



Operating Rules

Updated through August 1, 2024

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Chronological List of Rule Changes

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712.22	03-01-2024	407.3	10-01-2023
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1311.1	03-01-2024	304.7	09-01-2023
1305.5	03-01-2024	405.6	09-01-2023
1305.2	03-01-2024	503.9	08-31-2023
1300.5	03-01-2024	104.5	08-16-2023
1300.4	03-01-2024	706.4	08-02-2023
1000.6	03-01-2024	404.3	07-01-2023
504.18	02-23-2024	700.12	06-02-2023
301.11	02-01-2024	704.3	06-01-2023
600.2	02-01-2024	707.2	06-01-2023
501.2	02-01-2024	704.10	06-01-2023
501.1	02-01-2024	904.2	06-01-2023
704.13	01-01-2024	406.3	05-16-2023
704.14	01-01-2024	110.6	05-01-2023
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116.1	12-01-2023	109.1	05-01-2023
116.8	12-01-2023	805.3	05-01-2023
116.7	12-01-2023	801.2	04-01-2023
116.5	12-01-2023	901.4	03-02-2023
116.9	12-01-2023	712.32	03-01-2023
117.1	12-01-2023	1010.2	03-01-2023
117.2	12-01-2023	712.34	03-01-2023
117.3	12-01-2023	904.7	02-01-2023
117.4	12-01-2023	1300.1	01-02-2023
117.5	12-01-2023	707.8	01-01-2023
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116.2	12-01-2023		

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Table of Contents

• <u>Chapter 1 - General Requirements</u>	
◦ 100 - Application of Rules and Special Instructions	1-1
◦ 101 - System and Subdivision Bulletins and Notices	1-2
◦ 102 - CSX Standard Time	1-3
◦ 103 - CSX Property and Interest	1-4
◦ 104 - Employee Behavior	1-5
◦ 105 - Reporting Conditions	1-8
◦ 106 - Drugs and Alcohol (Rule G)	1-8
◦ 107 - Use of Tobacco Products	1-9
◦ 108 - Certification and Licenses	1-9
◦ 109 - Hours of Service Act Requirements	1-10
◦ 110 - Trains and On-Track Equipment	1-11
◦ 111 - Reserved for Future Use	1-13
◦ 112 - Train and Engine Service Employees	1-13
◦ 113 - Yardmasters	1-14
◦ 114 - Reserved for Future Use	1-15
◦ 115 - Duties When Providing Flag Protection at Work Locations	1-15
◦ 116 - Train Documentation and Pre-Departure Inspections	1-16
◦ 117 - Observation of Trains	1-18
• <u>Chapter 2 - Signals and Their Use</u>	
◦ 200 - Flagging Appliances for Providing Warning	2-1
◦ 201 - Providing Warning Against Approaching Trains	2-1
◦ 202 - Hand, Flag, and Lantern Signals	2-3
◦ 203 - Locomotive Bell and Horn	2-4
◦ 204 - Locomotive Lights	2-6
◦ 205 - End-of-Train Marker	2-7
◦ 206 - Two-Way Telemetry	2-9
• <u>Chapter 3 - Movement of Trains</u>	
◦ 300 - Authorized Train Speed	3-1
◦ 301 - Control of Train Speed	3-2
◦ 302 - Locations That Must Be Approached Prepared to Stop	3-4
◦ 303 - Permanent and Temporary Track Speeds	3-4
◦ 304 - Wayside Signs	3-4
◦ 305 - Working Limits on Controlled Tracks	3-7
◦ 306 - Train Coordination	3-9
◦ 307 - Out-of-Service Limits	3-9
◦ 308 - Train in Emergency	3-11
◦ 309 - Protecting Passenger Train Station Stops	3-13
◦ 310 - Flagged Work Locations	3-13
◦ 311 - Railroad Crossings at Grade	3-14
◦ 312 - Highway-Rail Crossings at Grade	3-14
◦ 313 - Malfunction of Highway-Rail Crossings Warning Systems	3-15
◦ 314 - Providing Protection at Highway-Rail Crossings at Grade	3-16
• <u>Chapter 4 - Utility Employee, Switches, Switching, Shoving, and Securement</u>	
◦ 400 - Utility Employee	4-1
◦ 401 - Operating Switches and Derails by Hand	4-2
◦ 402 - Spring Switches	4-5
◦ 403 - Electrically Locked Switches	4-6
◦ 404 - Releasing Hand Brakes	4-6
◦ 405 - Switching Equipment	4-7
◦ 406 - Shoving or Pushing Equipment	4-9
◦ 407 - Leaving Equipment in the Clear	4-12
◦ 408 - General Securement Requirements	4-14
◦ 409 - Securement of Cars	4-16
◦ 410 - Securement of Locomotives	4-17
◦ 411 - Securement of Trains	4-20

