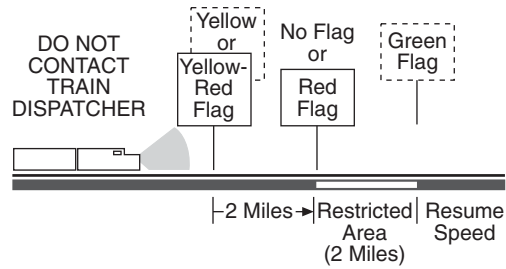
When a yellow-red flag is displayed and the restriction is not specified by a track bulletin, track warrant, or general order, crew members must be prepared to stop short of a red flag 2 miles beyond the yellow-red flag. If a red flag is displayed, proceed as outlined in Rule 5.4.7 (Display of Red Flag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

1. Move at restricted speed.
2. Increase speed only after:
 - a. A crew member has received permission from the employee in charge.
 - or
 - b. The leading wheels of movement are 4 miles beyond the yellow-red flag, and the train dispatcher has verified that no track bulletin or track warrant protecting men or equipment is in effect at that location.

5.4.4 Authorized Protection by Yellow or Yellow-Red Flag

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

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

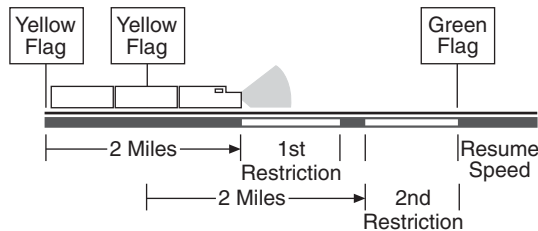


[Diagram A.]

5.4.5 Display of Green Flag

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

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

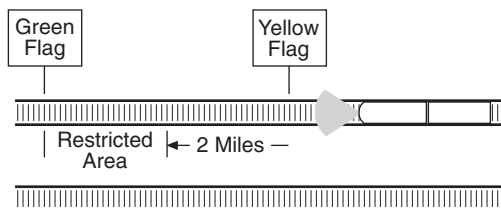


[Diagram A.]

5.4.6 Display of Flags Within Current of Traffic

A. Yellow and Green Flags

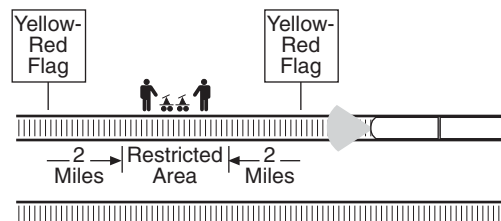
Flags for temporary speed restrictions will only be placed for trains moving with the current of traffic.



[Diagram A.]

B. Yellow-Red Flags

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



[Diagram B.]

5.4.7 Display of Red Flag or Red Light

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

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

Displayed Between Rails. When a red flag or red light is displayed between the rails of a track, 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

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

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.

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

5.5 Permanent Speed Signs

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

Two Sets of Numbers

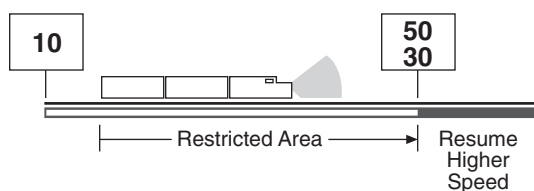
When two sets of numbers are shown, the greater number governs trains consisting entirely of passenger equipment. The lesser number governs all other trains.

Resume Speed Signs

A permanent resume speed sign or a speed sign showing a higher speed will be placed at the end of each restriction.

Crew members must not exceed the speed shown on each permanent speed restriction sign until the rear of the train:

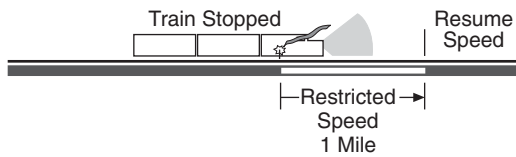
- Has passed a permanent resume speed sign or a sign showing a higher speed.
- or
- Has cleared the limits of the restriction.



[Diagram A.]

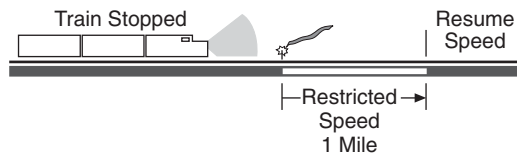
5.6 Unattended Fusee

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



[Diagram A.]

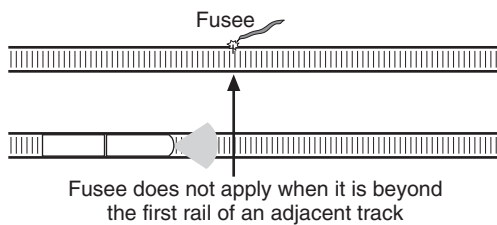
A train moving at restricted speed must stop before passing the fusee.



[Diagram B.]

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

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



[Diagram C.]

Do not place fusees where they may cause fires.

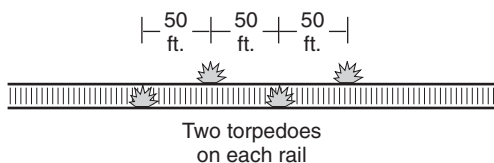
5.7 Torpedoes

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



[Diagram A.]

When placing torpedoes, four must be placed not less than 50 feet apart staggered on each rail. They must not be placed near station buildings, crossings, or on other than main tracks or sidings.



[Diagram B.]

5.8 Bell and Whistle Signals

5.8.1 Ringing Engine Bell

Ring the engine bell under any of the following conditions:

- Before moving, except when making momentary stop and start switching movements.
- As a warning signal anytime it is necessary.
- When approaching 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 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.

5.8.3 Whistle Failure

If the whistle fails to operate and no other unit can be used as the lead unit, continue movement with the bell ringing continuously. Stop the train before each public crossing, so a crew member on the ground can provide warning until the crossing is occupied, unless:

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

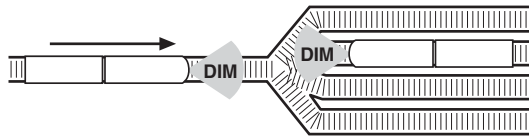
5.9 Headlight Display

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

5.9.1 Dimming Headlight

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:

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



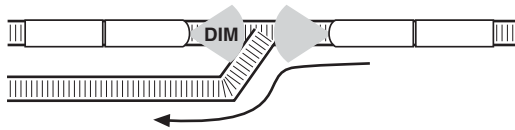
[Diagram A.]

2. When stopped close behind a train.



[Diagram B.]

3. When stopped on the main track waiting for an approaching train. However, when stopped in block system limits, turn the headlight off at the radio request of the crew of an approaching train, until the head end of the train passes.



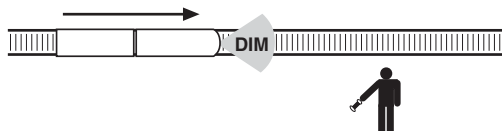
[Diagram C.]

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



[Diagram D.]

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



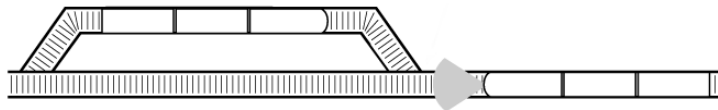
[Diagram E.]

6. When left unattended on a main track in non-signalized territory.

5.9.2 Headlight Off

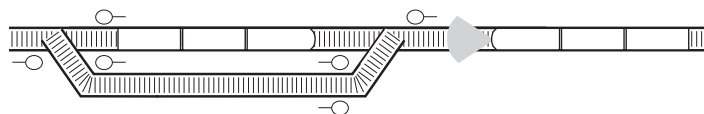
Turn the headlight off under either of the following conditions:

1. The train is stopped clear of the main track.



[Diagram A.]

2. The train is left unattended on the main track in block system limits.



[Diagram B.]

5.9.3 Headlight Failure

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

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

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

5.9.4 Displaying Headlights Front and Rear

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

5.9.5 Displaying Ditch Lights

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

Locomotives must not be operated as the lead unit out of a train's initial terminal unless both ditch lights are operating. However, if no units are equipped with ditch lights, do not exceed 20 MPH over public crossings until occupied.

If one ditch light fails enroute, the train may proceed, but repairs must be made by the next daily inspection. If two ditch lights fail enroute, the train may proceed, but not exceeding 20 MPH over public crossings until occupied, but must not travel beyond the first point where repairs may be made or until the next daily inspection, whichever occurs first.

5.9.6 Displaying Oscillating White Headlight

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

5.9.7 Displaying Oscillating or Flashing Red Light

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

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

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

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

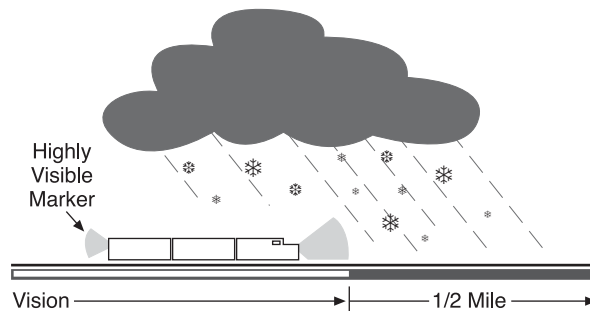
5.10 Markers

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

5.10.1 Highly Visible Markers

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

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



[Diagram A.]

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

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

Inspection of Marker

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

5.10.2 Alternative Markers

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

- A highly visible marker is not required.
- A defective car must be placed at the rear for movement to a repair point.

- The rear portion of the train is disabled and cannot be moved, and a highly visible marker cannot be displayed on the rear of the portion to be moved.
- or
- The highly visible marker becomes inoperative enroute. If this occurs, notify the train dispatcher and move the train to the next forward location where the highly visible marker can be repaired or replaced.

5.11 Engine Identifying Number

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

5.12 Protection of Occupied Outfit Cars

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

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

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

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

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

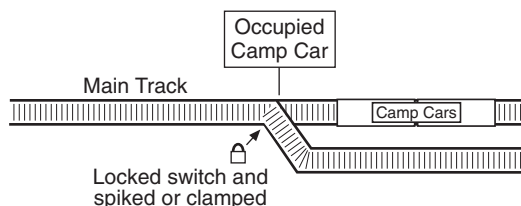
Warning Signal. A white sign that reads "OCCUPIED CAMP CAR" in black lettering. At night, an illuminated white light must also be used.

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

A. On a Main Track

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

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

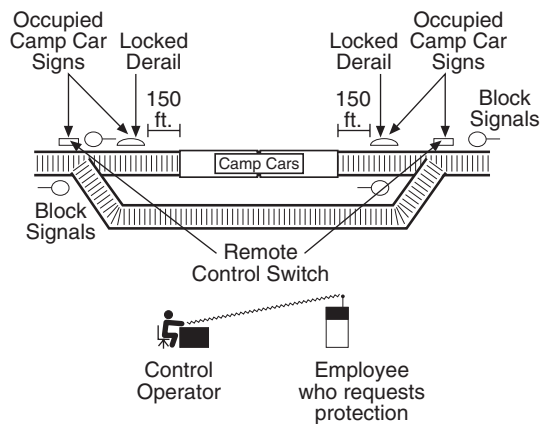


[Diagram A.]

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

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

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

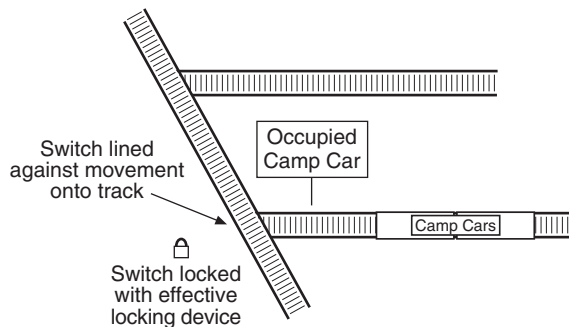


[Diagram B.]

B. On Other Than a Main Track

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

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

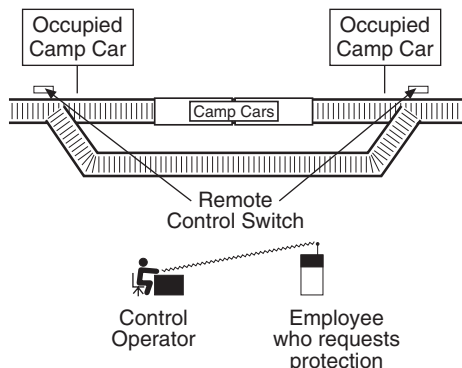


[Diagram C.]

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

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

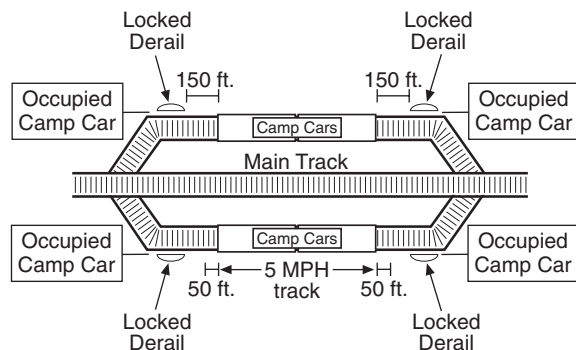
- a. Warning signals must be displayed at or near each remote control switch.



[Diagram D.]

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

Warning signals must be displayed at each derail.



[Diagram E.]

C. Warning Signals

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

1. Occupied outfit cars must not be coupled to or moved.

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

5.13 Blue Signal Protection of Workmen

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

As used in this rule, the following definitions apply:

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

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

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

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

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

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

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

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

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

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

A. What a Blue Signal Signifies

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

1. Rolling equipment must not be coupled to or moved, except as provided in “**Movement in Engine Servicing Area**” and “**Movement in Car Shop Repair Area**” of this rule.
2. Rolling equipment must not pass a blue signal on a track protected by the signal.
3. Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signal.
 - a. However, rolling equipment may be placed on the same track when it is placed on designated engine servicing area tracks or car shop repair area tracks, or when a derail divides a track into separate working areas.
4. Rolling equipment must not enter a track when a blue signal is displayed at the entrance to the track.

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

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

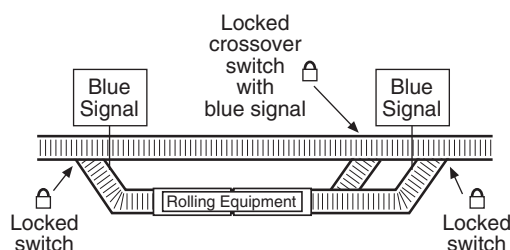
B. How to Provide Protection

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

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

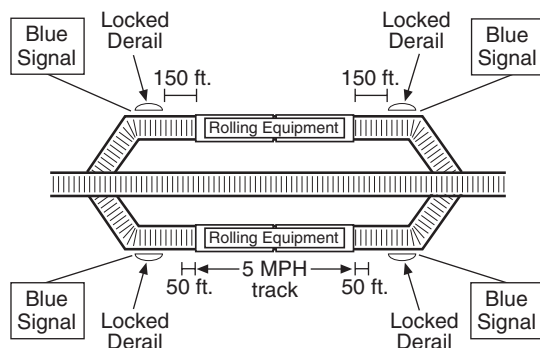
On Other than a Main Track. One of these three methods of protection or a combination of these methods must be provided:

1. Each manually operated switch, 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.



[Diagram A.]

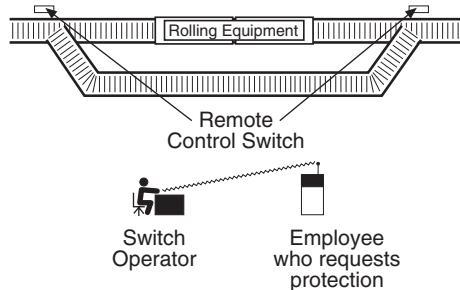
2. A derail capable of restricting access to the track where work will occur must be locked in derailing position with an effective locking device and:
 - a. Positioned at least 150 feet from the rolling equipment to be protected.
 - or
 - b. Positioned at least 50 feet from the end of rolling equipment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



[Diagram B.]

3. Where remote control switches provide direct access, the employee in charge of the workmen must tell the switch operator what work will be done. The switch operator must then:
 - a. Inform the employee in charge of the workmen that the switches have been lined against movement onto the track and devices controlling the switches have been secured.
 - b. Not remove the locking devices unless the employee in charge of the workmen says it is safe to do so.

- c. Maintain for 15 days a written record of each notification that includes:
- Name and craft of the employee in charge of the workmen requesting protection.
 - Identification of track involved.
 - Date and time the employee in charge of workmen is notified that protection was provided.
 - Date, time, name, and craft of the employee in charge of workmen who authorized removal of the protection.

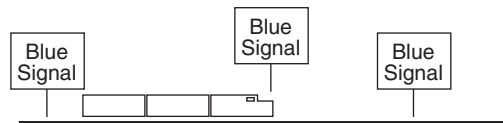


[Diagram C.]

C. Blue Signal Readily Visible to Engineer

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

1. A blue signal must be attached to the controlling engine and be visible to the engineer or employee controlling the engine.
2. Engines equipped for remote control operations must be in manual.
3. The engine must not be moved.



[Diagram D.]

D. Protection for Workmen Inspecting Markers

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

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

E. Protection for Emergency Repair Work on a Main Track

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

F. Movement in Engine Servicing Area

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

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

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

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

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

G. Movement in Car Shop Repair Area

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

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

5.13.1 Utility Employees

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.

A. 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.

B. 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.

C. Requirements When Work Ends

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

- The utility employee notifies the designated crew member 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.

5.14 Signs Protecting Equipment

When a sign reading:

STOP—TANK CAR CONNECTED

STOP—MEN WORKING

EMPLOYEES WORKING

SERVICE CONNECTIONS

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

5.15 Improperly Displayed Signals

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

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

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6.0 Movement of Trains and Engines

6.1 Repeat Instructions

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

6.2 Initiating Movement

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

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

6.2.1 Train Location

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

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

6.3 Main Track Authorization

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

- Rule 6.13 (Yard Limits)
- Rule 6.14 (Restricted Limits)
- Rule 6.15 (Block Register Territory)
- Rule 9.14 (Movement with the Current of Traffic)
- Rule 9.15 (Track Permits)
- Rule 10.1 (Authority to Enter CTC Limits)
- Rule 14.1 (Authority to Enter TWC Limits)
- Rule 14.6 (Movement Against the Current of Traffic)
- Rule 15.3 (Authorizing Movement Against the Current of Traffic)
- Rule 15.4 (Protection When Tracks Removed from Service)
- Rule 16.1 (Authority to Enter DTC Limits)
- At manual interlockings, verbal authority from the control operator or a controlled signal that indicates proceed.
- Special instructions or general order

When unable to obtain authority and it is necessary to foul or occupy a main track in ABS, protection must be provided in both directions as outlined under Rule 9.17.1 (Signal Protection in ABS by Lining Switch).

Written authorities that are no longer in effect must be retained until the end of tour of duty, unless otherwise instructed by the train dispatcher.

6.3.1 Train Coordination

Employees may use a train's authority to establish working limits for track maintenance. To establish the working limits, the train must be in view and stopped. The employee in charge of working limits will communicate with a member of the train crew and determine that:

- Movements will be made only as permitted by the employee in charge until the working limits have been released to the train crew by that employee.
- The train will not release its authority within the limits until those working limits have been released by the employee in charge.

Establish Working Limits

Working limits may be established within a train's authority limits as follows:

A. DTC or TWC Territory

1. With a train having authority to move in either direction that is not joint.
or
2. With a train having authority to move in one direction only, working limits must not be established:
 - Behind the train.
 - More than one block in advance of the train or beyond any location that a train or engine could enter the track between the employee in charge of the working limits and the train.

B. Rule 9.15 (Track Permit)

With a train having the only track permit authority within the limits.

C. Rule 9.14 (Current of Traffic)

With a train having authority to move with the current of traffic, working limits must not be established:

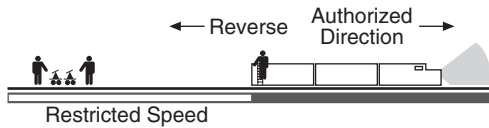
- Behind the train.
- More than one block in advance of the train or beyond any location that a train or engine could enter the track between the employee in charge of the working limits and the train.

D. CTC Territory

1. With a train having track and time authority that is not joint.
or
2. With a train having authority to move in one direction only, working limits must not be established:
 - Behind the train.
 - More than one block in advance of the train or beyond any location that a train or engine could enter the track between the employee in charge of the working limits and the train.

6.4 Reverse Movements

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.



[Diagram A.]

6.4.1 Permission for Reverse Movements

Obtain permission from the train dispatcher or control operator before making a reverse movement, unless the movement is within the same signaled block.

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.

6.4.2 Movements Within Control Points or Interlockings

A. Control Points or Manual Interlockings

Except within track and time limits, if movement stops while the trailing end is between the outer opposing absolute signals of a control point or manual interlocking, the movement must not change direction without permission from the control operator.

B. Automatic Interlockings

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

6.5 Handling Cars Ahead of Engine

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.

When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:

- 20 MPH for freight trains.
- 30 MPH for passenger trains.
- Maximum timetable speed for snow service unless a higher speed is authorized by the employee in charge.

6.5.1 Remote Control Movements

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

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

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

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

6.7 Remote Control Zone

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.

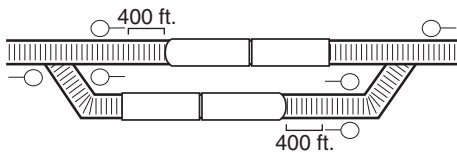
C. Deactivating Remote Control Zone

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.

6.8 Stopping Clear for Meeting or Passing

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



[Diagram A.]

6.9 Meeting or Passing Precautions

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

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

6.10 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 [Not Used]

6.12 FRA Excepted Track

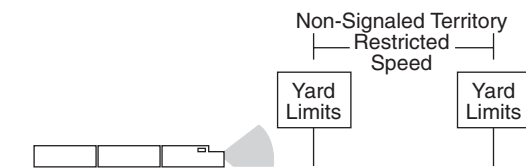
On a track designated as "FRA Excepted Track," the following will govern:

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

6.13 Yard Limits

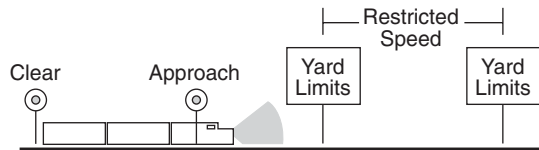
Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines, only after obtaining a track warrant, listing all track bulletins that affect their movement. Engines must give way as soon as possible to trains as they approach. Engines must keep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

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

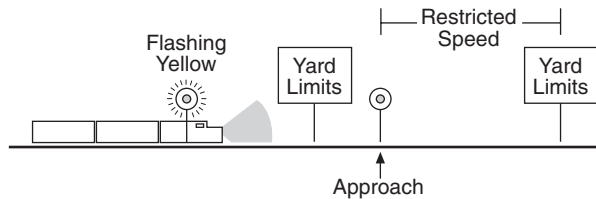


[Diagram A.]