◦	412 - Securement of Key Trains	4-21
◦	413 - Defective Hand Brakes	4-22
◦	414 - Fouling Equipment	4-22
•	Chapter 5 - Centralized Train Dispatching System and Authorities for Movement	
◦	500 - Dispatcher Bulletins, Dispatcher Messages, and Release Forms	5-1
◦	501 - Form EC-1	5-2
◦	502 - Other than Main, Signaled, or Siding Tracks	5-4
◦	503 - Main, Signaled, and Siding Tracks	5-5
◦	504 - General Signal Rules	5-9
◦	505 - Track Warrant Control Non-Signaled (TWC-D)	5-18
◦	506 - Track Warrant Control with Automatic Block Signals (TWC-ABS)	5-21
◦	507 - Main Track Yard Limits Non-Signaled (YL)	5-23
◦	508 - Main Track Yard Limits Signaled (YL-S)	5-24
◦	509 - Current of Traffic (COT) - Track Signaled in One Direction	5-25
◦	510 - Traffic Control (TC)	5-27
◦	511 - Controlled Point (CP) Signals	5-27
◦	512 - Cab Signal System (CSS) - General	5-28
◦	513 - Cab Signal System with Wayside Intermediate	5-31
◦	514 - Cab Signal Without Wayside Intermediate	5-33
•	Chapter 6 - Train Dispatching	
◦	600 - General Train Dispatcher Rules	6-1
◦	601 - Train Dispatching System	6-4
◦	602 - Managing Dispatcher Bulletins, Dispatcher Messages, and Form EC-1	6-4
◦	603 - Managing Signals and Signal Appliances	6-6
◦	604 - Controlled Point (CP) Signals	6-7
◦	605 - Controlled Point Appliances	6-7
◦	606 - Permission to Pass a Stop Signal	6-9
◦	607 - Managing Train Movements	6-9
◦	608 - Train Authorities	6-10
◦	609 - Permission to Make a Reverse Movement	6-11
◦	610 - Protecting a Train Within Track Segment Limits	6-11
◦	611 - Blocked Sidings and Main Tracks	6-12
◦	612 - Train Stopped by Emergency Brake Application	6-12
◦	613 - Managing Engineering Work	6-13
◦	614 - Track Authorities	6-14
◦	615 - Permission for Non-Insulated On-Track Equipment to Pass a Stop Signal at a Remotely Controlled Railroad Crossing at Grade	6-16
◦	616 - Controlled Track Removed from Service	6-16
◦	617 - Highway-Rail Crossings at Grade	6-17
◦	618 - Defect Detectors Verification Process	6-18
◦	619 - Removing Defect Detectors from Service	6-18
◦	620 - Restoring Defect Detectors to Service	6-19
◦	621 - Managing Unusual Situations	6-19
◦	622 - Report of Track Irregularities or Rough Track	6-20
◦	623 - Signals Not Functioning Properly and Unexplained Occupancy Lights	6-20
◦	624 - Weather	6-21
◦	625 - Key Trains	6-22
◦	626 - Providing Warning for Employees working on Adjacent Tracks	6-23
•	Chapter 7 - Roadway Worker and On-Track Safety	
◦	700 - General Requirements of Engineering Department Employees	7-1
◦	701 - On-Track Safety and Job Briefing Requirements	7-3
◦	702 - Welding/Grinding	7-4
◦	703 - Adjacent Controlled Track On-Track Safety	7-5
◦	704 - EC-1/EC-1e Line 1 Authority	7-7
◦	705 - Individual Train Detection, Train Approach Warning, and Train Coordination	7-12
◦	706 - Working Limits on Non-Controlled Tracks	7-14
◦	707 - Working Limits on Controlled Tracks (Conditional Stop)	7-17
◦	708 - Flag Protection to Establish Emergency Working Limits	7-20