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



[Diagram B.]



[Diagram C.]

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

Against the Current of Traffic

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

In CTC Territory

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

In Track Permit Territory

Where yard limits are in effect in Rule 9.15 (Track Permit) territory, all movements must receive permission from the control operator to enter the main track or to cross over from one main track to another as follows:

- A controlled signal displays a proceed indication.
 - A track permit is issued.
- or
- Verbal permission is granted if no track permit is in effect. Rule 9.17 (Entering Main Track at Hand-Operated or Spring Switch) applies.

6.14 Restricted Limits

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.

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

6.15 Block Register Territory (BRT)

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 following information is in the register on first blank line:

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

Column Required Entry

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

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

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

Protected by Stop Signs

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



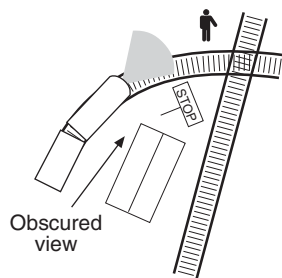
[Diagram A.]

Protected by Gate

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

Obscured View of Conflicting Route

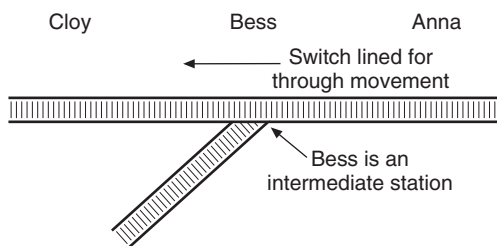
If a train must stop before entering a railroad crossing at grade and the view on the conflicting route is obscured, a crew member must go ahead of the train and signal from the crossing when it is safe to proceed.



[Diagram B.]

6.17 Switches at Junctions

The normal position for a junction switch is for through movement on the main track where the junction is an intermediate station.



[Diagram A.]

6.18 Stopping Clear of Crossings and Junctions

At a railroad crossing or junction, a train or engine must not stop, if possible, where it could interfere with train movement on the other track.

6.19 Flag Protection

A. Flag Protection Not Required

Flag protection is not required against following trains on the same track if:

1. Train is within ABS limits and the rear of the train is protected by at least two block signals or one block signal and one distant signal.
 2. Rear of the train is within BRT, CTC, DTC, TWC or interlocking limits.
- or
3. General order or special instructions specify that flag protection is not required.

B. Flag Protection is Required

When flag protection is required against following trains:

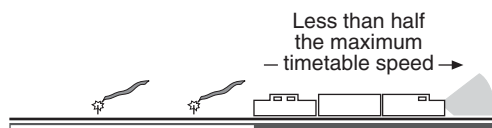
1. More Than Half the Maximum Timetable Speed

When a train is moving on a main track at or more than half the maximum authorized timetable speed for any train at that location, and the train may be overtaken by a following train, a flagman must decide whether to drop lighted fusees by considering the following:

- Grade of the track.
- Curvature of the track.
- Weather conditions.
- Sight distance.
- Speed of the train relative to a following train.

2. Less than Half the Maximum Timetable Speed

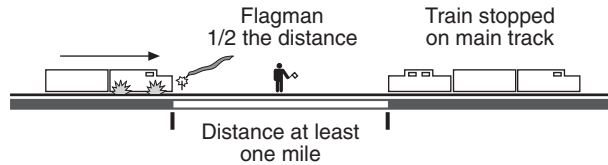
When a train is moving on a main track at less than half the maximum authorized timetable speed for any train at that location, a flagman must provide flag protection against following trains on the same track. The flagman must drop off single lighted fusees at close enough intervals to ensure full protection and not exceed the burning time of the fusee.



[Diagram A.]

3. Stopped on a Main Track

When a train stops on a main track, a flagman must immediately go back at least 1 mile, place torpedoes on the rails, leave one lighted fusee, and may then return half the distance to the train. Flagman must remain there until stopping a following train or until recalled.



[Diagram B.]

If the flagman is recalled and safety will permit, the flagman must leave a lighted fusee and return to the train. If recalled before reaching the prescribed distance, the flagman must place torpedoes on the rails and leave a lighted fusee. While returning to the train, the flagman must also place single lighted fusees at intervals shorter than the burning time of the fusee.

When the train departs, a crew member must leave one lighted fusee. In addition, until the train is moving at least half the maximum authorized timetable speed for any train at that location, a crew member must drop off single lighted fusees at intervals shorter than the burning time of the fusee.

6.20 Equipment Left on Main Track

A. Portion of Train Left on Main Track

When necessary to leave a portion of a train temporarily on the main track, follow this procedure:

- Set a sufficient number of hand brakes to keep the detached portion from moving.
- Provide protection against movements that may enter the main track between the detached portion and the returning front portion unless:
 - The train dispatcher verbally relieves the protection.
 - or
 - The return movement is otherwise authorized.
- Make return movement at restricted speed. However, an engine without cars may return at a higher speed when governed by block signal indication.

B. Other Equipment Left on Main Track

Crews that leave equipment on the main track do not need to provide protection for the equipment if the train dispatcher gives verbal relief.

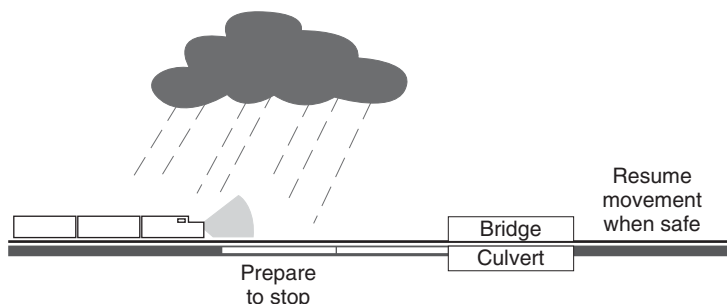
The train dispatcher must know that the necessary protection is provided. All crews that use the main track at that point must be notified of the equipment location and must move at restricted speed when approaching that location.

6.21 Precautions Against Unusual Conditions

Protect trains and engines against any known condition that may interfere with their safety.

When conditions restrict visibility, regulate speed to ensure that crew members can observe and comply with signal indications.

In unusually heavy rain, storm, or high water, trains and engines must approach bridges, culverts, and other potentially hazardous points prepared to stop. If they cannot proceed safely, they must stop until it is safe to resume movement.



[Diagram A.]

Advise the train dispatcher of such conditions by the first available means of communication.

6.21.1 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 train dispatcher and provide protection if necessary.

6.21.2 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.

6.22 Maintaining Control of Train or Engine

Crew members must consider train or engine speed, grade conditions, and air gauge indications to determine that the train or engine is being handled safely and is under control. If necessary, take immediate action to bring the train or engine under control.

6.23 Emergency Stop or Severe Slack Action

When a train or engine is stopped by an emergency application of the brakes or severe slack action occurs while stopping, take the following actions:

Obstruction of Main Track or Controlled Siding

If an adjacent main track or controlled siding may be obstructed, immediately:

- Warn other trains by radio, stating the exact location and status of the train and repeat as necessary.
- Place lighted fusees on adjacent tracks.
- Notify the train dispatcher or control operator and, when possible, foreign line railroads if necessary.

Warning to other movements is no longer necessary when:

- It is known adjacent tracks are not obstructed.
- or
- The train dispatcher or control operator advises the crew that protection is provided on adjacent tracks.

Inspection of Cars and Units

- All cars, units, equipment, and track must be inspected as outlined in the:
 - Special Instructions.
 - Air Brake and Train Handling Rules.

Train on Adjacent Track

A train on an adjacent track that receives radio notification must pass the location specified at restricted speed and stop short of any portion of the stopped train fouling their track. When advised that the track is clear and it is safe to proceed, this restriction no longer applies.

6.24 Movement on Double Track

On double track, trains must keep to the right unless otherwise instructed.

6.25 Movement Against the Current of Traffic

Movements against the current of traffic must be authorized by track bulletin or track warrant, except as provided by:

- Rule 6.13 (Yard Limits).
- Rule 6.14 (Restricted Limits).
- Rule 9.15 (Track Permits).
- Rule 9.17.1 (Signal Protection in ABS by Lining Switch).

or

- Rule 16.1 (Authority to Enter DTC Limits).

Trains and engines moving against the current of traffic must approach block signals, interlocking signals, or facing point spring switches prepared to stop unless:

- The track is clear.
- Switches are properly lined.
- Signals indicate proceed.

However, this will not apply at a spring switch outside of interlocking limits, if the train dispatcher has advised the crew that the switch is spiked in the normal position.

6.26 Use of Multiple Main Tracks

Multiple main tracks will be designated by name or number. When necessary, track use will be indicated in the special instructions.

6.27 Movement at Restricted Speed

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:

- Train.
- Engine.
- Railroad car.
- Men or equipment fouling the track.
- Stop signal.

or

- Derail or switch lined improperly.

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.

Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required.

6.28 Movement on Other than Main Track

Except when moving on a main track or on a track where a block system is in effect, trains or engines must move at a speed that allows them to stop within half the range of vision short of:

- Train.
- Engine.
- Railroad car.
- Men or equipment fouling the track.
- Stop signal.

or

- Derail or switch lined improperly.

6.28.1 Sidings of Assigned Direction

Do not use sidings of an assigned direction in the opposite direction unless authorized by the train dispatcher.

6.28.2 Stopping Clear in Siding

When possible, a train entering a siding must not stop until the entire train is clear of the main track.

6.28.3 Cars or Equipment Left on Siding

Avoid leaving cars or equipment on sidings unless authorized by the train dispatcher, except in an emergency. In this case, notify the train dispatcher immediately.

6.29 Inspecting Trains

6.29.1 Inspecting Passing Trains

Employees must inspect passing trains. If they detect any of the following conditions, they must notify crew members on the passing train by any available means:

- 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.

When possible, employees inspecting the passing train must advise crew members of the condition of their train.

When possible, a crew member on the engine of the train being inspected must notify a crew member on the rear of the train when the train is being inspected by other employees.

Ground Inspections

When a train is stopped and is met or passed by another train, crew members must inspect the passing train. The trainman's inspection must be made from the ground if there is a safe location. If safe to do so, a trainman must cross the track and inspect the side of the passing train opposite the stopped train.

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.

6.29.2 Train Inspections by Crew Members

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.

6.30 Receiving or Discharging Passengers**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

Conductors and engineers are jointly responsible for knowing and not exceeding the maximum authorized speed for their train. Passenger speed is applicable only to trains consisting entirely of passenger equipment.

When possible, crew members must notify the train dispatcher promptly of any condition that will delay or prevent their train from making the usual speed.

6.31.1 Permanent Speed Restrictions

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**6.32.1 Cars Shoved, Kicked or Dropped**

When cars are shoved, kicked, or dropped over road crossings at grade, a crew member must be on the ground at the crossing to warn traffic until the crossing is occupied. Make any movement over the crossing only on the crew member's signal.

Such warning is not required when:

- Crossing gates are in the fully lowered position.
- or
- It is clearly seen that no traffic is approaching or stopped at the crossing.

6.32.2 Automatic Warning Devices

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. Notify 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 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 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.

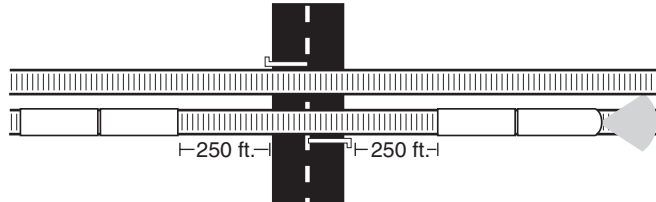
6.32.3 Protection of Adjacent Tracks

If a train or cut of cars is parted to clear a road crossing or is standing near the crossing, when possible, an employee must be on the ground at the crossing to warn traffic against trains or engines approaching on adjacent tracks.

6.32.4 Clear of Crossings and Signal Circuits

Leave cars, engines, or equipment clear of road crossings and crossing signal circuits.

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



[Diagram A.]

6.32.5 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.

6.32.6 Blocking Public Crossings

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

7.0 Switching

7.1 Switching Safely and Efficiently

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

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

7.2 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.

7.3 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.

7.4 Precautions for Coupling or Moving Cars or Engines

Before coupling to or moving cars or engines, verify that the cars or engines are 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.

7.5 Testing Hand Brakes

Employees must know how to operate the type of brakes they are using. When hand brakes must control or prevent car movement, test the brakes to ensure that they are operating properly before using them.

7.6 Securing Cars or Engines

Do not depend on air brakes to hold a train, engine, or cars in place when left unattended. Apply a sufficient number of hand brakes to prevent movement. If hand brakes 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.

7.7 Kicking or Dropping Cars

Kicking or dropping cars is permitted only when it will not endanger employees, equipment, or contents of cars.

Before dropping cars, crew members must fully understand the intended movement. They must verify that the track is sufficiently clear and that switches and hand brakes are in working order. If possible, the engine must run on a straight track. Cars must not be dropped over spring switches or dual control switches.

7.8 Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded

Before coupling to or moving cars on tracks where cars are 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.

7.9 Switching Passenger or Occupied Outfit Cars

Before switching passenger equipment or occupied outfit cars:

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

When coupling passenger or outfit cars:

- Stop the movement approximately 50 feet before the coupling is made.
- Have an employee on the ground direct the coupling.

- Ensure couplers are fully compressed and stretched to ensure that knuckles are locked before making:
 - Air connections
 - Steam connections
 - Electrical connections

7.10 Movement Through Gates or Doorways

Before moving engines or cars through gates, doorways, or similar openings, stop to ensure that the gates, doorways, or openings are completely open and secure. When overhead or side clearances are close, make sure movement is safe.

7.11 Charging Necessary Air Brakes

Do not handle cars without charging the air brake system, unless the cars can be handled safely and stopped within the required distance. If necessary, couple the air hoses and charge the brake systems on a sufficient number of cars to control movement.

7.12 Movements Into Spur Tracks

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.

7.13 Protection of Employees in Bowl Tracks

During humping operations, before a train or yard crew member goes between engines or cars on a bowl track to couple air hoses or adjust coupling devices, or before an employee performs maintenance on a bowl track, protection must be provided against cars released from the hump into the track as follows:

- The employee requesting protection must notify the employee controlling the switches that provide access from the hump to the track where the work will occur.
- After being notified, the switch controller must line any remote control switch against movement to the affected bowl track and apply a locking or blocking device to the control for that switch.
- The switch controller must then notify the employee that protection is provided. Protection will be maintained until the switch controller is advised that work is complete and protection is no longer required.

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8.0 Switches

8.1 Hand Operation of Switches

Spring or dual control switches operated by hand are considered hand-operated switches, and all rules governing hand-operated switches apply to them, except that cars must not be dropped over the switches.

8.2 Position of Switches

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 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 possible, crew members on the engine must see that the switches and derails near the engine are properly lined.

8.3 Main Track Switches

The normal position of a main track switch is for main track movement, and it must be lined and locked in that position. At points where double track begins, the normal position of a spring switch is for movement with the current of traffic.

However, the main track switch may be left open:

- In CTC territory within track and time limits.
 - When attended by a crew member or switch tender.
 - During switching operations when it is certain that no other train or engine will pass over the switch.
 - For another train or engine when the switch is attended by a member of that crew.
 - Within ABS limits when instructed by the train dispatcher at:
 - The entering switch of a siding in Rule 9.14 (Movement with the Current of Traffic) territory.
 - Either switch of a siding in Rule 16.1 (Authority to Enter DTC Limits) territory.
 - Within TWC territory when authorized by track warrant. Track warrant protection must be provided for this condition. The switch must not be considered restored to normal position until the train dispatcher is notified by an employee or train at that location.
- 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.

On main track switches (if equipped), the target will be red if the switch is lined in other than its normal position.

8.4 Lining Main Track Switch

When an employee lines the switch to let a train enter or leave the main track, the employee must then go to the opposite side of the main track and not return to the switch stand until movement is complete. If unable to go to the opposite side of the track, the employee must stand at least 20 feet from the switch stand.

8.5 Clearing Main Track Before Restoring Switch

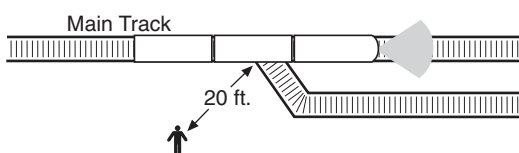
Do not return a main track switch to the normal position until movement is clear of the main track.

8.6 Restoring Switch to Normal Position

An employee getting off moving equipment to return the main track switch to normal position must, when possible, get off the equipment on the opposite side from the switch stand.

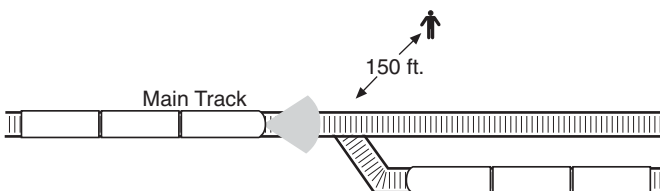
8.7 Clear of Main Track Switches

Except in switching movements, when a train or engine is approaching or passing on a main track, employees must not go nearer than 20 feet to any main track switch.



[Diagram A.]

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.



[Diagram B.]

Inspecting Hand-Operated Switches in Non-Signaled Territory

In non-signaled territory, if the expected train is not closely approaching, a crew member will inspect facing point, hand-operated switches the train will pass over to determine that the:

- Switches are lined for the intended route.
- Switch points fit properly.
- Switch lever is secured.

8.8 Switches Equipped with Locks, Hooks or Latches

When not in use, switches must be locked, hooked, or latched if so equipped. 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 equipped with a lock.

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

8.9 Movement Over Spring Switches

Spring switches are identified by the letters S or SS, special targets, signs, and/or lights.

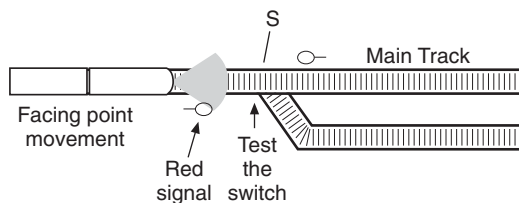
8.9.1 Testing Spring Switch

A crew member tests the switch by lining the switch over and back by hand and examining the switch points to see that they fit properly.

A train or engine making a facing point movement over a spring switch must stop, and a crew member must test the switch when any of the following conditions exist:

1. A block signal governing movement over the switch indicates:

- Stop.
 - Stop and Proceed.
- or
- Restricted Proceed.



[Diagram A.]

2. A switch point indicator protecting the switch indicates Stop and Inspect Switch.

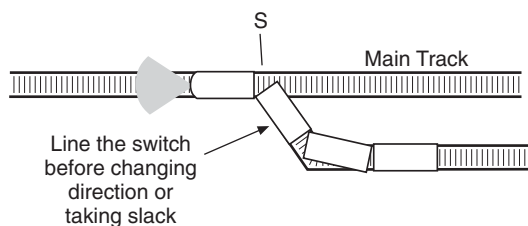
or

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

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.

8.9.2 Trailing Through and Stopping on a Spring Switch

A train or engine trailing through and stopping on a spring switch must control the slack. A crew member must line the switch by hand before the train or engine can change direction or take slack.

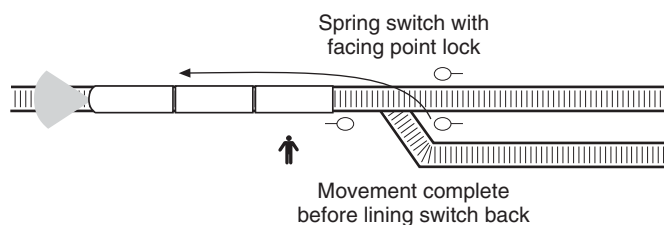


[Diagram A.]

8.9.3 Hand Operating a Spring Switch Before Making a Trailing Movement

A. With Facing Point Lock

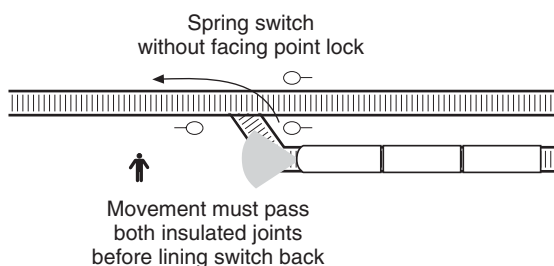
When a train is stopped by a signal governing trailing movement through a spring switch and the switch is equipped with a facing point lock, operate the switch by hand. Do not return the switch to normal position until after movement is complete.



[Diagram A.]

B. Without Facing Point Lock

Before a train makes a trailing movement through a spring switch not equipped with a facing point lock, and only hand operation can establish block signal protection, line the switch for the intended route. Return the switch to normal position after leading wheels have passed both insulated joints.



[Diagram B.]

8.9.4 During Snow or Ice Storms

During snow storms, ice storms, or other conditions that may prevent a spring switch from functioning properly, avoid making a trailing movement through the spring switch until the switch has been lined by hand for the movement.

8.9.5 Spiking Spring Switch

A spring switch that is spiked must be protected.

8.9.6 Approaching a Spring Switch in Non-Signaled Territory

A train in non-signaled territory must approach the facing points of a spring switch prepared to stop until:

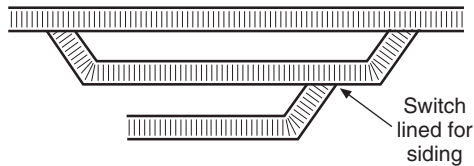
- A switch point indicator shows that the switch is properly lined.
- or
- A distant signal displays clear.

8.10 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.

8.11 Switches in Sidings

The normal position of switches connecting any track, except the main track, to a siding is lined and locked or secured for movement on the siding.



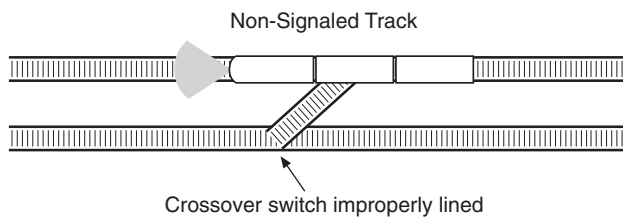
[Diagram A.]

8.12 Crossover Switches

The normal position of crossover switches is for other than crossover movement. The switches must be left lined in normal position, except when they are in use for crossover movement.

Both switches of a crossover must be opened before a crossover movement starts, and movement must be complete before either switch is returned to normal position.

EXCEPTIONS: On non-signaled track, both switches of a crossover not connected to a main track or siding must be left lined either for normal movement or for movement through the crossover. Dual control switches may be returned to power as prescribed by Rule 9.13 (When Instructed to Operate Dual Control Switches by Hand).



[Diagram A.]

8.13 Scale Track Switches

When scales are not in use, line switches for dead rails where provided.

8.14 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.

8.15 Switches Run Through

Do not run through switches, other than spring switches or variable 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.

8.16 Damaged or Defective Switches

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.

8.17 Avoid Sanding Over Moveable Parts

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

8.18 Variable Switches

Trailing point movements may be made over a variable switch from either track, regardless of the position of the switch points.

When making a trailing point movement and the switch is not lined for such movement, make sure all wheels of the leading car or unit clear the switch points before changing direction.

During snow storms, ice storms, or other conditions that may prevent a variable switch from functioning properly, avoid making a trailing point movement through a variable switch until it has been lined by hand for movement.

8.19 Automatic Switches

The location of automatic switches will be designated in the timetable. To operate an automatic switch to enter the siding, a crew member must do the following:

- Stop the leading end of movement within 200 feet of the absolute signal that governs movement over the switch.
- Operate the push button on the signal mast.

After 40 seconds, the signal will display a restricting indication when the switch is lined for movement into the siding.

When the signal that governs movement over an automatic switch displays a Stop indication, the switch must be operated by hand before proceeding.

Operating an Automatic Switch by Hand

To operate an automatic switch by hand, the crew member must stop the train for the signal that governs movement over the switch and then do the following:

- Unlock the switch lock.
- Place the selector lever in the HAND position.
- Operate the hand throw lever until the switch points move when the lever is moved.
- Line the switch for the intended route.
- Do not return the selector lever to the POWER position until at least one unit or car has passed over the switch.

After switch is placed in hand position, signal governing movement over the switch will display Stop indication and movements will be governed by hand signals.

When the switch is returned to the POWER position and movement over the switch is complete, the switch will automatically return to its normal position.

Entering Main Track. A train that is about to enter the main track and is authorized to proceed must move past the overlap sign. Further movement must not be made until the signal governing movement over the switch displays a proceed indication. If the signal does not display a proceed indication within 5 minutes, a crew member must operate the switch by hand as specified in Rule 9.17 (Entering Main Track at Hand-Operated or Spring Switch), waiting an additional 5 minutes, if necessary.

When automatic switches are operated by hand, all rules governing hand-operated switches apply, except cars must not be dropped over the switches.

8.19.1 Radio Controlled Switches

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

8.20 Derail Location and Position

Employees in train, engine, and yard service must know the location of all fixed derails. Train or engine moving on or entering tracks where fixed derails are located, must stop at least 100 feet from derail in derailing position. 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.

Do not make a movement over a derail in derailing position.

Sidings having hand-thrown derails will have derail locked in non-derailing position, except when engines or cars are left unattended on siding. On auxiliary tracks other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

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.

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9.0 Block System Rules

9.1 Signal Aspects and Indications

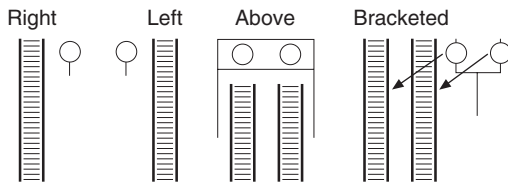
Distant, block, and interlocking signal aspects and indications are shown in the special instructions.

Signal aspects are identified by the position of semaphore arms, color of lights, flashing of lights, position of lights, or any combination. Aspects may be qualified by marker plate, number plate, letter plate, or marker light.

Signals may display color light aspects or semaphore arms and color lights.

9.2 Location of Signals

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.

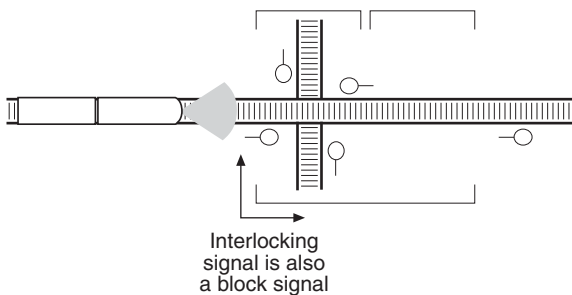


[Diagram A.]

9.3 What Signals Govern

Block signals, cab signals, or both govern the use of blocks.

Interlocking signals govern the use of interlocking routes. Where a track is signaled beyond the interlocking limits in the direction of movement, the interlocking signal is also a block signal.



[Diagram A.]

All other rules, where required, remain in effect when complying with the indication of block and interlocking signals.

9.4 Improperly Displayed Signals or Absent Lights

Except as shown in block, cab, and interlocking signal aspects in the special instructions, if a light is absent or a white light is displayed where a colored or lunar light should be, regard a block or interlocking signal as displaying the most restrictive indication it can give. However, when the semaphore arm position is plainly seen, that aspect will govern.

9.5 Where Stop Must Be Made

When movement is being made beyond a block signal requiring a train to be prepared to stop at the next signal, the stop must be made before any part of a train passes the block signal requiring the train to stop.

If a train overruns any block signal that requires it to stop, the crew must:

- Warn other trains at once by radio.
- Stop the train immediately.
- Report it to the train dispatcher.

9.5.1 Changing Established Route

Except to avoid an accident, after a controlled signal has been cleared for a closely approaching train, the control operator must not change the signal before the approaching train's engineer has assured the control operator that he can comply with the signal change. Do not establish or authorize a conflicting route until communicating with the approaching train's crew and ensuring that the train has stopped clear of the conflicting route.

The control operator must not establish a conflicting route into an occupied block or interlocking limits, or authorize a conflicting movement, unless it is safe to do so.

The control operator must avoid operating the device controlling a switch, derail, movable point frog, or lock when any portion of a train is on or closely approaching the equipment.

9.5.2 Protection if Signal Appliance or Track is Damaged

If a signal or signal appliance functions improperly or the track is damaged, signals that govern movements on affected routes must display a Stop indication. No movements on such routes may be permitted until track and signal appliances are examined and movement can occur safely.

9.5.3 Protection During Repairs

Within CTC limits or within manual interlocking limits (unless track bulletin Form B is in effect), when a switch, movable point frog, derail, or signal is under repair or is disconnected, or when the track is obstructed or removed from service, display Stop indications for all affected routes. In addition, block or mark any controls to prevent their operation.

Maintenance forces must contact the control operator before beginning repairs, disconnecting equipment, obstructing the track, or removing the track from service. Switches, movable point frogs, and derails must be spiked or secured in the required position if any movement over them occurs before repairs are complete.

9.5.4 Authority to Proceed

Except when a signal is used to provide protection within CTC limits or at manual interlockings, control operators must not give hand signals or verbally authorize movement beyond a Stop indication when a proceed indication can be displayed for the movement.

At manual interlockings, control operators must give hand signals so that crew members can understand the signals and know which train they are intended for.

9.5.5 Reporting Delays

When a controlled signal displays a proceed indication, notify the control operator immediately if movement cannot occur promptly.

9.5.6 Track Occupancy Indicator

Where track occupancy indicators are located, employees must observe the indication before fouling a circuit or changing the derail or a main track switch.

When an occupied indication is displayed, trains or equipment must not foul the main track unless movement is properly protected.

Track occupancy indications do not authorize movement or relieve employees from protecting movements as required by the rules.

9.6 Change of Signal Indication

If a signal displaying a proceed indication changes to an indication requiring a train to stop, the train must stop at once. Report such a signal change to the train dispatcher.

9.7 Failure to Display Most Restrictive Indication

When a block is occupied, or when a switch protected by a signal is changed from its normal position and that signal fails to display its most restrictive indication, regard the signal as displaying Stop. The train must stop immediately, and employees must warn others by radio of the exact location and status of the train. Contact the train dispatcher or control operator and do not move the train without permission.

9.8 Next Governing Signal

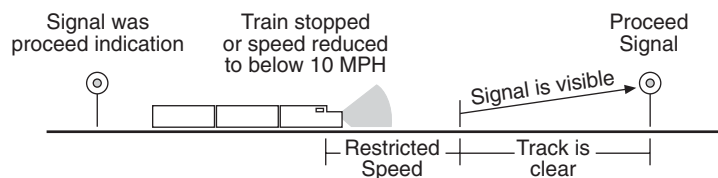
A train may comply with the next signal's indication when its aspect can be clearly seen and the signal governs the track where movement is occurring or will be made. This does not apply when a rule or previous signal indication requires movement at restricted speed.

9.9 Train Delayed Within a Block

If a train has entered a block on a proceed indication that does not require restricted speed, and the train stops or its speed is reduced below 10 MPH, the train must:

A. ABS

Proceed at restricted speed. The train must maintain this speed until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.



[Diagram A.]

B. CTC or Manual Interlocking Limits

Proceed prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

C. ACS

Operate according to cab signal indication.

9.9.1 Passing Approach to Automatic Interlocking

A train must proceed prepared to stop at the interlocking signal when:

- Moving below 25 MPH and passing a signal displaying an indication more favorable than Approach that governs the approach to an automatic interlocking.

or

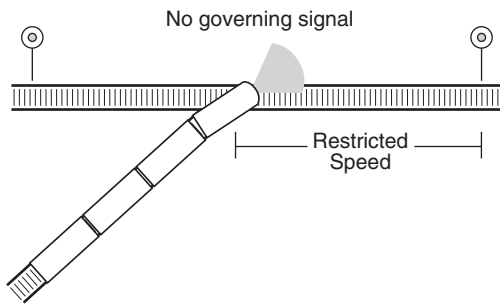
- Speed is reduced to below 25 MPH after passing a signal displaying an indication more favorable than Approach that governs the approach to an automatic interlocking.

The train must continue to move prepared to stop at the interlocking signal until the train reaches a point approximately 1,000 feet from that signal. If the interlocking signal then indicates proceed, the train may resume speed.

9.10 Initiating Movement Between Signals

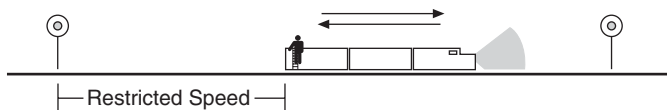
When one of the following occurs, move at restricted speed until the leading wheels have passed the next governing signal or the end of the block system:

- The train enters a block with no governing signal.



[Diagram A.]

- The previous signal indication is unknown.
- A change of direction is made within a block.



[Diagram B.]

Exception

If a train is within ACS territory and a cab signal device is cut in and operative, the train may operate according to the cab signal indication after moving a distance equal to its own length or to the next governing signal.

9.11 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 or the end of the block system.

9.12 Stop Indications

9.12.1 CTC Territory

At a signal displaying a Stop indication, if no conflicting movement is evident, the train will be governed as follows:

- A crew member must immediately contact the control operator, unless the train is:
 - Within track and time limits
 - or
 - Entering track and time limits from any point other than either end of track and time limits.
- Before authorizing the train to proceed, the control operator must know that the route is properly lined and no conflicting movement is occupying or authorized to enter the track between that signal and the next absolute signal governing movement or the end of CTC where applicable.

- When the train receives these instructions, “After stopping, (train) at (location) has authority to pass signal displaying Stop indication,” specifying the route where applicable, the train must move at restricted speed.

Exception

Conflicting Movement. When the control operator has stopped a conflicting movement, he may then authorize another train to proceed in the same limits, advising both crews of movement to be made. If the stopped movement is later permitted to proceed, that train must move at restricted speed until its leading wheels have passed the next governing signal or the end of the block system.

9.12.2 Manual Interlockings

At a signal displaying a Stop indication, if no conflicting movement is evident, the train will be governed as follows:

- A crew member must immediately contact the control operator.
- Before authorizing the train to proceed, the control operator must know that the route is properly lined and no conflicting movement is occupying or authorized to enter the track between that signal and the next absolute signal governing movement or the end of interlocking limits where applicable.
- The control operator may authorize the train 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. The train must move at restricted speed.
- If the signal governs movement over a drawbridge, a crew member must verify that the bridge is in the proper position for the train to pass.

Before proceeding into or continuing in CTC territory, the manual interlocking control operator must be sure that the CTC control operator has given authority to proceed.

Exception

Conflicting Movement. When the control operator has stopped a conflicting movement, he may then authorize another train to proceed, advising both crews of movements to be made. If the stopped movement is later permitted to proceed, that train must move at restricted speed until its leading wheels have passed the next governing signal or the end of the block system.

9.12.3 Automatic Interlockings

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.

9.12.4 ABS Territory

At a signal displaying a Stop indication outside interlocking limits, the train will be governed as follows:

A. Main Track

On a main track, except where Rule 9.14 (Movement with the Current of Traffic) is in effect, after stopping, a train authorized beyond the signal must comply with one of the following procedures:

1. Proceed at restricted speed, if authority beyond the signal is joint with other trains or employees.
2. Proceed at restricted speed to permit an engine, with or without cars, to couple to its train or to a standing cut of cars, if the track between the engine and cars is clear.

3. Proceed at restricted speed when a crew member has contacted the train dispatcher and obtained permission to pass the Stop indication. However, if the train dispatcher cannot be contacted, move 100 feet past the signal, wait 5 minutes, then proceed at restricted speed.

B. Movement with the Current of Traffic

On a main track where Rule 9.14 (Movement with the Current of Traffic) is in effect, after stopping, a crew member must contact the train dispatcher or control operator and obtain permission to pass the Stop indication, then proceed at restricted speed. However, if the signal governs movement to a single main track, comply with Rule 9.17 (Entering Main Track at Hand-Operated or Spring Switch), then proceed at restricted speed.

C. Siding or Other Track

If the signal governs movements from a siding or other track to the main track, comply with Rule 9.17 (Entering Main Track at Hand-Operated or Spring Switch), then proceed at restricted speed.

9.13 When Instructed to Operate Dual Control Switches by Hand

If the control operator cannot line the dual control switch to the desired position, or the control machine does not indicate that the switch is lined and locked, the control operator must authorize movement past the Stop indication and instruct the employee to operate the switch by hand. Movement may then proceed to that switch.

Before passing over the switch, the train must stop and the employee must operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control Switches). After at least one unit or car has passed over the switch points, the employee must return the switch to power unless otherwise instructed by the control operator.

9.13.1 Hand Operation of Dual Control Switches

An employee must get permission from the control operator to operate a dual control switch by hand. Operate the switch as follows:

- Unlock the switch lock.
- Place the selector lever in the HAND position or remove the hand crank from the holder.
- Operate the hand throw lever until the switch points are seen to move when the lever is operated, even if the switch is lined for the intended route.
- Line the switch for the intended route, or insert the crank on the shaft and turn the crank as far as it will turn until the switch is in the desired position. Remove the crank from the shaft, but do not return it to the crank holder.
- Return the switch to power by restoring the selector lever to the POWER or MOTOR position and lock. Or, return the crank to the holder and secure it with the switch lock. Notify the control operator after power to the switch is restored.

When the selector lever is in the HAND position or the crank has been removed from the holder, signals governing movements over the switch will display Stop indication, and movements will be governed by hand signals. Notify the engineer, if possible, when the switch is in hand operation and when it has been restored to power operation.

9.14 Movement with the Current of Traffic

On tracks designated in the timetable, trains will run with the current of traffic, if the train dispatcher gives verbal authorization or a controlled signal indicates proceed.

9.14.1 Reporting Clear of a Track Having a Current of Traffic

A train without a crew member on the rear and operating on a track having a current of traffic may report clear of the limits or report having passed a specific location only when it is known the train is complete. This must be determined by one of the following ways:

- The rear of the train has a rear-end telemetry device, and air pressure on the head-end device indicates brake pipe continuity.
- An employee verifies the marker is on the rear of the train.
- A crew member can observe the rear car of the train on which the marker is placed.
- The train is stopped and an inspection verifies that the marker is on the rear car of the train.
- A trackside warning detector transmits an axle count for the train, and axle count duplicates the axle count transmitted by the previous trackside warning detector.

In addition, a train clearing in a siding or other track must comply with requirements outlined in Rule 8.3 (Main Track Switches) before reporting clear of the limits.

9.15 Track Permits

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.

9.15.1 Issuing Track Permits

The track permit may only be issued when:

- Limits are clear.
 - Limits are occupied by the train, track car, machine, or employee who will receive the track permit.
 - Limits are occupied by a train, track car, machine, or employee holding a track permit.
- or
- All trains moving on signal indication without a track permit have passed the location where the track will be fouled.

The track permit limits must be protected by controlled signals. The designated control operator must know the following before issuing a track permit:

- Each controlled signal protecting the limits displays a Stop indication.
- Marking or blocking devices prevent displaying signals for movement into the limits.
- The designated control operator and each control operator who controls signals to protect the limits understand the limits, have provided protection, and have recorded the track permit on the prescribed form.

Track Permit Acknowledgment

Track permit authority must be recorded and repeated to the control operator. Acknowledgment must be received before being acted upon.

The control operator must maintain a record of the authority granted.

More than One Track Permit

If more than one track permit is in effect at any time within the same limits, all affected trains or employees must be notified.

Trains must move at restricted speed within these limits.

9.15.2 Clearing Track Permits

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

Track permit limits must be cleared and reported clear to the control operator before time expires. If the track permit is released before time expires, all equipment must be clear of the limits and reported clear to the designated control operator. However, if no other track permit has been granted within the same limits, the train may request release of the track permit. Signal indications will then govern the train if the control operator verbally authorizes the release, specifying direction of movement if required.

The employee must request any additional time before the authorized time has expired. If the employee is not clear when the time expires or if the control operator cannot be contacted, authority is extended until the control operator is contacted.

Employees reporting clear of track permit authority must state:

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

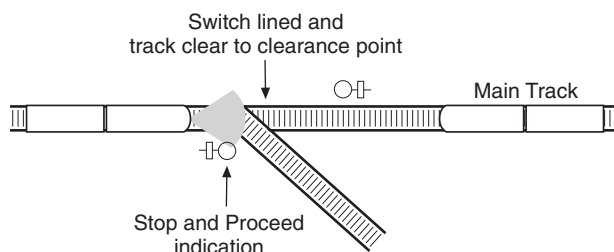
Releasing Portion of Limits

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

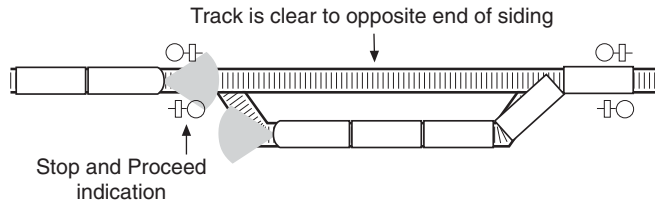
At a signal displaying a Stop and Proceed indication, the train will be governed as follows:

1. The train must stop, then proceed at restricted speed.
- or
2. The train may pass the signal at restricted speed without stopping to do any of the following:
 - a. Leave the main track when the switch is lined for movement and the track is clear from the signal to the clearance point.



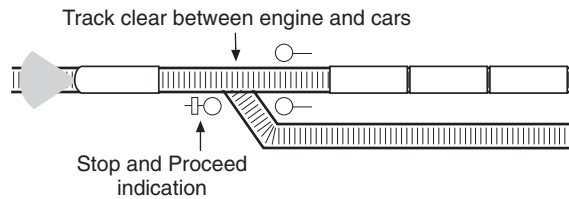
[Diagram A.]

- b. Continue on the main track when meeting or passing a train, and the main track is clear to the opposite end of the siding where a train is fouling the main track.



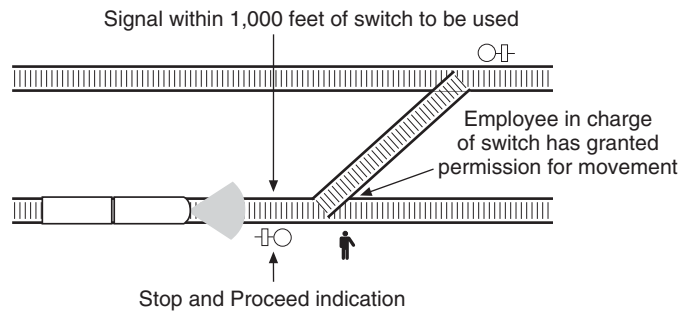
[Diagram B.]

- c. Permit an engine, with or without cars, to couple to its train or to a standing cut of cars, if the track between the engine and cars is clear.



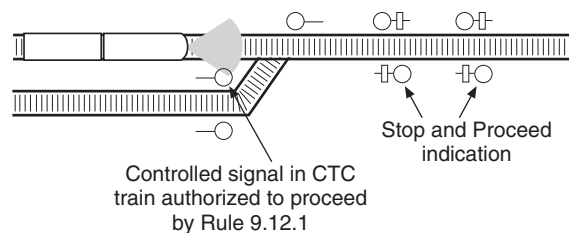
[Diagram C.]

- d. Enter a switch that is less than 1,000 feet beyond the signal, and the employee in charge of the switch has granted permission for movement.



[Diagram D.]

- e. Proceed from a Stop indication in CTC territory, when authorized by the control operator as prescribed in Rule 9.12.1 (CTC Territory). This will apply to each consecutive signal displaying a Stop and Proceed indication.



[Diagram E.]

- 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

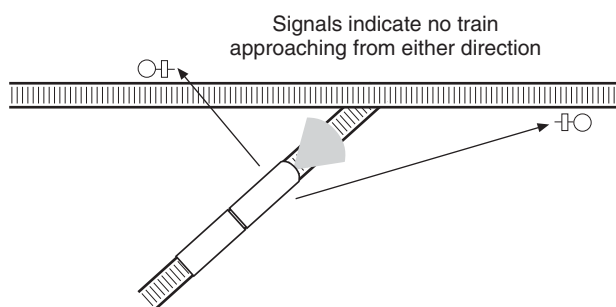
Within CTC territory and manual interlocking limits, the control operator must authorize the train to enter the track at a hand-operated or spring switch where no governing signal exists. The control operator must verify that there are no conflicting movements before giving the authority.

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

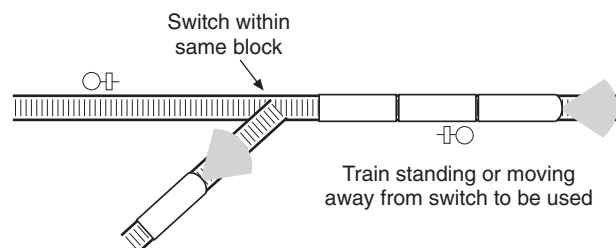
Waiting 5 minutes or operating the spring switch by hand is not required [unless prescribed by Rule 8.9 (Movement over Spring Switches)] under any of the following conditions:

1. Switch is equipped with an electric lock.
2. Track occupancy indicator indicates track is clear.
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.



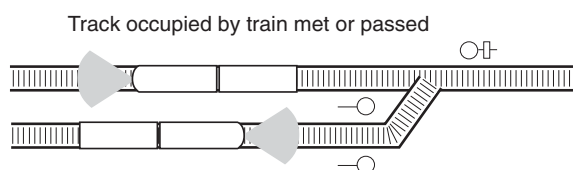
[Diagram A.]

5. Block to be entered is occupied by a train, engine, or car that is standing or moving away from the switch to be used.



[Diagram B.]

6. Main track between siding switches is occupied by a train that has been met or a standing train that will be passed.



[Diagram C.]

7. Train is entering a main track outside of yard limits for authorized movement against the current of traffic.
8. Rule 6.14 (Restricted Limits) is in effect, provided movement does not occur beyond restricted limits for 5 minutes after the main track circuit is fouled, unless a block signal displays a proceed indication.
9. Work and time authority is granted within DTC.
10. Track permit authorizes movement.
- or
11. Track warrant outside yard limits authorizes “WORK BETWEEN” two specific points.