◦	709 - Maintenance Lock-Out, No-Check Functions, and Local Control	7-21
◦	710 - Removing a Controlled Track from Service	7-22
◦	711 - Railroad Crossings at Grade and Drawbridges	7-23
◦	712 - Operating Machines and On-Track Equipment	7-25
◦	713 - Operating Cranes	7-34
•	Chapter 8 - On-Track Worker Qualifications	
◦	800 - Prerequisites for Engineering Employee Qualification	8-1
◦	801 - Responsibilities of Employee Seeking Qualification	8-1
◦	802 - Responsibilities of Examining Employee	8-2
◦	803 - Responsibilities of Supervisor	8-2
◦	804 - Qualification As Employee-in-Charge	8-3
◦	805 - Short-Term Project Procedure	8-4
•	Chapter 9 - Remote Control Operations	
◦	900 - General Requirements	9-1
◦	901 - Required Safety Tests	9-1
◦	902 - Remote Control Zones	9-3
◦	903 - Positive Stop Protection (PSP)	9-4
◦	904 - Operating Remote Control Equipment	9-5
•	Chapter 10 - Electronic Devices and Radio Communication	
◦	1000 - Use of Electronic and Electrical Devices - General Rules	10-1
◦	1001 - Use of Electronic and Electrical Devices Transportation Employees	10-2
◦	1002 - Use of Electronic and Electrical Devices Engineering and Mechanical Employees	10-4
◦	1003 - General Radio Rules	10-5
◦	1004 - Radio Requirements for Trains and On-Track Equipment	10-7
◦	1005 - Testing Radio Equipment	10-7
◦	1006 - Positive Identification	10-7
◦	1007 - Transmitting by Radio	10-8
◦	1008 - Receiving, Acting Upon, and Ending Radio Transmissions	10-9
◦	1009 - Information That Must Be Copied	10-10
◦	1010 - Emergency Transmissions	10-11
•	Chapter 11- Protection in Bowls and Blue Signal Protection	
◦	1100 - Required Protection in Bowl Tracks	11-1
◦	1101 - Blue Signal Protection General Rules	11-3
◦	1102 - Establishing Blue Signal Protection	11-4
◦	1103 - Remotely Controlled Switches	11-5
◦	1104 - Locomotive Servicing Track Area	11-5
◦	1105 - Car Shop Repair Track Area	11-6
•	Chapter 12 - Signal Aspects and Indications	
◦	1280 to 1298 - Standard	12-1
◦	C1280 to C1298 - Chessie	12-8
◦	CR1277 to CR1295 - Conrail	12-13
◦	Wayside Signs	12-24
•	Chapter 13 - Positive Train Control	
◦	1300 - Positive Train Control	13-1
◦	1301 - PTC Initialization/Horn Protection Feature	13-1
◦	1302 - Restrictions, Authorities and PTC Prompts	13-3
◦	1303 - En Route Conflicts	13-3
◦	1304 - Operating with Speed Not Displayed	13-4
◦	1305 - En Route Failure and Operating with PTC Cut Out	13-4
◦	1306 - Penalty/Emergency Braking	13-5
◦	1307 - Enter Main Track at Electric Lock Switch	13-6
◦	1308 - Restricted Mode	13-6
◦	1309 - Permission through Work Zones Prior to Moving	13-7
◦	1310 - Reverse Movements with PTC	13-7
◦	1311 - PTC Outages	13-7
◦	1312 - Interoperability	13-8
◦	1313 - Pusher/Helper Train Service	13-8

◦	1314 - Logging Off	13-9
•	Appendices	
◦	Appendix A - Transportation Good Faith Challenge	14-1
◦	Appendix B - Engineering Department On-Track Safety Good Faith Challenge	15-1
•	Glossary	

Chapter 1 - General Requirements

100 - Application of Rules and Special Instructions

100.1 Employees must know and comply with rules, instructions, and procedures that govern their duties. They must also comply with the instructions of supervisors. When there is uncertainty, employees must:

1. Take the safe course, and
2. Contact a supervisor for clarification.

100.2 When rules and special instructions conflict, the following apply:

1. Special instructions supersede rules;
2. Dispatcher messages supersede special instructions and rules; and
3. Form EC-1 instructions supersede dispatcher messages, special instructions, and rules.