9.17.1 Signal Protection in ABS by Lining Switch

When a train or engine is within ABS limits and requires action as necessary to stop other trains, this may be provided by lining and locking a main track switch against movement at or beyond the point where the train or engine will stop movement or clear the main track.

If the switch is located within a block other than the one occupied, do not make movements until 5 minutes after the switch has been lined. Also, make sure no train or engine is between the switch and the train or engine being protected or is within or closely approaching the block where the switch is located.

Except where Rule 6.13 (Yard Limits) or Rule 6.14 (Restricted Limits) is in effect, a train must receive permission from the train dispatcher before crossing over to or obstructing another main track signaled for movement in one or both directions.

Train dispatcher must ensure that no other movements against the current of traffic have been or will be authorized. Crew members must notify the train dispatcher when their movement is clear of the other main track.

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).

9.18 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 track and time or authority from the control operator.

Emergency Release

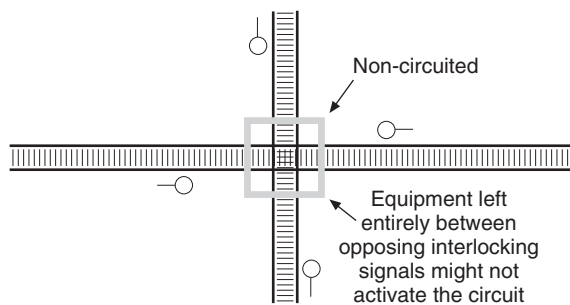
If the electric lock includes an emergency release, do not break the seal on the release or operate the release without permission from the control operator or train dispatcher. However, when communication has failed, the seal may be broken and/or the release operated:

- 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 control operator or train dispatcher when the seal has been broken and/or the emergency release operated.

9.19 Leaving Equipment in Signal Systems

Engines, cars, or equipment must not be detached and left standing entirely between the opposing interlocking signals that govern movements at a railroad crossing at grade.



[Diagram A.]

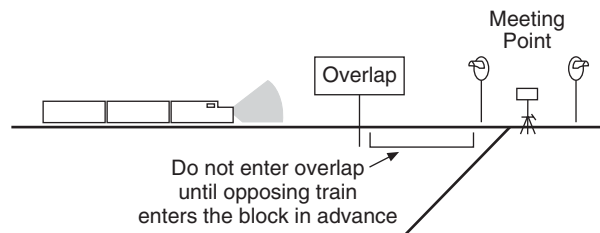
Do not depend upon track equipment, other than engines or cars to actuate block signals, interlocking signals, or highway crossing signals or to be under the protection of such signals.

9.20 Clear Track Circuits

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

9.21 Overlap Circuits

Overlaps may be identified by overlap signs. A train on the main track at a meeting point must not pass an overlap sign location or open a switch within the overlap until the opposing train has entered the block.



[Diagram A.]

A preceding train must clear the overlap as soon as possible to avoid delaying a following train.

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.

9.22 Standing on Sanded Rail

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

9.23 Suspension of Block System

When authorized, a track bulletin may suspend the block system or sections of it.

Do not suspend the block system or sections of it until all trains and control operators in the affected territory have been notified by track bulletin specifying the limits of the suspension.

Track bulletins issued to suspend the block system must not be delivered to trains entering the affected territory until the affected limits are clear of trains, or until the track bulletin has been transmitted or delivered to all trains within the limits.

9.23.1 Guidelines While Block System is Suspended

When the block system or sections of it are suspended, the following guidelines govern:

- Employees must follow rules that apply to non-signaled territory.
- Trains must receive a track bulletin prescribing speed restrictions that do not exceed 59 MPH for passenger trains or 49 MPH for other trains.
- Trains will disregard extinguished or illuminated block and interlocking signals except where:
 - Signals govern movements over railroad crossings at grade or drawbridges.
 - or
 - Signals are connected with trackside warning detectors.

Trains must approach the block and interlocking signals excepted above and each end of the suspended limits prepared to stop. Trains that leave the limits and move into block system territory must move at restricted speed until they reach the first signal in service beyond the limits. Signals that govern movement over railroad crossings at grade and drawbridges must be regarded as displaying a Stop indication, regardless of the aspect displayed, unless the track bulletin specifies that the signals are in service.

If the crew does not know that signals governing movement over railroad crossings at grade are in service, the crew must provide flag protection in each direction on conflicting routes before proceeding over the crossing. Crew members must not rely on time release or key controller operation as adequate protection while moving over the crossing, unless they are instructed otherwise.

- On multiple main tracks, a track bulletin will designate the track or tracks the block system is suspended on. A track bulletin that specifies the track to be used will be issued to each train.
- Where automatic crossing warning devices have been affected, action to be taken will be stated in the track bulletin.
- Dual control switches on the main track will be lined and locked for main track movement. Switches equipped with selector levers will be locked in the HAND position. All other dual control switches will be spiked. All concerned will be notified. Until informed by the train dispatcher, trains must stop and inspect dual control switches, foul the circuit, and make sure the switch is properly lined before passing over it.

A track bulletin must be issued that specifies which position dual control switches at the end of double track or multiple main tracks are to be left lined.

If a crew member receives notification from the train dispatcher of the position of dual control switches, leave those switches in that position after use.

- Spring switches that will be removed from service must be spiked and those concerned notified.

If spring switches are left in service, trains making facing point movements must be prepared to stop, unless it is known that the switch is properly lined.

- When the block system has been returned to normal operation, a track bulletin must notify all trains within the affected territory before any train can enter the limits and be governed by the block system.

9.24 Call Lights

When a call light is on, any employee who sees it, unless the employee is on a moving train, must contact the control operator immediately.

10.0 Rules Applicable Only in Centralized Traffic Control (CTC)

10.1 Authority to Enter CTC Limits

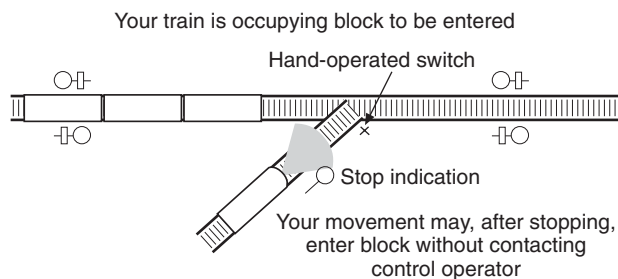
CTC limits are designated in the timetable. Sidings within CTC limits are controlled sidings and are governed by CTC rules. A train must not enter or occupy any track where CTC is in effect unless:

- A controlled signal displays a proceed indication.
- or
- Verbal authority is granted as follows:
 - The control operator authorizes movement past a Stop indication under Rule 9.12.1 (CTC Territory).
 - The control operator authorizes the train to enter tracks between block signals by stating, “(Train) at (location) has authority to enter (track) and proceed (direction).” After entering the track, the train is authorized to move only in the direction specified.
- or
- The control operator grants track and time under Rule 10.3 (Track and Time).

Signal Governing Movement Over a Hand-Operated Switch

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.

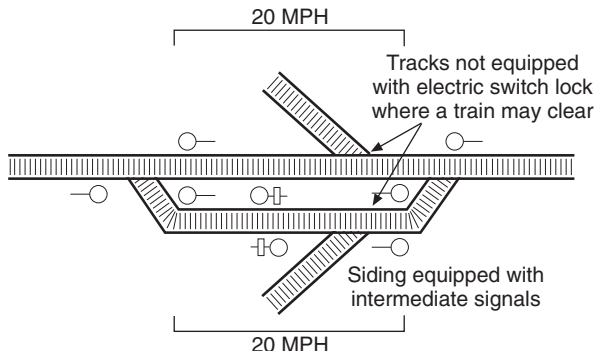


[Diagram A.]

10.2 Clearing Through Hand-Operated Switches

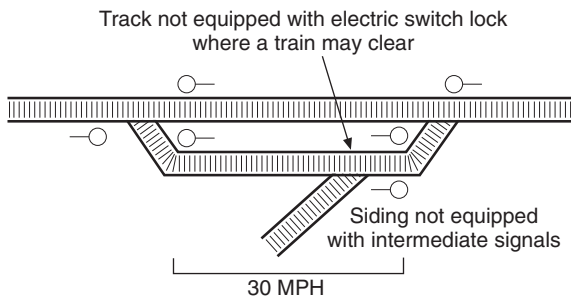
Where CTC is in effect, a train must not clear in any track at a hand-operated switch not equipped with an electric switch lock, except under one of the following conditions:

- Where the maximum authorized speed does not exceed 20 MPH on the main track or a controlled siding equipped with an intermediate signal.



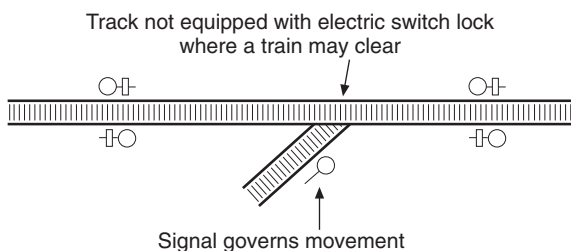
[Diagram A.]

- Where the maximum authorized speed does not exceed 30 MPH on a controlled siding not equipped with an intermediate signal.



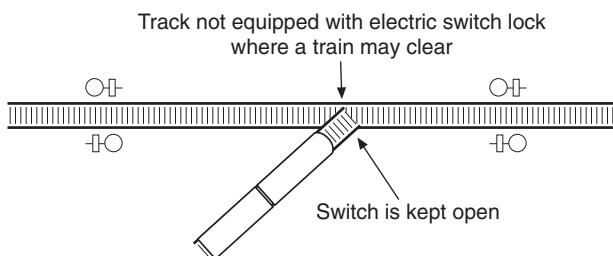
[Diagram B.]

- Where a signal governs movement to a track where CTC is in effect.



[Diagram C.]

- When the hand-operated switch is kept open.

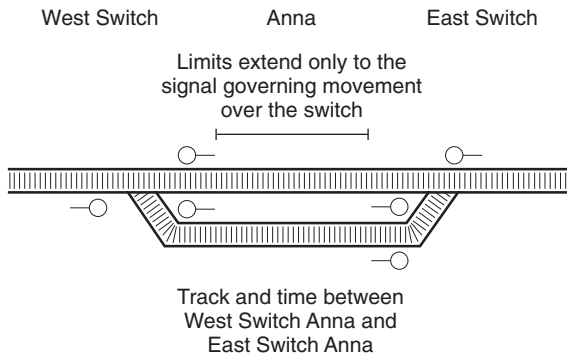


[Diagram D.]

10.3 Track and Time

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.

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



[Diagram A.]

Track and time does not authorize trains to occupy the track(s) within interlocking limits.

A. Passing Signal Displaying Stop or Stop and Proceed Indication

Except at interlockings, trains granted track and time:

1. After stopping at a signal displaying a Stop indication, must be granted verbal authority to enter the limits at either end. Verbal authority is not required after stopping within the limits or when entering the limits at any other location. Train must move at restricted speed.
2. Must observe the requirements for inspection of spring switches.
3. May pass a signal within the limits displaying Stop and Proceed indication without stopping.

B. Additional Time

Trains must release track and time before the time granted expires. If the train requires additional time, a crew member must obtain authority from the control operator before time expires. If the crew member cannot contact the control operator and time limits expire, authority is extended until the control operator is contacted.

C. Releasing When Within the Limits

If no other employee has received track and time within the same limits, a train may release track and time to move in a specified direction. Signal indications will then govern the train, if the control operator verbally authorizes the release specifying direction of movement.

Employees releasing track and time must state:

- Their name or other identification.
- The track and time limits being released, including number, if applicable.

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

Before granting track and time, the control operator must apply blocking or marking devices to the control machine to prevent movement into the limits. The control operator may only grant track and time:

1. If the limits are clear.
 2. If the limits are occupied by a train with track and time or that will receive track and time.
 3. For an engine to switch a train standing within the limits. Crew members on the engine must provide protection against possible movement of the standing train, if necessary.
- or
4. After all trains moving within the limits that do not have track and time have passed the location where the track will be occupied and the employee has been notified that authority is granted behind such trains.

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

10.3.2 Protection of Machines, Track Cars, or Employees

Machines, track cars, or employees will receive track and time in the same manner as trains.

Machines, track cars, or employees must be clear of the limits before the employee granted track and time releases the authority.

10.3.3 Joint Track and Time

Before track and time is granted where limits will be jointly occupied, the control operator must issue joint track and time to all trains, machines, track cars, or employees within the same limits or that will enter the limits. Trains must move at restricted speed within joint track and time limits.

10.3.4 Track and Time Acknowledgment

Track and time authority must be recorded and repeated to the control operator. Acknowledgment must be received before being acted upon.

The control operator must maintain a record of the authority granted.

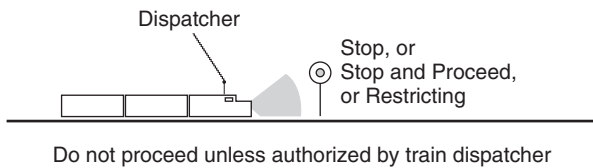
11.0 Rules Applicable in ACS, ATC and ATS Territories

11.1 Establishing Absolute Block

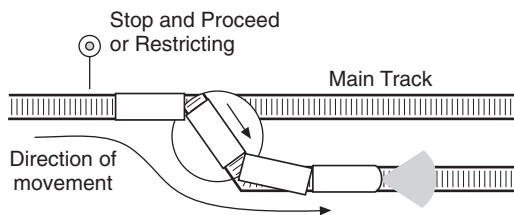
Absolute block may be established in advance of a train. The train dispatcher can establish it verbally or by issuing a track bulletin addressed only to the train affected by stating, "Absolute block is established in advance of your train between _____ and _____."

11.2 Signal Indications with Absolute Block

When absolute block is established in advance of a train, the train must not pass a signal indicating Stop, Stop and Proceed, or Restricting unless verbally authorized by the train dispatcher. However, the train may leave the main track through a switch that is immediately after a signal indicating Stop and Proceed or Restricting.

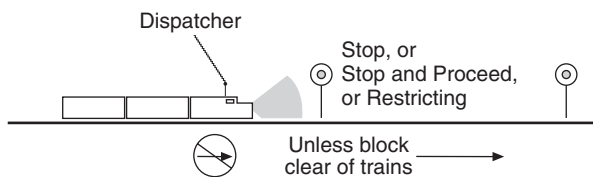


[Diagram A.]



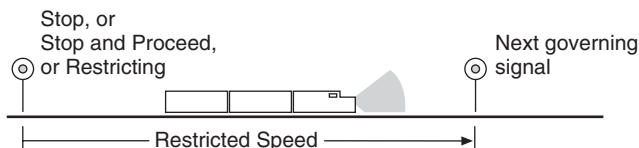
[Diagram B.]

When absolute block is established in advance of a train, the train dispatcher must not authorize the train to pass a signal indicating Stop, Stop and Proceed, or Restricting until the block governed by that signal is clear of trains.



[Diagram C.]

If authorized to pass the signal, the train must proceed at restricted speed until it reaches the next governing signal.



[Diagram D.]

11.3 Broken or Missing Seals

Do not break the seal on the cutout cock or cut out ACS or ATS devices unless they do not operate properly. Report ACS or ATS failures, interruptions, and removal of or missing seals to the train dispatcher immediately.

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

12.1 Required Equipment

Except as provided in Rule 12.2 (ATS Device Cut Out, Not Equipped, or Not Working), an engine controlling the air brakes of a passenger train within ATS limits must be equipped with an operative ATS device.

12.1.1 ATS Seals and Keys

When operating in ATS territory, the ATS must be sealed or locked.

12.2 ATS Device Cut Out, Not Equipped, or Not Working

Within ATS limits, if the ATS device on an engine controlling the train's air brakes fails or is cut out enroute, or if the engine on a train being detoured is not equipped with a working ATS device, the following will apply:

- The train dispatcher must be notified promptly by radio or telephone.
- The train may proceed according to signal indication, but cannot exceed 40 MPH until an absolute block is established in advance of the train.
- If an absolute block is established in advance of the train as provided in Rule 11.1 (Establishing Absolute Block), the train may proceed according to signal indication, but cannot exceed 79 MPH.

12.3 Unusual Conditions

12.3.1 ATS Penalty Brake Application

When two successive ATS penalty brake applications have occurred while passing over inductors at signals displaying Proceed, engineer must acknowledge at each succeeding inductor thereafter, regardless of signal indications and report to the train dispatcher.

12.3.2 ATS Inoperative

The ATS system is considered inoperative when:

- Acknowledging at subsequent inductors at signals when required by Rule 12.3.1 (ATS Penalty Brake Applications), or at two successive inert inductors, does not prevent penalty stops.
- The acknowledgment alarm fails to sound or light fails to illuminate when acknowledgment is required at an inductor at a wayside signal indicating other than Proceed.
- Brakes do not apply upon failure to acknowledge a signal indicating other than Proceed.
or
- Absence of, or damage to, an ATS receiver is noted.

12.3.3 Damaged Inductor

Employees noting the absence of or damage to a wayside inductor in approach to a signal must notify the train dispatcher. The train dispatcher must immediately call the signal maintainer who must cause the signal to display its most restrictive indication until inductor is replaced or repaired.

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

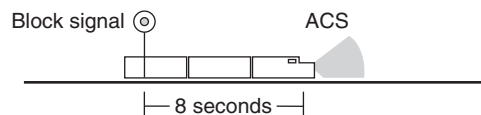
13.1 General Information

13.1.1 Observance of Signals

The Automatic Cab Signal (ACS) system is used in addition to block signals to govern the use of blocks. However, employees must continue to observe rules that govern the use of block signals as well as other rules, except as outlined in Rules 13.2.1 (Restrictive to More Favorable) and 13.2.2 (Favorable to More Restrictive).

13.1.2 Conforming with Block Signals

The cab signal and block signal systems are interconnected so that the cab signal agrees with the block signal indication within 8 seconds after the engine passes the block signal that governs entrance into a block.



[Diagram A.]

Exception

The ACS system is to be considered inoperative through turnouts and crossovers. Block signal indications and speeds specified in the special instructions for each turnout govern movements through turnouts and crossovers.

13.1.3 Does Not Indicate Conditions Ahead

Cab signals will not indicate conditions ahead when the engine is:

- Moving against the current of traffic.
- Shoving cars.
- or
- Moving backward and not equipped for backward operation.

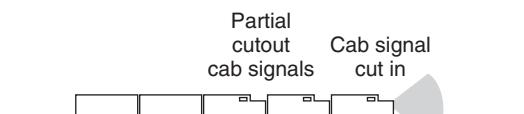
13.1.4 Cab Signals Cut In and Out

The cab signal on the lead unit must be cut in before entering and while operating within ACS territory and placed in partial cutout after leaving ACS territory.



[Diagram A.]

The cab signal must be placed in partial cutout on all trailing units in ACS territory.



[Diagram B.]

Before taking charge of an engine in or approaching ACS territory, the engineer must know that the cab signal devices are cut in and operative. The engineer must make a departure test if necessary.

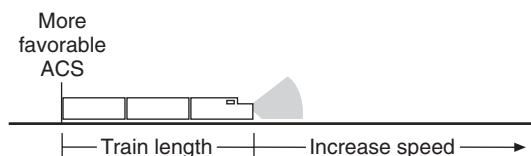
Do not cut out cab signal devices while the train is in ACS territory, unless authorized to do so.

13.2 Normal Operation

13.2.1 Restrictive to More Favorable

When a cab signal changes from an indication other than Restricting to a more favorable indication, the engineer may immediately comply with the indication received.

When a cab signal changes from a Restricting to a more favorable indication, where a block or interlocking signal is not located, train speed must not increase until the train moves a distance equal to its length or reaches the next governing block signal, whichever occurs first.



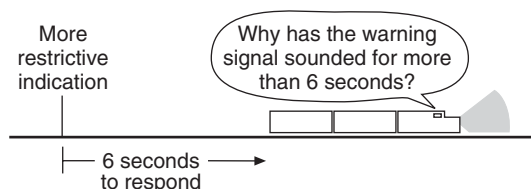
[Diagram A.]

13.2.2 Favorable to More Restrictive

When a cab signal changes to a more restrictive indication, the engineer must comply promptly with the indication received.

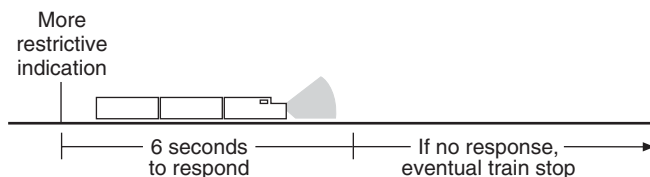
Acknowledging Restrictive Indication

When a cab signal changes to a more restrictive indication, the engineer must acknowledge the change with the acknowledging device. On engines not equipped with the Coded Cab Signal-Safety Control (CCS-SC) System, another member of the crew must immediately find out from the engineer why the warning whistle sounded longer than 6 seconds. When conditions require, the crew member must stop the train immediately.



[Diagram A.]

On engines equipped with CCS-SC, the engineer must acknowledge the change within 6 seconds of receiving it to avoid a penalty brake application.



[Diagram B.]

Penalty Brake Application Occurs

On engines equipped with CCS-SC, if the engineer does not acknowledge the more restrictive indication, a full service penalty brake application will occur automatically within 6 to 8 seconds. When this occurs, the engineer must do the following:

- Place the automatic brake valve handle in suppression position and leave it there until the train stops.
- Place the throttle in idle position.
- Acknowledge the signal change with the acknowledging device.
- After the train has stopped and the P.C. light goes out, place the automatic brake valve handle in release position.

13.2.3 Elimination of Audible Indicator

To keep the audible indicator from sounding while the train is stopped in a cab signal test loop, place the reverser handle in either the neutral or reverse position. This will change the cab signal to its most restrictive aspect. After acknowledging the signal change, no more signal changes will be received.

Place the reverser handle in the forward position to automatically restore the equipment to normal operation.

Since the reverser handle in trailing units is in neutral position, the audible indicator is automatically silenced on trailing units.

13.3 Unusual Conditions**13.3.1 Cab Signal and Block Signal Do Not Agree**

If the cab signal does not display the proper ACS aspect shown in the Block and Interlocking Signal Rules, the engineer must follow the most restrictive block or cab signal indication. The engineer must promptly notify the train dispatcher of the location, signal number, and track where the signals did not agree.

13.3.2 Inoperative Cab Signal Device

The ACS system is to be considered inoperative when:

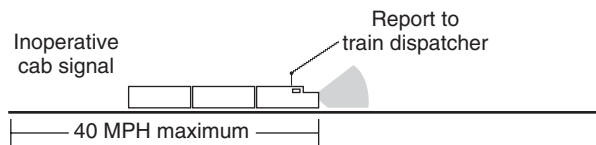
- The audible indicator does not sound when the cab signal changes to a more restrictive indication.
- The audible indicator continues to sound when the cab signal change is acknowledged.
- The cab signal does not conform at two consecutive block or interlocking signal locations.
or
- Any part of the cab signal device is damaged.

Known in Advance

When it is known in advance that the ACS system is inoperative in a specific area, crew members will be notified with a track bulletin.

13.3.3 Movement with an Inoperative Cab Signal Device

When it is determined the cab signal device is inoperative, the train may proceed according to block signal indications. However, the train must not exceed 40 MPH until it reaches a point where a crew member can report the defect to the train dispatcher.



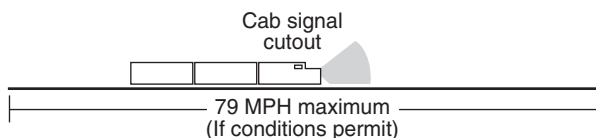
[Diagram A.]

The train dispatcher will:

- Instruct the crew to cut out the cab signal device.
- Establish an absolute block in advance of the train.

When the cab signal device has been cut out, the train must:

- Proceed according to block signal indications, not exceeding 79 MPH.
- Comply with Rule 11.2 (Signal Indications with Absolute Block).



[Diagram B.]

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

TRACK WARRANT (Suggested form)	
NO:	
TO:	AT:
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17.	<div> <input type="checkbox"/> TRACK WARRANT NO. IS VOID. </div> <div> <input type="checkbox"/> PROCEED FROM TO ON TRACK. </div> <div> <input type="checkbox"/> PROCEED FROM TO ON TRACK. </div> <div> <input type="checkbox"/> WORK BETWEEN AND ON TRACK. </div> <div> <input type="checkbox"/> NOT IN EFFECT UNTIL . </div> <div> <input type="checkbox"/> THIS AUTHORITY EXPIRES AT . </div> <div> <input type="checkbox"/> NOT IN EFFECT UNTIL AFTER ARRIVAL OF AT . </div> <div> <input type="checkbox"/> HOLD MAIN TRACK AT LAST NAMED POINT. </div> <div> <input type="checkbox"/> DO NOT FOUL LIMITS AHEAD OF . </div> <div> <input type="checkbox"/> CLEAR MAIN TRACK AT LAST NAMED POINT. </div> <div> <input type="checkbox"/> BETWEEN AND MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN. </div> <div> <input type="checkbox"/> BETWEEN AND MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY MEN OR EQUIPMENT. </div> <div> <input type="checkbox"/> DO NOT EXCEED MPH BETWEEN AND . </div> <div> <input type="checkbox"/> DO NOT EXCEED MPH BETWEEN AND . </div> <div> <input type="checkbox"/> FLAG PROTECTION NOT REQUIRED AGAINST FOLLOWING TRAINS ON THE SAME TRACK. </div> <div> <input type="checkbox"/> TRACK BULLETINS IN EFFECT , , , , , , . </div> <div> <input type="checkbox"/> OTHER SPECIFIC INSTRUCTIONS: </div>
OK (TIME) DISPATCHER 	
RELAYED TO COPIED BY 	
LIMITS REPORTED CLEAR AT BY 	
(Mark the box for each item instructed.)	

[Diagram A.]

14.1 Authority to Enter TWC Limits

Where designated by the timetable, a track warrant will authorize main track use under the direction of the train dispatcher or as prescribed by Rule 6.13 (Yard Limits) or Rule 6.14 (Restricted Limits). Track warrant instructions must be followed where yard limits or restricted limits are in effect.

14.2 Designated Limits

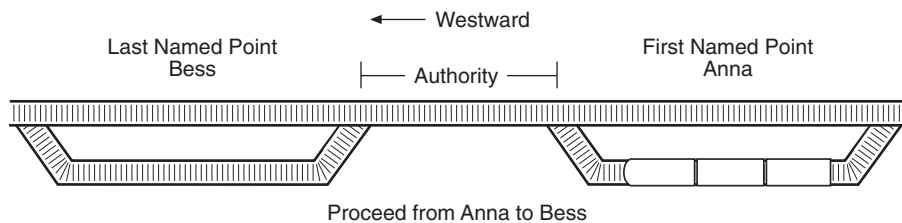
Track warrant limits must be designated by specifying track, where required, and specific locations such as switches, mile posts, or railroad identifiable points. However, station names may be used as follows:

A. First Named Point

When a station name designates the first named point, authority extends from and includes the last siding switch. Authority extends from the station sign if no siding exists.

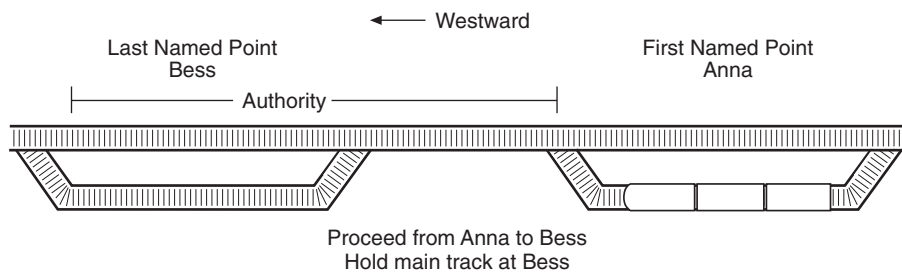
B. Last Named Point

When a station name designates the last named point, authority extends to and includes the first siding switch. Authority extends to the station sign if no siding exists.



[Diagram A.]

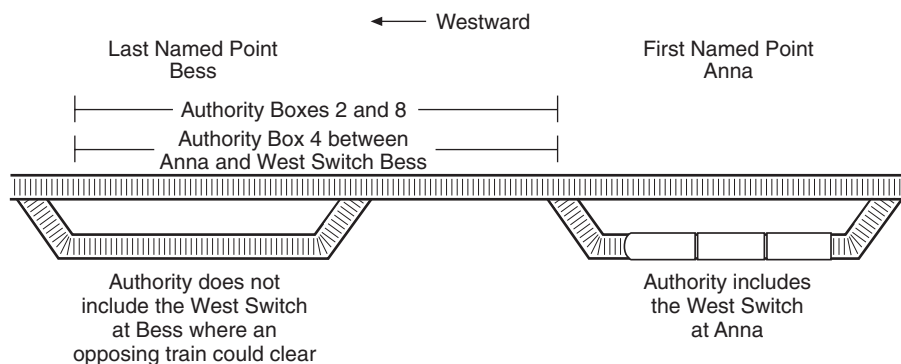
At the last named point, authority extends to but does not include the last siding switch when the track warrant states, "Hold main track at last named point."



[Diagram B.]

14.3 Operating with Track Warrants

A track warrant authorizes a train or engine to occupy the main track within designated limits. However, the train or engine must not foul a switch at either end of the limits where an opposing train may use the same switch to clear the main track.



[Diagram A.]

The train or engine must move as follows:

1. Proceed from one point to another in the direction the track warrant specifies. When a crew member informs the train dispatcher that the entire train has passed a specific point, track warrant authority is considered void up to that point.
- or
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.

14.3.1 Leaving the Main Track

A train authorized to proceed in one direction must inform the train dispatcher when it leaves the main track before reaching the last named point, unless a crew member is left to prevent a following movement from passing.

14.4 Occupying Same Track Warrant Limits

A track warrant must not be issued to a train within the same or overlapping limits with another train unless:

1. In signaled territory, all trains are authorized to proceed in the same direction.
 2. In non-signaled territory, all trains are authorized to proceed in the same direction and are instructed to move at restricted speed.
 3. Two or more trains are authorized to “WORK BETWEEN” two specific points at restricted speed within the overlapping limits.
 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
5. Radio Blocking is authorized as outlined by Rule 14.4.1 (Radio Blocking).

Where track warrant authority includes yard limits or restricted limits, the terms of Rule 6.13 (Yard Limits) or Rule 6.14 (Restricted Limits) apply, but track warrant instructions must be followed.

14.4.1 Radio Blocking

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)</i> is authorized Radio Blocking from _____ to _____ behind <i>(Preceding Train ID)</i> .		
<i>(Preceding Train ID)</i> clear of	<div style="text-align: center; font-weight: bold; font-size: small;"> <u>LOCATION</u> <u>TIME</u> <u>CREW MEMBER</u> </div> <div style="text-align: center;"> _____ at _____ reported by _____ _____ at _____ reported by _____ _____ at _____ reported by _____ _____ at _____ reported by _____ _____ at _____ reported by _____ </div>	

14.5 Protecting Men or Equipment

Men or equipment may receive a track warrant in the same manner as trains to occupy or perform maintenance on the main track without other protection.

A track warrant must not be issued to protect men or equipment within the same or overlapping limits with a train unless:

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).

14.6 Movement Against the Current of Traffic

When a track warrant authorizes a train to move against the current of traffic, the train must use only the track designated within the specified limits. This train must not allow a train following on the same track to pass, unless the train dispatcher instructs it to pass.

14.7 Reporting Clear of Limits

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:

1. The rear of the train has a rear-end telemetry device, and air pressure on the head-end device indicates brake pipe continuity.
2. An employee verifies the marker is on the rear of the train.
3. A crew member can observe the rear car of the train on which the marker is placed.
4. The train is stopped, and an inspection verifies that the marker is on the rear car of the train.
5. A trackside warning detector transmits an axle count for the train, and the axle count duplicates the axle count transmitted by the previous trackside warning detector.

In addition, a train clearing in a siding or other track must comply with requirements outlined in Rule 8.3 (Main Track Switches) before reporting clear of the limits.

14.8 Track Warrant Requests

An employee who requests a track warrant must inform the train dispatcher what movements will be made and, when necessary, which tracks will be used and how much time is required.

14.9 Copying Track Warrants

The conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it. The copy must show the date, location, and name of the employee who copied it. The following must occur when transmitted verbally:

A. Transmitting Track Warrants

1. An employee will enter all of the information and instructions on the track warrant.
2. The employee will repeat the information to the train dispatcher.
3. The train dispatcher will check it and, if correct, will say "OK" and give the time and his initials.
4. The employee will enter the "OK" time and the train dispatcher's initials on the track warrant and repeat them to the train dispatcher.

B. In Effect

1. The track warrant is not in effect until the "OK" time is shown on it.
2. If the track warrant restricts movement or previously granted authority, it cannot be considered in effect by the train dispatcher until acknowledgment of the "OK" has been received.

Employees may relay track warrants.

14.9.1 Duplicating Track Warrants

Employees who reproduce track warrants with a duplicating machine do not need to repeat them to the train dispatcher.

Duplicated track warrants must not be delivered or used until they are checked and verified as:

- Legible.
- Duplicated in their entirety.

14.10 Track Warrant in Effect

A track warrant is in effect until a crew member reports the train has cleared the limits, or the track warrant is made void. The crew member must inform the train dispatcher when the train has cleared the limits.

Employees reporting clear of track warrant limits must state:

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

Time Limit Shown

If the track warrant shows a time limit, the train must clear the limits by the time specified, unless another track warrant is obtained. If the crew members cannot contact the train dispatcher and time limits expire, authority is extended until the train dispatcher can be contacted.

14.11 Changing Track Warrants

Employees must not add to or alter the track warrant in any manner, except as specified by Rule 15.1.1 (Changing Address of Track Warrants or Track Bulletins).

When the limits or instructions of a track warrant must be changed, a new track warrant must be issued showing, "Track Warrant No. _____ is void" and the number of the track warrant being changed. When a track warrant of a previous date is voided, the date must be included. The previous track warrant will no longer be in effect.

14.12 Voiding Track Warrants

A crew member must write "VOID" across each copy of the track warrant when the train has reported clear of the limits or the track warrant has been made void.

14.13 Mechanical Transmission of Track Warrants

Repetition is not required when track warrants are transmitted mechanically. The "OK" time will be given when the track warrant is issued. The space for the name of the copying employee may be left blank.

Track warrants that restrict the authority or movement of a train must not be transmitted mechanically, unless the train being restricted will not leave the point without receiving the track warrant.

15.0 Track Bulletin Rules

(Suggested Form) Track Bulletin Form A									
No. _____		On _____		SUBDIV. _____					
To _____		At _____							
Between points shown in lines 1 through 10 below, do not exceed speed given: (Use last two columns when displayed less than distance prescribed by Rule 5.4.2 to indicate location and direction.)									
Line Void	Line No.	Limits: MP to MP		Between Station & Station		Speed MPH	Track(s)	Flags At MP	For Direction
	1.								
	2.								
	3.								
	4.								
	5.								
	6.								
	7.								
	8.								
	9.								
	10.								
		11. Other Conditions _____							
		OK _____ Copied by _____ Dispatcher _____							
		Relayed to _____							

[Diagram A.]

(Suggested Form) Track Bulletin Form B										
No. _____		On _____		SUBDIV. _____						
To _____		At _____								
On (Date) _____ Be governed by Rules 15.2 and 15.2.1 within the following limits:										
Line Void	Line No.	Limits: MP to MP		Between Station & Station		From	Until	Track(s)	Foreman or Gang No.	Stop
	1.									
	2.									
	3.									
	4.									
	5.									
	6.									
	7.									
	8.									
	9.									
	10.									
OK _____ Copied by _____ Dispatcher _____										
Relayed to _____										

[Diagram B.]

15.1 Track Bulletins

Track bulletins must not be changed unless specified by Rules 15.1.1 (Changing Address of Track Warrants or Track Bulletins) or Rule 15.13 (Voiding Track Bulletins). The train dispatcher will issue track bulletins as required. Track bulletins will contain information on all conditions that affect safe train or engine movement. Forms other than track bulletin Forms A and B may be used when necessary.

Receipt and Comparison of Track Bulletins

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.

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

At the initial station, when outbound crew members receive track warrants and track bulletins from inbound crew members, the conductor and engineer must compare the track warrants and track bulletins with each other and with the train dispatcher before proceeding.

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

Display yellow-red flags as specified in Rule 5.4.3 (Display of Yellow-Red Flag).

A crew member must attempt to contact the employee in charge of a track bulletin Form B by radio, to avoid delay before entering the limits, giving the train's location and track being used.

While trains are within the limits during the time stated in track bulletin Form B, they must move at restricted speed until leading wheels have cleared the limits unless instructed otherwise by employee in charge as stated in Item A (Verbal Permission).

A. Verbal Permission

When granting verbal permission, begin the communication using the following words:

"Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary)."

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- "(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary)."

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- "(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary)."

Unless otherwise restricted, the train may proceed at speed specified.

- “(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.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding _____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

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.”

B. Repeat Instructions

A crew member must repeat the above instructions, and the employee giving the instructions must acknowledge them before they can be followed.

Once instructions are received from employee in charge, if the track route changes from previous instructions received, contact employee in charge to determine that original instructions received are valid on new track route before proceeding on the new route.

C. Stop Column

When “STOP” is written in the Stop column, the train must not enter the limits unless instructed by the employee in charge. A red flag or red light may be displayed at the beginning of the limits. A train within the limits at the time the track bulletin Form B takes effect, must not make further movement until instructed by employee in charge.

D. Entering Within Limits

Before entering the track governed by the track bulletin Form B from any location other than at the beginning of the Form B limits, obtain permission from the employee in charge.

15.2.1 Protection for On-Track Equipment

Track bulletin Form B may be used to protect on-track equipment, such as rail detector cars, without using yellow-red flags. Identify protected equipment in the track bulletin.

While trains, engines, and protected equipment are in track bulletin limits, they will otherwise be governed by Rule 15.2 (Protection by Track Bulletin Form B). The same track bulletin must not protect other gangs and equipment.

15.3 Authorizing Movement Against the Current of Traffic

Where Rule 9.14 (Movement with the Current of Traffic) is in effect, a track bulletin may authorize movement against the current of traffic as follows:

1. “(Train) will use _____ track against the current of traffic (point) to (point).”

The train must use only the track specified between these points. Opposing trains must not leave the last point until the train arrives. The train dispatcher must not authorize a following train to move against the current of traffic until the previous train has cleared the last point.

The example may be modified as follows:

- a. “After (opposing train) arrives at (point), (train) will use _____ track against the current of traffic (point) to (point).”

The train that will move against the current of traffic must not leave the first point until the opposing train arrives.

Trains directly affected in both directions must receive this track bulletin and must not:

- Clear the main track.
- Allow a following train to pass.
- or
- Pass a preceding train, unless authorized by the train dispatcher.

2. “(Time) until (time) (date), all trains use _____ track between (point) and (point). All trains must stop before fouling _____ track between these points unless directed to proceed by employee in charge of switches or by train dispatcher.”

This bulletin may also contain information on public crossing protection, switches spiked, intermediate flagman, and so forth.

Following Movement. A train may not follow another train against the current of traffic until the previous train has cleared the limits, passed a designated location, or passed a flagman located at the next intermediate point. Flag protection is not required against following trains.

Flagman Provided. When flagmen are provided, the example will be modified by adding:

- “Intermediate flagman located at (point). Trains moving against the current of traffic must stop short of flagman unless directed to proceed.”

Extending Time. Time may be extended by issuing another track bulletin as follows:

- “Track bulletin No. _____ is extended until (time).”

This bulletin will be used when one or more tracks will be removed from service, and all trains in both directions must use the remaining track as directed by the train dispatcher or an employee in charge of switches at each end of the designated limits.

The train dispatcher will authorize movement between the designated points and issue the track bulletin and necessary instructions to the employee in charge of switches. This employee may verbally direct movement or use hand signals. Also, the train dispatcher may use a controlled signal indication to authorize movement.

All affected trains must receive a copy of the track bulletin.

15.4 Protection When Tracks Removed from Service

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.

15.5 Protection When Tracks Blocked with Equipment

Notify the train dispatcher when main tracks, sidings, or other tracks that are normally clear are blocked with equipment and cannot be cleared.

When the main track is blocked, provide protection as specified by Rule 6.20 (Equipment Left on Main Track).

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

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

General orders or special instructions canceled by track bulletins must not be reinstated. The track bulletin must remain in effect until the general order that contains the change is posted.

15.7 Copying Track Bulletins

The conductor and the engineer must each have a copy of the track bulletins issued to their train, and each crew member must read and understand them. The copy must show the date, location, and name of the employee who copied it. The following must occur when track bulletins are transmitted verbally:

1. An employee will enter all of the information on the track bulletin.
2. The employee will repeat the information to the train dispatcher.
3. The train dispatcher will check it and, if correct, will say "OK" and give the time and his initials.
4. The employee will enter the "OK" time and the train dispatcher's initials on the track bulletin and repeat them to the train dispatcher.

Employees may relay track bulletins.

15.8 Duplicating Track Bulletins

Employees who reproduce track bulletins with a duplicating machine do not need to repeat them to the train dispatcher.

Duplicated track bulletins must not be delivered or used until they are checked and verified as:

- Legible.
- Duplicated in their entirety.

15.9 Mechanical Transmission of Track Bulletins

Repetition is not required when track bulletins are transmitted mechanically. The “OK” time will be given when the track bulletin is issued. The space for the name of the copying employee may be left blank.

15.10 Retaining Track Bulletins

Employees must keep and comply with track bulletins on all trips during the tour of duty when track bulletins were received.

When directed by the train dispatcher, track bulletins may be retained for use during the next tour of duty. Before initiating movement on the main track on the next tour of duty, a crew member must verify from the train dispatcher that no additional track bulletins are needed.

15.11 Restriction to Crew Members

The train dispatcher will not transmit a restricting track warrant or track bulletin to a train near a point where the restriction applies, until the engineer or conductor confirms that they can comply with it.

15.12 Relief of Engineer or Conductor During Trip

When a conductor, engineer, or both are relieved before a trip is finished, they must deliver all track warrants, track bulletins, and instructions to the relieving conductor or engineer.

If they cannot personally deliver the track warrants or track bulletins to the relieving crew, the conductor will leave them at a location designated by the train dispatcher.

If track warrants and track bulletins have not been received, the relieving crew must attempt to contact the train dispatcher before departing from their originating terminal.

Comparison of Information

The relieving conductor and engineer must compare track warrants, track bulletins, instructions, and pertinent information with each other and with the train dispatcher before proceeding.

15.13 Voiding Track Bulletins

To void a numbered line on a track bulletin, a part of a track bulletin, or an entire track bulletin, the train dispatcher may do one of the following:

A. Voiding Track Bulletins Verbally

Void the track bulletin by verbally using one of the following examples:

1. “Line (number) of track bulletin No. ____ reading (quote the line to be voided) is void.”

An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write “VOID” in the margin to the left of the line made void.

2. “That part of track bulletin No. ____ reading (quote the part to be voided) is void.”

An employee must repeat this information to the train dispatcher. If the information is correct, the employee must draw a line through the portion made void.

3. “Track bulletin No. ____ is void.”

An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write “VOID” across each copy of the track bulletin being voided.

B. Issue Track Bulletin or a Track Warrant to Void a Track Bulletin

Issue a track bulletin or use the line designated “OTHER SPECIFIC INSTRUCTIONS” on a track warrant using one of the following examples:

1. “Line (number) of track bulletin No. ____ is void.”

The employee will keep a copy of the track warrant or track bulletin that made it void and will write “VOID” in the margin to the left of the line made void.

2. “That part of track bulletin No. ____ reading (quote the part to be voided) is void.”

The employee will keep a copy of the track warrant or track bulletin that made it void and will draw a line through the portion made void.

3. “Track bulletin No. ____ is void.”

The employee will keep a copy of the track warrant or track bulletin that made it void and will write “VOID” across each copy of the track bulletin being voided.

The track bulletin or the part of the track bulletin indicated will no longer be in effect.

15.14 Delivering Track Bulletins

Employees who copy track bulletins for delivery must deliver copies to all those addressed, unless the track bulletin is voided or transferred to a relieving employee. When employees have delivered copies to all addressed, they must keep a copy on file.

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

16.1 Authority to Enter DTC Limits

The timetable will designate DTC limits. A train may enter DTC block limits only after receiving verbal authority from the train dispatcher. DTC territory will not include territory where Rule 6.13 (Yard Limits) is in effect.

16.2 DTC Block Authority

The train dispatcher will issue DTC block authority to a crew member on the head end of the train when possible. An employee operating the controls of a moving train may not copy DTC block authority.

A. Recorded in Writing

The employee who receives or releases DTC block authority must record it in writing and include the following:

1. Name of each DTC block where authority is issued.
2. Time each DTC block authority is issued or the time that work and time expires.
3. Train identity when DTC block authority is issued behind a train or is to be effective after arrival of a train.
4. Time each DTC block is released.
5. When a DTC block authority is voided, the word "VOID" written in the space provided for release time.

Each DTC block record must be kept until the block is released, and the engineer and conductor each must have a copy available.

DTC block authority must not be transferred to a relieving crew, unless authorized to do so by the train dispatcher.

When verbal authority is received from the train dispatcher to leave equipment in a DTC block, the train dispatcher may instruct a crew member to void the DTC block authority.

Employees cannot act upon DTC block authority until the train dispatcher says, "(Train), that is correct."

B. Multiple Authorities

Not more than one DTC authority may be issued in the same DTC block except:

1. In ABS territory, as provided by Rule 16.3 (Movement in a Specified Direction), authority may be issued to more than one train in the same direction.
2. As provided by Rule 16.4 (Work and Time).
3. When directional authority will not take effect until after the arrival of an opposing train. The words "after the arrival of (Train)" must be included in the issuance of the authority.
4. Directional authority may be granted after an opposing train with directional authority has passed the location where movement will enter the DTC block.