100.3 Employees that have been provided a railroad supplied electronic device must have the device available for use and must ensure the device is:

1. In good working condition,
2. Fully charged,
3. Updated with the latest rule books and special instructions that are in effect, and
4. Powered on during the entire tour of duty in order to receive vital software updates.

100.4 When on duty, each CSX employee must be in possession of his or her own copy of, or have electronic access to, the documents below. Foreign line employee operating on CSX tracks must have at least one of each of the below documents available for immediate use.

1. Rule books specified by system bulletin,
2. Applicable timetable instructions,
3. System bulletins,
4. Applicable subdivision bulletins, and
5. Any other documents specified by rule or special instruction.

100.5 CSX employees performing service on foreign line tracks are governed by the foreign line and must carry the rules, timetables, and special instructions of that line.

100.6 When a rule book or timetable is reissued or amended, it supersedes all previous versions on the effective date and time. Employees must:

1. Obtain a copy,
2. Verify the document is complete, and
3. Have the documents available for use.

101 - System and Subdivision Bulletins and Notices

101.1 Before beginning work, employees must determine if any bulletins or notices have been issued since their last tour of duty, and:

1. Read and comply with all of the bulletins that affect their tour of duty, and
2. Read and comply with the information contained in notices.

101.2 The following applies to bulletins:

1. System bulletins implement changes in rules and system-wide operating practices,
2. Subdivision bulletins implement changes in timetable special instructions, and
3. Procedural instruction manuals implement changes in train dispatching operating practices.

101.3 System and subdivision bulletins and notices will:

1. Be numbered consecutively;
2. Expire at 2359 on the last day of March, June, September, and December; and
3. Be reissued, as necessary, effective 0001 on the first day of January, April, July, and October.

101.4 System bulletins will be in the following format:

1. There will be one System Bulletin (SB) per Section:
 1. Operating Rules - Carried by All and Foreign Line
 2. Dispatcher Rules - Carried by Dispatchers only
 3. Roadway Worker Rules - Carried by Engineering Forces and Dispatchers
 4. Safe Way - Carried by All
 5. Equipment Handling - Carried by All and Foreign Line
 6. Air Brake and Train Handling - Carried by All
 7. Hazmat (HM-1) - Carried by All
 8. Positive Train Control - Carried by Transportation when operating in PTC Territory
 9. PTC Procedural Instructions - Carried by Transportation when operating in PTC Territory
2. Only one CSX System Bulletin per section will be in effect,
3. When future modifications are made to each section the previous system bulletin will be cancelled, and
4. When a System Bulletin is issued, Item 1 will provide a summary of changes being made and a listing of the bulletin numbers in effect.

102 - CSX Standard Time

102.1 CSX standard time is equivalent to United States Eastern Time using the 24-hour clock system. CSX standard time can be determined by:

- a. Time displayed by the dispatching system, or
- b. Contacting the control station, or
- c. Calling RNX 388-5000 or Bell 904-381-5000.

102.2 Employees governed by timetables, dispatcher messages, or Form EC-1 must carry a watch that:

1. Indicates hours, minutes, and seconds; and
2. Must not lose or gain more than one minute in a 12-hour period.

102.3 Employees who are required to carry a watch must verify the watch is set to CSX standard time before beginning work activity:

1. The ranking employee of the crew or working group is to set his or her watch to CSX standard time, and
2. Other members of the crew or working group are to set their watches to that of the ranking employee.

103 - CSX Property and Interest

103.1 Employees must keep CSX electronic devices, tools, keys, or other property:

1. In a safe, clean, and working condition;
2. Available for use as required; and
3. Protected against unauthorized use or theft.

103.2 Do not use CSX equipment or communication systems unnecessarily or for unauthorized personal business.

103.3 The unauthorized possession, removal, or disposal of any material from CSX property or from the property of customers is prohibited. Any article of value found on CSX property must be protected and turned in to a supervisor.

103.4 Employees must return CSX property when leaving service or upon demand by a supervisor.

103.5 Employees must notify a supervisor when they have knowledge of:

- a. Activities proposed by a public or private interest that would affect CSX, or
- b. Encroachment on CSX property.

103.6 Unless authorized by the proper authority, employees must not:

- a. Divulge company affairs, or
- b. Furnish information detrimental to the interest of the company or its customers, or
- c. Permit access to company records, or
- d. Provide information of an incident to the public.

103.7 Employees must not:

- a. Restrict or interfere with the intended functions of any device or equipment, or
- b. Post unauthorized information on CSX property, or
- c. Deface or destroy CSX property, or
- d. Place trash or refuse anywhere except in the appropriate receptacle, or
- e. Read literature unrelated to work when on duty, or
- f. Possess a firearm or other weapon when on duty, on CSX property, or when occupying facilities provided by CSX unless authorized.

103.8 An employee who is involved in an on-duty accident or incident must provide all issued documents and Form EC-1 to a supervisor.

- 103.9** When notified of a tornado warning, all train and yard movements located within the warning area must stop and employees take immediate shelter until the warning has expired. If safe to do so, avoid stopping on bridges or rail-highway grade crossings.

104 - Employee Behavior

- 104.1** When on duty, employees must:

1. Devote themselves exclusively to the service of CSX,
2. Assist and cooperate with other employees,
3. Perform duties in a safe and efficient manner that prevents unnecessary delay to customers,
4. Promptly report violations of the rules or special instructions to a supervisor, and
5. Take the safe course when conditions are not covered by rule.

- 104.2** Employee behavior must be respectful and courteous. Employees must not be any of the following:

- a. Dishonest, or
- b. Insubordinate, or
- c. Disloyal, or
- d. Quarrelsome.

- 104.3** The following behaviors are prohibited while on duty, on CSX property, or when occupying facilities provided by CSX:

- a. Boisterous, profane, or vulgar language; or
- b. Altercations; or
- c. Practical jokes or horseplay; or
- d. Carelessness, incompetence, or willful neglect of duties; or
- e. Behavior that endangers life or property.

- 104.4** The following behaviors are prohibited at all times:

- a. Concealment of facts under investigation, or
- b. Criminal conduct that may damage CSX's reputation or that endangers CSX property, employees, customers, or the public.

104.5

When an employee with less than one year of service is assigned a trainee, a supervisor must be contacted prior to performing any work. Employees are responsible for the actions of employees under their instruction.

Employees who have been assigned a trainee must verify that those employees are:

1. Familiar with their duties,
2. Provided proper instruction, and
3. Must be in a position which provides continuous monitoring of the trainee and allows for immediate intervention and corrective action of any non-compliant or unsafe activities observed.

104.6 Employees must report for work at the designated time and place.

1. Employees unable to work or who want time off must make the request:
 1. To the proper authority, and
 2. Sufficiently in advance to allow the vacancy to be filled.
2. Employees must be dressed and ready to perform service at the on-duty time.
3. Employees must immediately complete a job briefing. If unable to complete and commence work within 15 minutes of on-duty time a supervisor must be advised.
4. Employees awaiting taxi/van transportation must immediately notify their supervisor:
 1. When transportation doesn't arrive at the scheduled pickup time, and
 2. If at the away from Home Terminal and transportation doesn't arrive to hotel at least 30 minutes prior to on-duty time.

Note: if unable to contact your supervisor, immediately contact the chief dispatcher.

104.7 Employees must have the permission of a supervisor to:

- a. Leave work before designated off-duty time, or
- b. Arrange for a substitute to perform their duties, or
- c. Use a personal vehicle to perform assigned duties, or
- d. Request assistance from a non-employee to perform assigned duties, except in cases of emergency.

104.8 Employees must keep the following information current with CSX:

1. Mailing address, and
2. Phone number.

104.9 Employees subject to be called to perform service must:

1. Provide necessary contact information to the proper authority, and
2. Be available to accept the call.

104.10 Pay must only be claimed:

1. For actual time or work performed,
2. By the employee to be paid or the employee authorized to make claims for the crew or group of workers, and
3. In accordance with agreed upon procedures.

104.11 An employee must not engage in any other type of work or business that:

- a. Interferes with the employee's ability to perform service with CSX, or
- b. Creates a conflict of interest with or is detrimental to CSX.