16.3 Movement in a Specified Direction

Issue Format

One or Two Blocks. The train dispatcher will issue authority and an employee will acknowledge it using the following sample format:

Train Dispatcher: “RR 7241 East, with Engineer Jones, you are authorized to proceed Eastward in one block, Anna.”

Crew Member: “RR 7241 East, with Engineer Jones, I am authorized to proceed Eastward in one block, Anna.”

Train Dispatcher: “RR 7241 East, that is correct.”

More than Two Blocks. The train dispatcher will issue authority in more than two blocks using the following sample format:

Train Dispatcher: “RR 7241 East, with Engineer Jones, you are authorized to proceed Eastward in three blocks, Anna through Cloy.”

16.4 Work and Time

A. Issue Requirements

1. Work and time authority may be issued to an employee in charge of on-track equipment in non-signalized territory and within ABS when:
 - The DTC block is clear.
 - The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the train dispatcher must first notify the engineer of train or employee in charge of on-track equipment affected that the DTC block will be jointly occupied.or
 - All trains issued Rule 16.3 (Movement in a Specified Direction) have passed the location where the track will be occupied, and the employee receiving the block authority is notified that work and time is granted behind such trains.
2. Work and time authority may be issued to a train in non-signalized territory when:
 - The DTC block is clear.
 - The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the train dispatcher must first notify the engineer of train or employee in charge of on-track equipment affected that the DTC block will be jointly occupied.
 - All trains issued Rule 16.3 (Movement in a Specified Direction) have passed the location where the track will be occupied and the employee receiving the block authority must be:
 - issued joint work and time.
 - notified that joint work and time is granted behind such trains.or
 - Authority will not take effect until after the arrival of train(s) issued Rule 16.3 (Movement in a Specified Direction) authority. When block authority is issued, it must:
 - be issued as joint work and time.
 - include the words “after the arrival of train(s).”

3. Work and time may be issued to a train in ABS territory when:

- The DTC block is clear.
- The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the train dispatcher must first notify the engineer of train or employee in charge of on-track equipment affected that the DTC block will be jointly occupied.
- All trains issued Rule 16.3 (Movement in a Specified Direction) have passed the location where the track will be occupied and the crew member receiving the block authority is notified that work and time is granted behind such train(s).

or

- Authority will not take effect until after the arrival of train(s) issued Rule 16.3 (Movement in a Specified Direction) authority. When block authority is issued, it must include the words “after the arrival of train(s).”

A train or on-track equipment issued work and time may occupy the designated block and move in either direction.

Train movements must be made at restricted speed within joint work and time.

A train or employee in charge of on-track equipment granted work and time behind a train must not pass train(s) specified. Trains granted work and time “after arrival of train(s)” must not pass train(s) specified.

B. Issue Format

One or Two Blocks. The train dispatcher will issue work and time and an employee will acknowledge it using the following sample format:

Train Dispatcher: “RR 7241 East, with Engineer Jones, I am granting you work and time in one block, Anna, until 10:10 AM.”

Crew Member: “RR 7241 East, with Engineer Jones, I am granted work and time in one block, Anna, until 10:10 AM.”

Train Dispatcher: “RR 7241 East, that is correct.”

More than Two Blocks. The train dispatcher will issue authority in more than two blocks using the following sample format:

Train Dispatcher: “RR 7241 East, with Engineer Jones, I am granting you work and time in 3 blocks, Anna through Cloy, until 10:10 AM.”

Crew Member: “RR 7241 East, with Engineer Jones, I am granted work and time in three blocks, Anna through Cloy, until 10:10 AM.”

Unless the train and/or employee in charge of on-track equipment receives a time extension, they must clear the block and report “Released” before the time limit expires. The train dispatcher may issue an unspecified time limit by using the words “until called.”

A train dispatcher must not authorize a train to enter a DTC block under Rule 16.3 (Movement in a Specified Direction) until work and time in that block is released.

C. Additional Time

Trains or the employee in charge of on-track equipment must release work and time before the time granted expires. If the train or employee in charge requires additional time, the authority must be obtained from the train dispatcher before time expires. If a train crew member or employee in charge is unable to contact the train dispatcher, and the time limit expires, authority is extended until the train dispatcher is contacted.

16.5 Change Authority

When it becomes necessary to change the type of authority previously granted to a train, new authority will be granted in the prescribed manner. After the “(TRAIN ID), that is correct” response is received from the train dispatcher, authority previously granted in each DTC block in which authority was changed becomes void.

16.7 Releasing DTC Block Authority

Unless the train dispatcher specifies otherwise, when a train with directional authority clears a DTC block, an employee will immediately release it to the train dispatcher. The train must not re-enter the DTC block it has been released from.

Before a DTC block is released, engineer and conductor must communicate with each other and confirm that their train is clear of DTC block(s) to be released.

A. Release Format

One or Two Blocks. An employee will release a DTC block, and the train dispatcher will acknowledge it using the following sample format:

Crew Member: “RR 7241 East, with Engineer Jones, I am releasing one block, Anna.”

Train Dispatcher: “RR 7241 East, with Engineer Jones, you are releasing one block, Anna.”

Crew Member: “Train dispatcher, that is correct.”

More than Two Blocks. An employee will release more than two blocks using the following sample format:

Crew Member: “RR 7241 East, with Engineer Jones, I am releasing three blocks, Anna through Cloy.”

**A DTC block is not released until the employee releasing the block reports,
“Train dispatcher, that is correct.”**

B. Operating in Non-Signaled or Double Track Territory

In non-signaled or double track territory, a train without a crew member on the rear of the train may release a DTC block only when the complete train is clear of the limits, which is determined by one of the following:

1. The rear of the train has an operating rear-end telemetry device, and the air pressure on the head-end device indicates brake pipe continuity.
2. An employee verifies that a marker is on the rear of the train.
3. A crew member can observe the rear car of the train on which the marker has been placed.
4. A trackside warning detector transmits an axle count for the train, and the axle count duplicates the axle count transmitted by the previous trackside warning detector.

In addition, a train clearing in a siding or other track must comply with requirements outlined in Rule 8.3 (Main Track Switches) before reporting clear of the limits.

16.8 Withdrawing DTC Block Authority

The train dispatcher must notify the engineer before withdrawing previously issued DTC block authority. If a train is not occupying the block or blocks, an employee will release them using the format in Rule 16.7 (Releasing DTC Block Authority).

16.9 Communication Failure

If communication fails, a third party may relay the authority to enter and/or release a DTC block as follows:

- The train dispatcher must transmit the block authority to the third party.
- The third party must repeat it back to the train dispatcher.
- If correct, the train dispatcher will respond, “(Third Party Identification), that is correct for relay,” which authorizes the third party to transmit the DTC block authority to a crew member.
- The crew member receiving the block authority must repeat it back to the third party.
- If correct, the third party will respond, “(Train ID), that is correct” and inform the train dispatcher that block authority has been relayed correctly.

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

17.1 Automatic Train Control Territory

ATC territory is specified in special instructions. An engine must not be operated in ATC territory if it is not equipped with an operable ATC system unless otherwise authorized by special instructions or the train dispatcher.

17.2 Taking Charge

When taking charge of an engine equipped with ATC in ATC territory or entering such territory, engineers must know that:

1. The ATC system is cut in and sealed or locked on engines equipped.
2. The following devices are sealed (on engines equipped) with a mechanical seal:
 - Speed indicator case.
 - Speed indicator cables.
 - High speed whistle cutout cock.

17.3 Cut In and Cut Out Requirements

The ATC system, in part or in its entirety, must not be cut out in ATC territory unless:

- Authorized by the train dispatcher.

or

- It has failed.

The train dispatcher may authorize a crew member to cut out the ATC system when:

- It has failed.

or

- Required for movements against the current of traffic at speeds above restricted speed.

A. Cutting in ATC

To cut in ATC:

1. Turn on the ATC system.
2. Acknowledge when the acknowledging horn sounds.
3. Cut in the ATC actuator and seal or lock on engines equipped.

B. Cutting Out ATC

To cut out ATC:

1. Break the seal or unlock and cut out the ATC actuator on engines equipped.
2. Turn off the power to the ATC system.

If ATC is cut out due to failure enroute, at the next stop the engineer must cut in the ATC to determine if it is again operable.

17.4 Departure Test Requirements

A departure test is required:

- Before entering ATC territory.
- or
- When the ATC is cut in after being cut out enroute within ATC territory.

A. Energized Test Loop

While the engine is standing on energized test loop:

1. The cab signal should display a Clear aspect.
2. When the test loop is de-energized or when the engine is moved off of the test loop, the aspect will change to a Restricting and the acknowledging horn will sound. Do not acknowledge the horn and do not move the brake valve handle.
3. A penalty brake application should occur within 8 seconds.
4. Recover the air.
5. When the horn sounds again, acknowledge to prevent a penalty brake application.

Note: To recover the air after an ATC penalty brake application, acknowledge the horn or alarm and move the brake valve handle to SUPPRESSION until the PCS light has gone out. The brakes may then be released.

B. De-energized Track

When engine is standing on de-energized track:

1. Release the brakes, but do not acknowledge the acknowledging horn.
2. A penalty brake application should occur within 8 seconds.
3. Recover the air.
4. When the horn sounds again, acknowledge to prevent a penalty brake application.

17.5 High Speed Setting

When a cab signal displays a Clear aspect and the train speed exceeds the high-speed setting, a high-speed whistle will sound continuously. This will require a SUPPRESSION brake application within 6 seconds to prevent a penalty brake application.

17.5.1 Over 40 MPH

The high-speed whistle will sound when the speed is more than 40 MPH when the cab signal changes to a Restricting aspect.

1. Move the brake valve handle to SUPPRESSION within 6 seconds to prevent a penalty brake application.
2. When speed is reduced to less than 40 MPH, the high-speed whistle will stop and the acknowledging horn will sound.
3. Acknowledge this horn. If the cab signal continues to display Restricting, speed must immediately be reduced to restricted speed.

If restricted speed is not reached within 70 seconds after the acknowledging horn was acknowledged, a penalty brake application will occur unless the brake valve handle is in SUPPRESSION.

17.5.2 Under 40 MPH

The acknowledging horn will sound if the cab signal changes from Clear to Restricting when the speed is under 40 MPH.

1. Acknowledge the horn within 6 seconds to prevent a penalty brake application.
2. If the cab signal continues to display Restricting, train speed must immediately be reduced to restricted speed.

If restricted speed is not reached within 70 seconds after the acknowledging horn was acknowledged, a penalty brake application will occur unless the brake valve handle is in SUPPRESSION.

17.5.3 Restricting Aspect

While the cab signal continuously displays a Restricting aspect, the acknowledging horn will sound approximately every 90 seconds to alert the crew members of the restriction. When the speed is approaching the restricting over speed setting, the low speed whistle will sound intermittently to alert crew members that speed must be reduced.

17.6 Conforming with Block Signals

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.

17.6.1 Approaching Diverging Route

When the cab signal changes from Restricting to Clear after the engine passes a signal displaying an Approach or a more restricting indication and the next signal can display an indication for a diverging route, the train must approach the next signal at the speed prescribed for the most restrictive route at that location. However, if the signal is seen to display an indication for a more favorable route, the speed for that route governs.

17.7 ATC Failure/Cut Out Enroute

When any part of the ATC system is cut out enroute:

1. Before an absolute block is established in advance of the train:
 - If cab signals are operative or movement will be entirely in continuous block signal territory, proceed not exceeding 40 MPH.

or

 - If cab signals are not operative and movement is outside continuous block signal territory, proceed at restricted speed.
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.
- 3. Before an absolute block in advance of movement is established in ATC territory the train dispatcher must determine if:
 - The cab signals are operative.
 - The absolute block in advance of movement will be entirely in territory with continuous fixed block signals.
 - a. If the cab signals are operative or the absolute block in advance of movement will be entirely in continuous block signal territory, the train dispatcher may establish an absolute block in advance of movement as provided by Rule 11.1 (Establishing an Absolute Block). Rule 11.2 (Signal Indications with Absolute Block) applies. If the cab signal changes to Restricting, the train must stop.
 - b. If the cab signals are inoperative and any part of the absolute block in advance of movement will be outside continuous block signal territory, the train dispatcher must not establish an absolute block in advance of movement until it is determined that no trains or engines:
 - Occupy the limits ahead of the train being given the absolute block in advance of movement.
 - Will occupy the limits ahead of the train being given the absolute block in advance of movement.
 - c. Rule 9.15 (Track Permit) or Rule 10.3 (Track and Time) establishes an absolute block when not issued joint.

17.7.1 Speed Indicator in ATC

An inoperative or inaccurate speed indicator, as prescribed by Rule 1.39 (Accuracy of Speed Indicator) is considered an ATC failure. Rule 17.7 (ATC Failure/Cut Out Enroute) applies.

17.7.2 ATC Motion Light

If the motion light is not on when the speed is 6 MPH or above, proceed in accordance with the cab signal indication but not to exceed 40 MPH. Rule 17.7 (ATC Failure/Cut Out Enroute) applies.

17.8 Improper Display

If a cab signal displays Clear when it should display Restricting due to an open switch, occupied block, or other condition, the train must:

- Stop and warn other trains by radio of exact location and status of train.
- Contact the train dispatcher and be governed by his instructions. If the train dispatcher gives permission to proceed, the train must proceed at restricted speed until the train dispatcher establishes an absolute block in advance of movement.

Glossary

Abbreviations

Use only the following abbreviations:

ABS	Automatic Block Signal System
ACS	Automatic Cab Signal System
AMTK	Amtrak
ATC	Automatic Train Control
ATS	Automatic Train Stop
AUTH	Authority
BRN	Branch
BRT	Block Register Territory
C	Center
C & E	Conductor and Engineer
COFC	Container on Flat Car
CONDR	Conductor
CP	Control Point
CTC	Centralized Traffic Control
DCS	Dual Control Switch
DISPR	Dispatcher
DIST	District
DIV	Division
DT	Double Track
DTC	Direct Traffic Control
E	East
ENG	Engine
ENGR	Engineer
ESS	East Siding Switch
EWD	Eastward
FRT	Freight
HER	Head End Restriction
IM	Intermodal
JCT	Junction
MAX	Maximum
MMT	Multiple Main Track
MP	Mile Post
MPH	Miles Per Hour
MT	Main Track
MW	Maintenance of Way
N	North
NO	Number
NSS	North Siding Switch
NWD	Northward
OK	Correct
OOS	Out of Service
OPR	Operator
ORIG	Originating
PSGR	Passenger
RC	Radio Channel
RCO	Remote Control Operator
RCZ	Remote Control Zone
RECD	Received
RE	Region
S	South
SDG	Siding

SSS	South Siding Switch
SUB	Subdivision
SUBDIV	Subdivision
SUPT	Superintendent
SW	Switch
SWD	Southward
TOFC	Trailer on Flat Car
TRK	Track
TRN	Train
TWC	Track Warrant Control
W	West
WSS	West Siding Switch
WWD	Westward
XO	Crossover
YD	Yard
YL	Yard Limits
YM	Yardmaster

Use the normal abbreviations for names of months.

ABS

See Automatic Block Signal System.

Absolute Block

A length of track that no train is permitted to enter while the track is occupied by another train.

Absolute Signal

A block or interlocking signal without a number plate, or designated by an A marker.

ACS

See Automatic Cab Signal System.

Articulated

Permanently connected multiple unit cars that share a common truck.

ATC Actuator

An ATC brake applying apparatus.

ATS

See Automatic Train Stop System.

Automatic Block Signal System (ABS)

A series of consecutive blocks governed by block signals, cab signals, or both. The signals are activated by a train or by certain conditions that affect the block use.

Automatic Cab Signal System (ACS)

A system that allows cab signals and the cab warning whistle to operate automatically.

Automatic Train Control (ATC)

A system to enforce compliance with cab and wayside signal indications. If the train exceeds a predetermined speed for a given signal indication and speed is not reduced at a sufficient rate, brakes are automatically applied.

Automatic Train Stop System (ATS)

A system activated by wayside inductors positioned to apply the brakes automatically until the train stops.

Block

A length of track:

- between consecutive block signals.
- between a block signal and the end of block system limits.
or
- in ATC limits the use of which is governed by cab signals and/or block signals.

Block Register Territory (BRT)

A method of operation in non-signaled territory where trains, men, and equipment are authorized to occupy the main track in limits designated by the timetable.

Block Signal

A fixed signal at the entrance of a block that governs trains entering and using that block.

Block System

A block or series of consecutive blocks within ABS, ACS, CTC, or interlocking limits.

BRT

See Block Register Territory.

Cab Signal

A signal in the engineer's compartment or cab that indicates a condition affecting train movement. Cab signals are used with interlocking or block signals or without block signals.

Cars

Railroad cars.

Centralized Traffic Control (CTC)

A block system that uses block signal indications to authorize train movements.

Conductor

Employee in charge of train or yard movement.

Control Operator

Employee assigned to operate a CTC or interlocking control machine or authorized to grant track permits.

Control Point

The location of absolute signals controlled by a control operator.

Controlled Siding

A siding within CTC or interlocking limits where a signal indication authorizes the siding's use.

Controlled Signal

An absolute signal controlled by a control operator.

Crew Member

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

Crossings at Grade

Crossings that intersect at the same level.

Crossover

A combination of two switches that connect two adjacent tracks.

CTC

See Centralized Traffic Control.

Current of Traffic

The movement of trains in one direction on a main track, as specified by the rules.

Direct Traffic Control (DTC)

A DTC block or a series of DTC blocks where the train dispatcher authorizes track occupancy.

Distant Signal

A fixed signal outside a block system that governs the approach to a block signal, interlocking signal, or switch point indicator. A distant signal does not indicate conditions that affect track use between the distant signal and block or interlocking signals or between the distant signal and switch point indicator. A distant signal is identified by a D.

Double Track

Two main tracks where the current of traffic on one track is in a specified direction and in the opposite direction on the other.

Dual Control Switch

A power-operated switch, moveable point frog, or derail that can also be operated by hand.

DTC

See Direct Traffic Control.

DTC Block

A length of main track specified by name. DTC block name and limits are identified by wayside signs reading, Begin (name) Block and End (name) Block and by mile post location in the timetable.

Electric Switch Lock

An electrically controlled lock that restricts the use of a hand-operated switch or derail.

Engine

A unit propelled by any form of energy or more than one of these units operated from a single control. Engines are used in train or yard service. Rules that apply to engines also apply to cab control cars.

Engineer

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

Equipment

Railroad equipment.

Fixed Signal

A signal that is fixed to a location permanently and that indicates a condition affecting train movement.

Flagman

Any employee providing flag protection as outlined in Rule 6.19 (Flag Protection) and for other purposes as outlined in the rules.

Foreman

Employee in charge of work.

Interlocking

Signal appliances that are interconnected so that each of their movements follows the other in a proper sequence. Interlockings may be operated manually or automatically.

Interlocking Limits

The tracks between outer opposing absolute signals of an interlocking.

Interlocking Signals

The fixed signals of an interlocking that govern trains using interlocking limits.

Main Track

A track extending through yards and between stations that must not be occupied without authority or protection.

Men or Equipment

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

Multiple Main Tracks

Two or more main tracks that are used according to the timetable.

Pilot

An employee assigned to a train to assist an engineer or conductor who is unfamiliar with the rules or the portion of railroad the train will operate on.

Proceed Indication

Any block signal indication that allows a train to proceed without stopping.

Radio

As used in these rules it also applies to wireless communication devices when used in railroad operation.

Radio Blocking

A method to establish an absolute block for a following train in non-sigaled 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.

Reverse Movement

A movement opposite the authorized direction.

Siding

A track connected to the main track and used for meeting or passing trains. Location of sidings are shown in the timetable.

Signal Aspect

The appearance of a fixed or cab signal.

Signal Indication

The action required by the signal aspect.

Single Track

A main track where trains are operated in both directions.

Special Instructions

Instructions contained in the timetable or other publication.

Spring Switch

A switch with a spring mechanism that returns the switch points to the original position after they are trailed through.

Station

A place designated by name in the timetable station column.

Switch Point Indicator

A light type indicator used during movement over certain switches to show that switch points fit properly.

Timetable

A publication with instructions on train, engine, or equipment movement. It also contains other essential information.

Track Bulletin

A notice of conditions affecting train movement. It may also authorize movement against the current of traffic where Rule 9.14 (Movement with the Current of Traffic) is in effect.

Track Occupancy Indicator

An indicator that tells whether a length of track is occupied or not.

Trackside Warning Detector

A device that indicates conditions such as overheated journals, dragging equipment, excess dimensions, shifted loads, high water, or slides.

Track Warrant Control (TWC)

A method to authorize train movements or protect men or machines on a main track within specified limits in a territory designated by the timetable.

Train

One or more engines coupled, with or without cars, displaying a marker, and authorized to operate on a main track. A term that when used in connection with speed restrictions, flag protection, and the observance of all signals and signal rules also applies to engines.

Train Coordination

Working limits established by a roadway worker through the use of a train's authority on a main track or other track where specific authority is required from a control operator or train dispatcher.

TWC

See Track Warrant Control.

Variable Switch

A switch identified by a V or a bowl painted yellow. When trailed through, the switch points remain lined in the position they were forced.

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.

Yard

A system of tracks, other than main tracks and sidings, used for making up trains, storing cars, and other purposes.

Yard Limits

A portion of main track designated by yard limit signs and timetable special instructions or a track bulletin.

Index

Absence from Duty

- 1.15 Duty—Reporting or Absence
- 1.16 Subject to Call

Accidents

- 1.1.3 Accidents, Injuries, and Defects
- 1.2.3 Equipment Inspection
- 1.2.4 Mechanical Inspection
- 1.2.6 Statements
- 1.2.7 Furnishing Information
- 2.10 Emergency Calls

ACS

- 11.1 Establishing Absolute Block
- 11.2 Signal Indications with Absolute Block
- 11.3 Broken or Missing Seals
- 13.1.1 Observation of Signals
- 13.1.2 Conforming with Block Signals
- 13.1.3 Does Not Indicate Conditions Ahead
- 13.1.4 Cab Signals Cut In and Out
- 13.2.1 Restrictive to More Favorable
- 13.2.2 Favorable to More Restrictive
- 13.2.3 Elimination of Audible Indicator
- 13.3.1 Cab Signal and Block Signal Do Not Agree
- 13.3.2 Inoperative Cab Signal Device
- 13.3.3 Movement with an Inoperative Cab Signal Device

Against the Current of Traffic

See Movements Against the Current of Traffic

Air Brake

- 1.3.1 Rules, Regulations, and Instructions
- 1.14 Employee Jurisdiction
- 4.2 Special Instructions
- 7.11 Charging Necessary Air Brakes
- 15.6 Change of General Order, Special Instruction or Rule

Alcohol

- 1.5 Drugs and Alcohol

Altercations

- 1.7 Altercations

Altering Equipment

- 1.23 Altering Equipment

Appearance

- 1.8 Appearance

ATC

- 11.1 Establishing Absolute Block
- 11.2 Signal Indications with Absolute Block
- 11.3 Broken or Missing Seals

- 17.1 Automatic Train Control Territory
- 17.2 Taking Charge
- 17.3 Cut In and Cut Out Requirements
- 17.4 Departure Test Requirements
- 17.5 High Speed Setting
- 17.5.1 Over 40 MPH
- 17.5.2 Under 40 MPH
- 17.5.3 Restricting Aspect
- 17.6 Conforming with Block Signals
- 17.6.1 Approaching Diverging Route
- 17.7 ATC Failure / Cut Out Enroute
- 17.7.1 Speed Indicator in ATC
- 17.7.2 ATC Motion Light
- 17.8 Improper Display

ATS

- 11.1 Establishing Absolute Block
- 11.2 Signal Indications with Absolute Block
- 11.3 Broken or Missing Seals
- 12.1 Required Equipment
- 12.2 ATS Device Cut Out, Not Equipped, or Not Working
- 12.3.1 ATS Penalty Brake Application
- 12.3.2 ATS Inoperative
- 12.3.3 Damage Inductor

Authority

See Main Track

Automatic Interlocking

- 6.16 Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track
- 9.9.1 Passing Approach to Automatic Interlocking
- 9.12.3 Automatic Interlocking
- 9.19 Leaving Equipment in Signal Systems

Automatic Switches

- 8.19 Automatic Switches

Automatic Warning Devices

- 6.32.1 Cars Shoved, Kicked or Dropped
- 6.32.2 Automatic Warning Devices
- 6.32.4 Clear of Crossings and Signal Circuits
- 6.32.5 Actuating Automatic Warning Devices Unnecessarily

Bell

- 5.8.1 Ringing Engine Bell
- 5.8.3 Whistle Failure

Block Register Territory

- 6.15 Block Register Territory

Block Signals

- See Signals
- 2.12 Fixed Signal Information
- 5.15 Improperly Displayed Signals

- 5.16 Observe and Call Signals
- 9.5 Where Stop Must Be Made
- 9.7 Failure to Display Most Restrictive Indication
- 9.9 Train Delayed Within a Block
- 9.9.1 Passing Approach to Automatic Interlocking
- 9.10 Initiating Movement Between Signals

Blue Signal

- 5.13 Blue Signal Protection of Workman

Bowl Tracks

- 7.13 Protection of Employees in Bowl Tracks

Cab Signals

See Signals

Call Lights

- 9.24 Call Lights

Careless

- 1.6 Conduct

Cars

- 1.2.4 Mechanical Inspection
- 1.20 Alert to Train Movement
- 1.21 Occupying Roof
- 1.23 Altering Equipment
- 1.31 Repairs to Foreign Cars
- 1.32 Overheated Wheels
- 1.33 Inspection of Freight Cars
- 1.34 Flat Spot
- 1.35 Dump Doors
- 1.37 Open Top Loads
- 1.41 Engines Coupled to Occupied Passenger Cars
- 5.12 Protection of Occupied Outfit Cars
- 6.5 Handling Cars Ahead of Engine
- 6.20 Equipment Left on Main Track
- 6.28.3 Cars or Equipment Left on Siding
- 6.32.4 Clear of Crossings and Signal Circuits
- 7.4 Precautions for Coupling or Moving Cars or Engines
- 9.19 Leaving Equipment in Signal Systems
- 9.20 Clear Track Circuits
- 9.22 Standing on Sanded Rail
- 15.5 Protection When Tracks Blocked with Equipment

Central Traffic Control (CTC)

See Track and Time

- 6.3.1 Train Coordination
- 6.4.2 Movements Within Control Points or Interlockings
- 6.13 Yard Limits
- 9.5.2 Protection If Signal Appliance or Track is Damaged
- 9.5.3 Protection During Repairs
- 9.5.4 Authority to Proceed

- 9.5.5 Reporting Delays
- 9.9 Trains Delayed Within a Block
- 9.12.1 CTC Territory
- 9.13 When Instructed to Operate Dual Control Switches by Hand
- 9.13.1 Hand Operation of Dual Control Switches
- 9.18 Electrically Locked Switches and Derails
- 10.1 Authority to Enter CTC Limits
- 10.2 Clearing Through Hand-Operated Switches

Change of Direction

- 6.4.2 Movement Within Control Point or Interlocking

Circulars

- 1.3.3 Circulars, Instructions, and Notices

Conduct

- 1.6 Conduct

Conductor

- 1.47 Duties of Crew Members

Continued Employment

- 1.1 Safety

Controlled Siding

- 6.4 Reverse Movements
- 6.23 Emergency Stop or Severe Slack Action

Control Point

- 6.4.2 Movement Within Control Point or Interlocking

Control Operators

- 1.3.1 Rules, Regulations, and Instructions
- 1.45 Duties of Control Operator and Operators

Credit

- 1.25 Credit or Property

Crew Members

- 1.47 Duties of Crew Members

Crossings

- See Public Crossing
- See Railroad Crossing

Crossover Switches

- 8.3 Main Track Switches
- 8.12 Crossover Switches
- 8.14 Conflicting Movements Approaching Switch

CTC

- See Central Traffic Control
- 9.5.1 Changing Established Route

Current of Traffic

- 5.4.6 Display of Flags Within Current of Traffic
- 6.24 Movement on Double Track
- 6.25 Movement Against the Current of Traffic
- 9.12.4 ABS Territory
- 9.14 Movement with the Current of Traffic
- 9.14.1 Reporting Clear of a Track Having a Current of Traffic
- 15.3 Authorizing Movement Against the Current of Traffic

Damage to Property

See Railroad Property

Defects

- 1.1.3 Accidents, Injuries, and Defects
- 1.2.3 Equipment Inspection
- 1.40 Reporting Engine Defects
- 6.21.1 Protection Against Defects

Delayed Within a Block

- 9.9 Train Delayed Within a Block
- 9.9.1 Passing Approach to Automatic Interlocking

Derails

- See Hand-Operated Switches
- 8.8 Switches Equipped with Locks, Hooks or Latches
- 8.20 Derail Location and Position
- 9.18 Electrically Locked Switches and Derails

Detoured Trains

- 1.42 Trains Detoured

Direct Traffic Control (DTC)

- 6.3.1 Train Coordination
- 6.25 Movement Against the Current of Traffic
- 9.12.4 ABS Territory
- 16.1 Authority to Enter DTC Limits
- 16.2 DTC Block Authority
- 16.3 Movement in a Specified Direction
- 16.4 Work and Time

Discourteous

- 1.6 Conduct

Dishonest

- 1.6 Conduct

Distant Signals

- 8.9.6 Approaching a Spring Switch in Non-Signaled Territory

Ditch Lights

- 5.9.5 Displaying Ditch Lights

Double Track

- 5.4.6 Display of Flags Within Current of Traffic
- 6.16 Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track
- 6.24 Movement on Double Track
- 6.25 Movement Against the Current of Traffic
- 6.26 Use of Multiple Main Track
- 8.3 Main Track Switches
- 9.12.4 ABS Territory
- 9.14 Movement with the Current of Traffic
- 9.14.1 Reporting Clear of a Track Having a Current of Traffic
- 15.3 Authorizing Movement Against the Current of Traffic

Drawbridge

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

Driving Record

- 1.6.1 Motor Vehicle Driving Records

Dropped Cars

- 6.32.1 Cars Shoved, Kicked or Dropped
- 7.1 Switching Safely and Efficiently
- 7.7 Kicking or Dropping Cars

Dual Control Switches

- 8.1 Hand Operation of Switches
- 8.8 Switches Equipped with Locks, Hooks or Latches
- 8.17 Avoid Sanding Over Moveable Parts
- 8.19 Automatic Switches
- 9.13 When Instructed to Operate Dual Control Switches by Hand
- 9.13.1 Hand Operation of Dual Control Switches

Drugs

- 1.5 Drugs and Alcohol

DTC

See Direct Traffic Control

Dump Doors

- 1.35 Dump Doors

Electrically Locked Switches

- 9.18 Electrically Locked Switches and Derails

Emergency

- 2.10 Emergency Calls

Emergency Stop

- 6.23 Emergency Stop or Severe Slack Action

Employees Working Sign

- 5.14 Signs Protecting Equipment

Employment

- 1.18 Unauthorized Employment

Engineer

- 1.6.1 Motor Vehicle Driving Records
1.47 Duties of Crew Members

Engines

- 1.2.4 Mechanical Inspection
1.20 Alert to Train Movement
1.21 Occupying Roof
1.23 Altering Equipment
1.29 Avoiding Delays
1.30 Riding Engine
1.34 Flat Spots
1.39 Accuracy of Speed Indicator
1.40 Reporting Engine Defects
1.41 Engines Coupled to Occupied Passenger Cars
5.9.4 Displaying Headlights Front and Rear
5.9.6 Displaying Oscillating White Headlight
5.11 Engine Identifying Number
7.4 Precautions for Coupling or Moving Cars or Engines
9.20 Clear Track Circuits
9.22 Standing on Sanded Rail

Equipment

- See Cars
See Engines
1.1.4 Condition of Equipment and Tools
1.2.3 Equipment Inspection
1.2.4 Mechanical Inspection
1.20 Alert to Train Movement
1.22 Not Permitted on Equipment
1.23 Altering Equipment
15.4 Protection When Tracks Blocked with Equipment

Examinations

- 1.3.1 Rules, Regulations, and Instructions

Excepted Track

- 6.12 FRA Excepted Track

Fire

- 1.28 Fire

Fixed Signal

- 2.12 Fixed Signal Information
5.15 Improperly Displayed Signals

Flagmen

- 5.2.2 Signals Used by Employees

Flag Protection

- 6.19 Flag Protection

Flags

- See Green Flags
See Yellow Flags
See Yellow/Red Flags
See Red Flags

FRA Excepted Track

- 6.12 FRA Excepted Track

Fusee

- 5.6 Unattended Fusee

Games

- 1.10 Games, Reading, or Electronic Devices

General Order

- 1.3.1 Rules, Regulations, and Instructions
1.3.2 General Order
4.1.1 Notice of New Timetable
15.6 Change of General Order, Special Instruction or Rule

Gratuities

- 1.26 Gratuities

Green Flags

- 5.4.2 Display of Yellow Flag
5.4.5 Display of Green Flag
5.4.6 Display of Flags Within Current of Traffic
5.15 Improperly Displayed Signals

Hand Brakes

- 7.4 Precautions for Coupling or Moving Cars or Engines
7.5 Testing Hand Brakes
7.6 Securing Cars or Engines

Handling Cars Ahead of Engine

- 6.5 Handling Cars Ahead of Engine

Hand-Operated Switches

- See Main Track Switches
See Spring Switches
8.1 Hand Operation of Switches
8.2 Position of Switches
8.8 Switches Equipped with Locks, Hooks or Latches
8.11 Switches in Sidings
8.12 Crossover Switches
8.14 Conflicting Movements Approaching Switch
8.15 Switches Run Through
8.16 Damage or Defective Switches
9.13 When Instructed to Operate Dual Control Switches by Hand
9.13.1 Hand Operation of Dual Control Switches
9.18 Electrically Locked Switches and Derails

Hand Signals

- 2.13 In Place of Hand Signals
- 5.1 Signal Equipment
- 5.2 Receiving and Giving Signals
- 5.2.1 Looking for Signals
- 5.2.2 Signals Used by Employees
- 5.3.1 Hand Signals
- 5.3.2 Giving Signals
- 5.3.3 Signal Disappearance
- 5.3.4 Signal to Stop
- 5.3.5 Acknowledge Stop Signal
- 5.3.6 Radio and Voice Communication
- 5.9.1 Dimming Headlight

Hazardous Material Instructions

- 1.3.1 Rules, Regulations, and Instructions
- 1.14 Employee Jurisdiction

Headlight

- 5.9 Headlight Display
- 5.9.1 Dimming Headlight
- 5.9.2 Headlight Off
- 5.9.3 Headlight Failure
- 5.9.4 Displaying Headlights Front and Rear
- 5.9.6 Display Oscillating White Headlight

Hours of Service

- 1.17 Hours of Service Law
- 15.12 Relief of Engineer or Conductor During Trip

Hump Yard

- 7.13 Protection of Employees in Bowl Tracks

Identifying Engine Number

- 5.11 Engine Identifying Number

Immoral

- 1.6 Conduct

Injuries

- 1.1.2 Alert and Attentive
- 1.1.3 Accidents, Injuries, and Defects
- 1.2.1 Care for Injured
- 1.2.2 Witnesses
- 1.2.3 Equipment Inspection
- 1.2.4 Mechanical Inspection
- 1.2.5 Reporting
- 1.2.6 Statements
- 1.2.7 Furnishing Information
- 2.10 Emergency Calls

Information

- 1.27 Divulging Information

Initiating Movement

- 6.2 Initiating Movement
- 15.10 Retaining Track Bulletins

Inspection

- 1.2.4 Mechanical Inspection
- 1.33 Inspection of Freight Cars
- 6.29.1 Inspecting Passing Trains
- 6.29.2 Train Inspections by Crew Members

Instructions

- 1.3.1 Rules, Regulations, and Instructions
- 1.3.3 Circulars, Instructions, and Notices
- 1.13 Reporting and Complying with Instructions
- 6.1 Repeat Instructions

Insubordinate

- 1.6 Conduct
- 1.13 Reporting and Complying with Instructions

Interlocking

- See Manual Interlocking
- See Automatic Interlocking

Junctions

- 6.17 Switches at Junctions
- 6.18 Stopping Clear of Crossings and Junctions

Jurisdiction

- 1.14 Employee Jurisdiction

Kicked Cars

- 6.32.1 Cars Shoved, Kicked or Dropped
- 7.1 Switching Safely and Efficiently
- 7.7 Kicking or Dropping Cars

Main Track

- See Main Track Authority
- 2.14 Mandatory Directive
- 6.2 Initiating Movement
- 6.2.1 Train Location
- 6.3.1 Train Coordination
- 6.4 Reverse Movements
- 6.4.1 Permission for Reverse Movements
- 6.10 Calling Attention to Restrictions
- 6.20 Equipment Left on Main Track
- 6.23 Emergency Stop or Severe Slack Action
- 9.14.1 Reporting Clear of a Track Having a Current of Traffic
- 15.5 Protection When Tracks Blocked with Equipment

Main Track Authority

- 6.3 Main Track Authorization
- 6.13 Yard Limits
- 6.14 Restricted Limits (BRT)
- 6.15 Block Register Territory
- 9.14 Movement with the Current of Traffic
- 9.15 Track Permit
- 10.1 Authority to Enter CTC Limits
- 10.3 Track and Time

- 14.1 Authority to Enter TWC Limits
- 16.1 Authority to Enter DTC Limits
- 16.4 Work and Time

Main Track Switches

- See Spring Switches
- See Dual Control Switches
- 8.3 Main Track Switches
- 8.4 Lining Main Track Switch
- 8.5 Clearing Main Track Before Restoring Switch
- 8.6 Restoring Switch to Normal Position
- 8.7 Clearing of Main Track Switches
- 8.8 Switches Equipped with Locks, Hooks or Latches
- 8.12 Crossover Switches
- 9.14.1 Reporting Clear of a Track Having a Current of Traffic
- 9.17 Entering Main Track at Hand-Operated or Spring Switch
- 10.1 Authority to Enter CTC Limits
- 10.2 Clearing Through Hand-Operated Switches
- 14.3.1 Leaving the Main Track
- 14.7 Reporting Clear of Limits

Manual Interlocking

- 6.3 Main Track Authorization
- 6.4.1 Permission for Reverse Movement
- 6.4.2 Movement Within Control Point or Interlocking
- 6.16 Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track
- 8.17 Avoid Sanding Over Moveable Parts
- 9.5.1 Changing Established Route
- 9.5.2 Protection If Signal Appliance or Track is Damaged
- 9.5.3 Protection During Repairs
- 9.5.4 Authority to Proceed
- 9.5.5 Reporting Delays
- 9.9 Train Delayed Within a Block
- 9.12.2 Manual Interlockings
- 9.13 When Instructed to Operate Dual Control Switches by Hand
- 9.13.1 Hand Operation of Dual Control Switches
- 9.18 Electrically Locked Switches and Derails
- 9.19 Leaving Equipment in Signal Systems

Maximum Speed

- 6.31 Maximum Authorized Speed

Marker

- 5.10 Marker
- 5.10.1 Highly Visible Marker
- 5.10.2 Alternative Markers

Men Working Sign

- 5.14 Signs Protecting Equipment

Meets

- 6.8 Stopping Clear for Meeting or Passing
- 6.9 Meeting or Passing Precautions

Misconduct

- 1.4 Carrying Out Rules and Reporting Violations

Motor Vehicle Driving Records

- 1.6.1 Motor Vehicle Driving Records

Movements Against the Current of Traffic

- 6.13 Yard Limits
- 6.25 Movement Against the Current of Traffic
- 14.6 Movement Against the Current of Traffic
- 15.3 Authorizing Movement Against the Current of Traffic

Multiple Main Track

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

Napping

- 1.11 Sleeping
- 1.11.1 Napping

Negligence

- 1.4 Carrying Out Rules and Reporting Violations
- 1.6 Conduct

Notices

- 1.3.3 Circulars, Instructions, and Notices

Obeying the Rules

- 1.1 Safety
- 1.3.1 Rules, Regulations, and Instructions
- 1.4 Carrying Out Rules and Reporting Violations

Open Top Loads

- 1.37 Open Top Loads
- 1.38 Shipments Susceptible to Damage
- 7.3 Additional Switching Precautions

Operating Rules

- 1.3.1 Rules, Regulations, and Instructions
- 1.3.2 General Order
- 4.2 Special Instructions
- 15.6 Change of a General Order, Special Instruction, or Rule

Oscillating or Flashing Red Light

- 5.9.7 Displaying Oscillating or Flashing Red Light

Oscillating White Headlight

- 5.9.6 Displaying Oscillating White Headlight

Other Than Main Track

- 6.28 Movement on Other Than Main Track
- 9.20 Clear Track Circuits

Outfit Cars

- 5.12 Protection of Occupied Outfit Cars
- 7.9 Switching Passenger or Occupied Outfit Cars

Overlap Circuits

- 9.21 Overlap Circuits

Passenger Trains & Cars

- 1.41 Engines Coupled to Occupied Passenger Cars
- 6.30 Receiving or Discharging Passengers
- 7.3 Additional Switching Precautions
- 7.9 Switching Passenger or Occupied Outfit Cars

Passengers

- 1.2.1 Care for Injured
- 1.4 Carrying Out Rules and Reporting Violations

Passing

- 6.8 Stopping Clear for Meeting or Passing
- 6.9 Meeting or Passing Precautions

Permanent Speed Signs

- 5.5 Permanent Speed Signs

Personal Injuries

See Injuries

Picking Up Crew Member

- 6.6 Picking Up Crew Member

Power-Operated Switch

See Dual Control Switches

Practical Jokes

- 1.7 Altercations

Property

See Railroad Property

Public Crossings

- 5.8.1 Ringing Engine Bell
- 5.8.2 Sounding Whistle
- 5.8.3 Whistle Failure
- 5.9.3 Headlight Failure
- 5.9.5 Displaying Ditch Lights
- 5.9.6 Displaying Oscillating White Headlight
- 6.32.1 Cars Shoved, Kicked or Dropped
- 6.32.2 Automatic Warning Devices
- 6.32.3 Protection of Adjacent Tracks
- 6.32.4 Clear of Crossings and Signal Circuits
- 6.32.5 Actuating Automatic Warning Devices Unnecessarily
- 6.32.6 Blocking Public Crossings

Quarrelsome

- 1.6 Conduct

Radio

- 2.1 Transmitting
- 2.2 Required Identification
- 2.3 Repetition
- 2.4 Ending Transmission
- 2.5 Communication Redundancy
- 2.6 Communication Not Understood or Incomplete
- 2.7 Monitoring Radio Transmission
- 2.8 Acknowledgment
- 2.9 Misuse of Radio Communications
- 2.10 Emergency Calls
- 2.11 Prohibited Transmission
- 2.12 Fixed Signal Information
- 2.13 In Place of Hand Signals
- 2.14 Mandatory Directive
- 2.15 Phonetic Alphabet
- 2.16 Assigned Frequencies
- 2.17 Radio Testing
- 2.18 Malfunctioning Radio
- 2.19 Blasting Operations
- 2.20 Internal Adjustments
- 5.3.6 Radio and Voice Communication
- 5.3.7 Radio Response

Railroad Crossings

- 6.16 Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track
- 6.18 Stopping Clear of Crossings and Junctions
- 9.9.1 Passing Approach to Automatic Interlocking

Railroad Property

- 1.2.2 Witness
- 1.18 Care of Property
- 1.23 Altering Equipment
- 1.24 Clean Property
- 1.25 Credit or Property

Reading

- 1.10 Games, Reading, or Electronic Devices

Red Flags

- 5.4.7 Display of Red Flag or Red Light
- 5.4.8 Flag Location
- 5.15 Improperly Displayed Signals
- 15.2 Protection by Track Bulletin Form B

Regulations

- 1.3.1 Rules, Regulations, and Instructions
- 1.3.2 General Order

Remote Control

- 5.12 Position of Occupied Outfit Cars
- 5.13 Blue Signal Protection of Workmen

- 6.5.1 Remote Control Movements
- 6.7 Remote Control Zone
- 7.13 Protection of Employees in Bowl Tracks

Repeat of Instructions

- 6.1 Repeat Instructions

Reporting for Duty

- 1.15 Duty—Reporting or Absence

Respect of Railroad Company

- 1.9 Respect of Railroad Company

Restricted Limits

- 6.14 Restricted Limits
- 6.25 Movement Against the Current of Traffic
- 9.12.4 ABS Territory

Restricted Speed

- 6.27 Movement at Restricted Speed
- 9.10 Initiating Movement Between Signals
- 9.11 Movement from Signal Requiring Restricted Speed

Restrictions

- 1.47 Duties of Crew Members

Retarders

- 8.17 Avoid Sanding Over Moveable Parts

Reverse Movements

- 6.4 Reverse Movements
- 6.4.1 Permission for Reverse Movement
- 6.6 Picking Up Crew Member

Road Crossing

- See Public Crossing

Rule 9.14 (Current of Traffic)

- 6.3 Main Track Authorization
- 6.3.1 Train Coordination
- 9.12.4 ABS Territory

Rules

- 1.3.1 Rules, Regulations, and Instructions
- 15.6 Change of General Order, Special Instruction or Rule

Rule Violation

- 1.2.7 Furnishing Information

Safety

- 1.1 Safety
 - 1.1.1 Maintaining a Safe Course
 - 1.1.2 Alert and Attentive
 - 1.1.3 Conditions of Equipment and Tools
 - 1.3.1 Rules, Regulations, and Instructions
 - 1.4 Carrying Out Rules and Reporting Violations

- 1.6 Conduct
- 1.20 Alert to Train Movement
- 2.6 Communication Not Understood or Incomplete
- 5.13 Blue Signal Protection of Workmen

Safety Rules

- 1.14 Employee Jurisdiction
- 4.2 Special Instructions

Sanded Rail

- 9.22 Standing on Sanded Rail

Scale Track Switches

- 8.13 Scale Track Switches

Securing Cars or Engines

- See Hand Brakes

Service Connection Sign

- 5.14 Signs Protecting Equipment

Shoving Cars

- 6.5 Handling Cars Ahead of Engine
- 6.32.1 Cars Shoved, Kicked or Dropped

Siding

- 6.8 Stopping Clear for Meeting or Passing
- 6.9 Meeting or Passing Precautions
- 6.10 Instructions to Clear a Following Train
- 6.28 Movement on Other than Main Track
- 6.28.1 Sidings of Assigned Direction
- 6.28.2 Stopping Clear in Siding
- 6.28.3 Cars or Equipment Left on Siding
- 8.11 Switches in Sidings
- 9.20 Clear Track Circuits
- 15.5 Protection When Tracks Blocked with Equipment

Signals

- See Fixed Signals
- See Distant Signals
- See Block Signals
- See Cab Signals
- See Hand Signals
- See Signal Indication
- 1.47 Duties of Crew Members
- 9.1 Signal Aspects and Indications
- 9.2 Location of Signals
- 9.3 What Signals Govern
- 9.4 Improperly Displayed Signals or Absent Light
- 9.5 Where Stop Must Be Made
- 9.9 Train Delayed Within a Block
- 9.10 Initiating Movement Between Signals
- 9.11 Movement from Signal Requiring Restricted Speed

Signal Indication

- 9.6 Change of Signal Indication
- 9.7 Failure to Display Most Restrictive Indication
- 9.8 Next Governing Signal
- 9.11 Movement from Signal Requiring Restricted Speed
- 9.12.1 CTC Territory
- 9.12.2 Manual Interlockings
- 9.12.3 Automatic Interlockings
- 9.12.4 ABS Territory
- 9.16 Stop and Proceed Indication

Signs

- 5.14 Signs Protecting Equipment

Sleeping

- 1.11 Sleeping
- 1.11.1 Napping

Special Instructions

- 1.3.1 Rules, Regulations, and Instructions
- 1.3.2 General Order
- 1.14 Employee Jurisdiction
- 4.2 Special Instructions
- 15.6 Change of a General Order, Special Instruction, and Rule

Speed Indicator

- 1.39 Accuracy of Speed Indicator

Speed Restrictions

- 2.14 Mandatory Directive
- 6.31.1 Permanent Speed Restrictins

Speed Signs

- 5.5 Permanent Speed Signs

Spring Switches

- 8.1 Hand Operation of Switches
- 8.3 Main Track Switches
- 8.8 Switches Equipped with Locks, Hooks or Latches
- 8.9 Movement Over Spring Switches
- 8.9.1 Test Spring Switch
- 8.9.2 Trailing Through and Stopping on a Spring Switch
- 8.9.3 Hand Operating a Spring Switch Before Making a Trailing Movement
- 8.9.4 During Snow or Ice Storms
- 8.9.5 Spiking Spring Switch
- 8.9.6 Approaching a Spring Switch in Non-Signaled Territory
- 8.10 Switch Point Indicator
- 8.17 Avoid Sanding Over Moveable Parts
- 9.17 Entering Main Track at Hand-Operated or

Spring Switch

Standard Time

- 3.1 Standard Time
- 3.2 Watch Requirement
- 3.3 Time Comparison

Statements

- 1.2.6 Statements

Spur Track

- 7.12 Movement Into Spur tracks

Stop Sign

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

Stop and Proceed Indication

- 9.16 Stop and Proceed Indication
- 10.3 Track and Time

Stop Signal

- 5.3.4 Signal to Stop
- 5.3.5 Acknowledge Stop Signal
- 5.4.7 Display of Red Flag or Red Light
- 5.6 Unattended Fusee
- 9.5 Where Stop Must Be Made
- 9.6 Change of Signal Indication
- 9.12.1 CTC Territory
- 9.12.2 Manual Interlockings
- 9.12.3 Automatic Interlockings
- 9.12.4 ABS Territory
- 9.16 Stop and Proceed Indication
- 10.1 Authority to Enter CTC Limits
- 10.3 Track and Time

Subject to Call

- 1.16 Subject to Call

Suspension of Block System

- 9.23 Suspension of Block System
- 9.23.1 Guidelines While Block System is Suspended

Switches

- See Crossover Switches
- See Hand-Operated Switches
- See Spring Switches
- See Dual Control Switches
- See Derails
- See Main Track Switches
- See Scale Track Switches
- See Variable Switches
- See Automatic Switches

Switching

See Hand Signals

- 2.2 Required Identification
- 2.3 Repetition
- 2.13 In Place of Hand Signals
- 5.3.7 Radio Response
- 5.9.1 Dimming Headlight
- 7.1 Switching Safely and Efficiently
- 7.2 Communication Between Crews Switching
- 7.3 Additional Switching Precautions
- 7.4 Precautions for Coupling or Moving Cars or Engines
- 7.7 Kicking or Dropping Cars
- 7.8 Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded
- 7.9 Switching Passenger or Occupied Outfit Cars
- 7.10 Movement Through Gates or Doorways
- 7.11 Charging Necessary Air Brakes
- 7.12 Movement Into Spur tracks

Switch Point Indicator

- 8.9.6 Approaching a Spring Switch in Non-Signaled Territory
- 8.10 Switch Point Indicator

Tank Car Connected Sign

- 5.14 Signs Protecting Equipment

Time

See Standard Time

Timetable

- 1.3.1 Rules, Regulations, and Instructions
- 1.14 Employee Jurisdiction
- 4.1 New Timetable
- 4.1.1 Notice of New Timetable
- 4.3 Timetable Characters
- 15.6 Change of a General Order, Special Instruction, and Rule

Tools

- 1.1.4 Condition of Equipment and Tools
- 1.2.3 Equipment Inspection

Torpedoes

- 5.7 Torpedoes

Track and Time

- 2.14 Mandatory Directive
- 10.3 Track and Time
- 10.3.1 Protection of Limits
- 10.3.2 Protection of Machines, Track Cars, or Employees
- 10.3.3 Joint Track and Time
- 10.3.4 Track and Time Acknowledgment

Track Bulletin

- 1.3.1 Rules, Regulations, and Instructions
- 1.47 Duties of Crew Members
- 2.14 Mandatory Directive
- 4.1.1 Notice of New Timetable
- 15.1 Track Bulletins
- 15.1.1 Changing Address of Track Warrants or Track Bulletins
- 15.2 Protection by Track Bulletin Form B
- 15.3 Authorizing Movement Against the Current of Traffic
- 15.4 Protection When Tracks Removed from Service
- 15.5 Protection When Tracks Blocked with Equipment
- 15.6 Change of a General Order, Special Instruction, or Rule
- 15.7 Copying Track Bulletins
- 15.8 Duplicating Track Bulletins
- 15.9 Mechanical Transmission of Track Bulletins
- 15.10 Retaining Track Bulletins
- 15.11 Restrictions to Crew Members
- 15.12 Relief of Engineer or Conductor During Trip
- 15.13 Voiding Track Bulletins
- 15.14 Delivering Track Bulletins

Track Occupancy Indicator

- 9.5.6 Track Occupancy Indicator

Track Permits

- 2.14 Mandatory Directive
- 6.3.1 Train Coordination
- 6.13 Yard Limits
- 6.25 Movement Against the Current of Traffic
- 9.15 Track Permit
- 9.15.1 Issuing Track Permits
- 9.15.2 Clearing Track Permits

Track Warrant

- See Track Warrant Control
- 2.14 Mandatory Directive
- 1.47 Duties of Crew Members
- 15.11 Restrictions to Crew Members
- 15.12 Relief of Engineer or Conductor During Trip

Track Warrant Control

- See Track Warrants
- 9.12.4 ABS Territory
- 14.1 Authority to Enter TWC Limits
- 14.2 Designated Limits
- 14.3 Operating with Track Warrants
- 14.3.1 Leaving the Main Track
- 14.4 Occupying Same Track Warrant Limits

- 14.5 Protecting Men or Equipment
- 14.6 Movement Against the Current of Traffic
- 14.7 Reporting Clear of Limits
- 14.8 Track Warrant Requests
- 14.9 Copying Track Warrants
- 14.9.1 Duplicating Track Warrants
- 14.10 Track Warrant in Effect
- 14.11 Changing Track Warrants
- 14.12 Voiding Track Warrants
- 14.13 Mechanical Transmission of Track Warrants

Train

- 1.20 Alert to Train Movement
- 1.29 Avoiding Delays
- 1.30 Riding Engine
- 1.32 Overheated Wheels
- 1.42 Trains Detoured
- 1.43 Stopped in Tunnels
- 2.5 Communication Redundancy
- 5.10 Marker
- 5.10.1 Highly Visible Marker
- 5.10.2 Alternative Markers
- 5.11 Engine Identifying Number
- 6.2.1 Train Location
- 6.10 Instructions to Clear a Following Train
- 6.21 Precautions Against Unusual Conditions
- 6.21.1 Protection Against Defects
- 6.22 Maintaining Control of Train or Engine
- 6.29.1 Inspecting Passing Trains
- 6.29.2 Train Inspections by Crew Members
- 15.7 Copying Track Bulletins

Train Coordination

- 6.3.1 Train Coordination

Train Inspection

- See Inspection

Train Dispatchers

- 1.3.1 Rules, Regulations, and Instructions
- 1.45 Duties of Train Dispatchers

Tunnels

- 1.43 Stopped in Tunnels

Unauthorized Employment

- 1.18 Unauthorized Employment

Unusual Conditions

- 6.21 Precautions Against Unusual Conditions
- 6.21.1 Protection Against Defects
- 6.21.2 Water Above Rail

Utility Employee

- 5.13.1 Utility Employees

Variable Switches

- 8.10 Switch Point Indicator
- 8.17 Avoid Sanding Over Moveable Parts
- 8.18 Variable Switches

Voiding Track Bulletins

- 15.13 Voiding Track Bulletins

Violations

- 1.4 Carrying Out Rules and Reporting Violations

Watch

- 3.2 Watch Requirement

Water Above Rail

- 6.21.2 Water Above Rail

Weapons

- 1.12 Weapons

Whistle

- 5.8.2 Sounding Whistle
- 5.8.3 Whistle Failure

Witness

- 1.2.2 Witnesses

Working Limits

- 6.3.1 Train Coordination

Wrestle

- 1.7 Altercations

Written Main Track Authorities

- 6.3 Main Track Authorization

Yardmasters

- 1.46 Duties of Yardmasters

Yard Limits

- 6.13 Yard Limits
- 6.25 Movement Against the Current of Traffic
- 9.12.4 ABS Territory

Yellow Flags

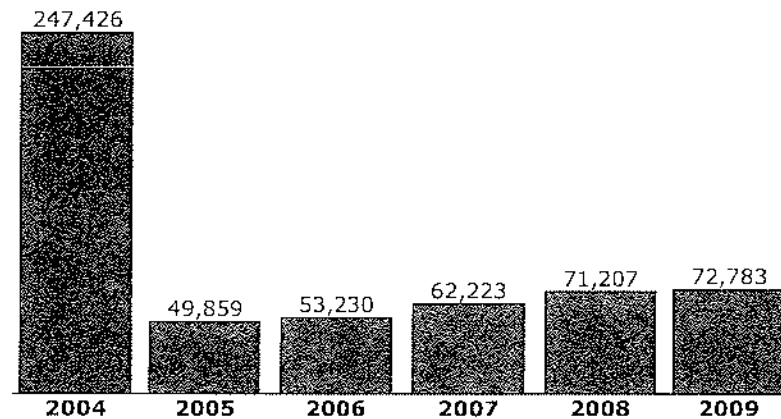
- 5.4.1 Temporary Restrictions
- 5.4.2 Display of Yellow Flag
- 5.4.4 Authorized Protection by Yellow or Yellow-Red Flag
- 5.4.6 Display of Flags Within Current of Traffic
- 5.4.8 Flag Location
- 5.15 Improperly Displayed Signals

Yellow/Red Flags

- 5.4.1 Temporary Restrictions
- 5.4.3 Display of Yellow-Red Flag
- 5.4.4 Authorized Protection by Yellow or
Yellow-Red Flag
- 5.4.6 Display of Flags Within Current of Traffic
- 5.4.8 Flag Location
- 5.15 Improperly Displayed Signals
- 15.2 Protection by Track Bulletin Form B

Fact sheet: Amtrak's Vermonter service - 4

Passengers using this service, 2004-2009



Quick recap, 2009

	Coach	Business/ First Class	Total
Passengers	67,659	5,124	72,783
Average trip	279 miles	318 miles	281 miles

Top city pairs by ridership, 2009

Cities	Miles
1. White River Jct., VT - New York, NY	262 mi
2. New York, NY - Brattleboro, VT	199 mi
3. New York, NY - Essex Jct., VT	356 mi
4. New York, NY - Amherst, MA	164 mi
5. New York, NY - Montpelier, VT	324 mi
6. New York, NY - Bellows Falls, VT	223 mi
7. Philadelphia, PA - Amherst, MA	255 mi
8. Washington, DC - Amherst, MA	390 mi

Top city pairs by revenue, 2009

Cities	Miles
1. White River Jct., VT - New York, NY	262 mi
2. New York, NY - Brattleboro, VT	199 mi
3. New York, NY - Essex Jct., VT	356 mi
4. New York, NY - Amherst, MA	164 mi
5. Washington, DC - Amherst, MA	390 mi
6. White River Jct., VT - Washington, DC	488 mi
7. New York, NY - Montpelier, VT	324 mi
8. Philadelphia, PA - Amherst, MA	255 mi

At a glance

- Part of Amtrak's State Supported sector
- Direct service to/from 32 cities
- in 10 states
- Daily service
- Population of service area:
Within 25 mi: 11,951,251
Within 50 mi: 23,524,694
- Longest segment: St. Albans, VT - Washington, DC (606 mi)

Trips by distance, 2009

Legend: ■ Coach □ Business/First

Distance	Passengers
0- 99	5.4%
100- 199	26.0%
200- 299	30.2%
300- 399	22.8%
400- 499	10.6%
500- 599	4.5%
600- 699	0.6%










































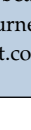

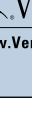






RAILROAD PASSENGERS





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VERMONT

St. Albans • Burlington • Springfield •
New York • Washington

55	57	◀ Train Number ▶				54	56			
Mo-Fr	SaSu	◀ Normal Days of Operation ▶				SaSu	Mo-Fr			
	2/15	◀ Will Also Operate ▶				2/15				
2/15		◀ Will Not Operate ▶					2/15			
		◀ On Board Service ▶								
Read Down		Mile	▼		Symbol	▲	Read Up			
8 30A	8 30A	0	Dp	St. Albans, VT (Jay Peak) (ET)		Ar	9 25P	9 25P		
9 00A	9 00A	24		Burlington-Essex Jct., VT			8 44P	8 44P		
9 28A	9 28A	47		Waterbury-Stowe, VT			8 16P	8 16P		
9 42A	9 42A	56		Montpelier-Barre, VT			8 02P	8 02P		
10 17A	10 17A	86		Randolph, VT			7 27P	7 27P		
11 05A	11 05A	118	Dp	White River Jct., VT (Lebanon-Hanover, NH)		Dp	6 45P	6 45P		
11 23A	11 23A	131		Windsor-Mt. Ascutney, VT			6 20P	6 20P		
11 34A	11 34A	140		Claremont, NH			6 08P	6 08P		
11 56A	11 56A	157		Bellows Falls, VT			5 45P	5 45P		
12 31P	12 31P	181		Brattleboro, VT			5 10P	5 10P		
1 19P	1 19P	216		Amherst, MA			4 20P	4 20P		
2 40P	2 40P	251		Springfield, MA			Dp	3 15P	3 15P	
2 50P	2 50P	251		Ar Dp			Ar	2 58P	3 00P	
3 12P	3 12P	266		Windsor Locks, CT				2 24P	2 26P	
3 32P	3 26P	277	Hartford, CT		2 08P	2 10P				
3 45P	3 40P	288	Berlin, CT		1 54P	1 56P				
3 56P	3 53P	295	Meriden, CT		1 44P	1 46P				
4 05P	4 03P	311		Wallingford, CT			1 35P	1 37P		
4 30P	4 30P	314		New Haven, CT			Dp	1 20P	1 22P	
4 41P	4 41P	314		Ar Dp			Ar	1 06P	1 06P	
5 01P	5 01P	327		Bridgeport, CT				12 42P	12 42P	
5 28P	5 28P	350	Stamford, CT		12 18P	12 18P				
6 41P	6 25P	385	New York, NY		Dp	11 30A		11 33A		
7 05P	6 55P	385	Ar Dp		Ar	10 45A		11 20A		
7 21P	7 12P	396		Newark, NJ			10 27A	11 02A		
	7 30P	410		Metropark, NJ			10 11A			
7 55P	7 54P	443		Trenton, NJ			9 47A	10 27A		
8 22P	8 22P	476		Philadelphia, PA			9 20A	9 58A		
8 25P	8 25P	476	Ar Dp	-30th St. Station		9 17A	9 55A			
8 47P	8 46P	502		Wilmington, DE			8 56A	9 35A		
9 35P	9 33P	570		Baltimore, MD			8 12A	8 50A		
				-Penn Station						
9 45P	9 43P	581		BWI Th. Marshall Air., MD			7 58A	8 35A		
D10 12P	D10 04P	602		New Carrollton, MD			R 7 42A	R 8 20A		
10 20P	10 15P	611		Ar	Washington, DC (ET)			Dp	7 30A	8 10A

Service on the VermonterSM

-  **Coaches:** Reservations required.
-  **Business class:** Business class service available.
-  **Café:** Sandwiches, snacks and beverages.
-  Free shuttle service between rail and air terminal.

Smoking is prohibited.

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See other side for Shading Key, Route Map and Symbols.

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290	292	296	◀ Train Number ▶				291	293	
Mo-Fr	Sa	Su	◀ Normal Days of Operation ▶				DexFr	Fr	
	2/14	2/15	◀ Will Also Operate ▶						
2/15		2/14	◀ Will Not Operate ▶						
<div><div>R</div><div>B</div><div>☕</div></div>	<div><div>R</div><div>B</div><div>☕</div></div>	<div><div>R</div><div>B</div><div>☕</div></div>	◀ On Board Service ▶				<div><div>R</div><div>B</div><div>☕</div></div>	<div><div>R</div><div>B</div><div>☕</div></div>	
Read Down			Mile	▼		Symbol	▲	Read Up	
7 40A	10 35A	4 45P	0	Dp	Rutland, VT	(ET) ☉ & ☐	Ar	9 05P	11 30P
8 07A	11 02A	5 12P	9	<div>↓</div>	Castleton, VT	○	<div>↑</div>	8 18P	10 43P
9 22A	12 22P	6 28P	44		Fort Edward- Glens Falls, NY	○		7 13P	9 38P
					☐ Lake George Village ☐				
9 43A	12 43P	6 57P	63		Saratoga Springs, NY	○ & ☐		6 52P	9 17P
10 23A	1 15P	7 28P	82		Schenectady, NY	○ & ☐		6 24P	8 49P
10 50A	1 45P	7 50P	100	Ar	Albany-Rensselaer, NY	● & ☐	Dp	6 00P	8 25P
11 05A	2 05P	8 05P		Dp			Ar	5 45P	8 15P
11 30A	2 30P	8 30P	128		Hudson, NY	● & ☐	<div>↑</div>	5 15P	7 48P
11 51A	2 51P	8 51P	153		Rhinecliff-Kingston, NY	● & ☐		4 52P	7 25P
12 05P	3 05P	9 05P	169		Poughkeepsie, NY	☐ & ☐		4 38P	7 10P
12 45P	3 45P	9 45P	209		Croton-Harmon, NY	☐		3 58P	6 25P
1 04P	4 04P	10 04P	227		Yonkers, NY	☐		3 39P	
1 35P	4 35P	10 35P	241	Ar	New York, NY-Penn Sta.(ET)	● & ☐	Dp	3 15P	5 40P
R93/83	R159	R67	Connecting Train at Penn Station					R174/154	R186
2 05P	5 05P	3 00A	241	Dp	New York, NY-Penn Sta.	● & ☐	Ar	1 44P	4 30P
2 22P	5 22P	3 20A	251	Ar	Newark, NJ	● & ☐	<div>↑</div>	1 26P	L 4 09P
3 06P	6 03P	4 03A	299		Trenton, NJ	● & ☐		12 46P	3 30P
3 32P	6 30P	4 35A	332		Philadelphia, PA	● & ☐		12 18P	3 02P
					-30th St. Station				
3 56P	6 55P	5 06A	357		Wilmington, DE	● & ☐		11 55A	2 39P
4 42P	7 45P	6 08A	426		Baltimore, MD-Penn Sta.	● & ☐		11 10A	1 47P
5 25P	8 30P	6 55A	467	Ar	Washington, DC (ET)	● & ☐	Dp	10 25A	1 05P





Seasonal Thruway Bus Service is available between the Rutland, VT Amtrak station and the Okemo ski area. Contact Amtrak for days of operation, schedules and fares.



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VERMONT

Service on the Ethan Allen Express®

-  **Coaches:** Reservations required.
-  **Business class:** Business class service available.
-  **Café:** Sandwiches, snacks and beverages.
- No checked baggage.**
-  **TrainCatcher** van/car service available from Ft. Edward to Glens Falls and Lake George Village. Reservations required. Call (518) 792-1086 for information and reservations.

Smoking is prohibited.

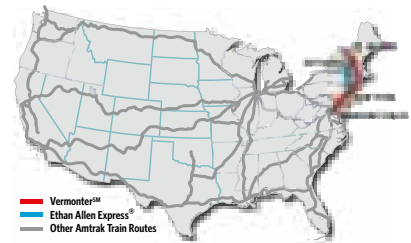
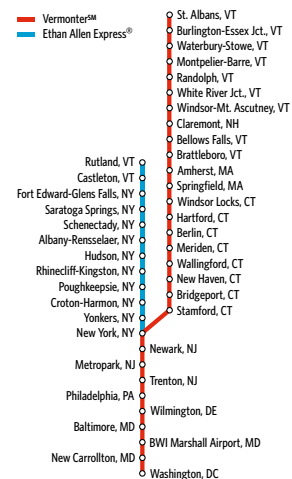
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






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Shading Key

Reserved long-distance train Connecting train

ETHAN ALLEN EXPRESS and VERMONT ROUTE MAP and SYMBOLS



- A Time Symbol for A.M.
- P Time Symbol for P.M.
- D Stops only to discharge passengers; train may leave before time shown.
- R Stops only to receive passengers.
- ET Eastern time
-  Bus stop
-  Airport connection
-  Quik-Trak self-serve ticketing kiosk
-  Unstaffed station
-  Staffed ticket office; may or may not be open for all train departures
-  Station wheelchair accessible; no barriers between station and train
-  Station wheelchair accessible; not all stations facilities accessible