104.12 An employee must submit a completed Form MD-3 (Attending Physician's Return to Work Report) to the CSX medical department by fax to 904-245-3967 and must not return to work until cleared for duty by the medical department any time the employee:

- a. Has been off work for medical reasons for seven consecutive days or more, or
- b. Has been hospitalized due to a significant illness, or
- c. Has had surgical intervention, or
- d. Has any medical issue that could influence the employee's performance of safety on the job.

104.13 Employees must not sleep while on duty. An employee laying down or in a reclined position with eyes closed, covered, or concealed is considered to be sleeping.

104.14 Employees must make all efforts to ensure they do not violate FRA Hours of Service laws and must contact their supervisor/dispatcher:

1. After eight (8) hours on-duty,
2. When it becomes evident that the work/trip will not be completed within the allotted FRA Hours of Service, and
3. To inform of any delays that will affect the ability to return to a place of rest within the Hours of Service.

105 - Reporting Conditions

105.1 Protect trains and on-track equipment against any known condition that may interfere with safe operations. Immediately report the following conditions to the proper authority:

1. Accidents;
2. Defects in track, bridge, signal, or highway-rail crossing warning devices;
3. Fires on or near the right-of-way;
4. Loss, damage, or theft of CSX or customers' property; and
5. Any condition that may affect safe and efficient operations.

105.2 Any employee who observes a defect in highway-rail crossing warning devices and does not have access to a railroad radio must:

1. Contact the Public Safety Coordination Center (PSCC) via telephone at 1-800-232-0144, and
2. Provide the requested information.

105.3 Employees must provide the following applicable type of defect information to the train dispatcher when reporting defective brakes, hot journals, defective couplers, or other defects:

1. Timetable direction for end of car;
2. A or B end of car;
3. Coupler type (E/F);
4. Possible damage to track, switches, or other structures; and
5. Obstruction to adjacent tracks.

106 - Drugs and Alcohol (Rule G)

106.1 The illegal possession or use of a drug, narcotic, or other substance that affects alertness, coordination, reaction, response, or safety is prohibited both on and off duty.

106.2 An employee shall neither report for duty nor perform service while under the influence of nor use while on duty or on CSX property any drug, medication, prescription medication, or other substance that will in any way adversely affect the employee's alertness, coordination, reaction, response, or safety.

- 106.3** Employees are prohibited from possessing, using, or being under the influence of alcoholic beverages or intoxicants when:
- a. Reporting for duty, or
 - b. On duty, or
 - c. On CSX property, or
 - d. Operating a company vehicle, or
 - e. Occupying facilities provided by CSX.

107 - Use of Tobacco Products

- 107.1** When on duty, employees must not use any tobacco products, including electronic cigarettes, when:
- a. Serving customers, or
 - b. Uniformed employees are in the presence of customers or the public.

- 107.2** Smoking, including electronic cigarettes, is prohibited in all of the following locations:
- a. CSX buildings except when permitted in large mechanical shop areas, or
 - b. Locomotive cabs, or
 - c. Coal Pier Diesel Pushers, or
 - d. CSX vehicles or any vehicle used to transport CSX employees, or
 - e. Areas designated by No Smoking signs, or
 - f. Where prohibited by law.

108 - Certification and Licenses

- 108.1** Assignments that require a certification or license must only be performed by employees who have:
1. Been issued the required certification or license,
 2. Certification or license in their possession, and
 3. Maintained required rule and territorial physical characteristics qualifications.
- 108.2** Employees with a certification or license are subject to the applicable federal or state regulations.

108.3 Employees holding FRA certification must report to their immediate supervisor and the certification center within 48 hours of the conviction or completed state action to cancel, suspend, or deny their motor vehicle driver's license for any of the following motor vehicle incidents:

- a. Operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance, or
- b. Refusal to undergo testing required by state law when a law enforcement officer seeks to determine whether a person is operating a motor vehicle while under the influence of alcohol or controlled substance.

108.4 Any FRA certified employee that has knowledge that his or her best correctable vision or hearing has deteriorated to the extent that the employee no longer meets the vision and hearing standards required by the federal regulations governing the certification must:

1. Immediately notify his or her supervisor and the CSX medical department, and
2. Not perform service that requires certification until cleared to do so by the CSX medical department.

108.5 The FRA vision and hearing requirements for certification are as follows:

1. Distant binocular acuity of at least 20/40 (Snellen) in both eyes with or without corrective lenses,
2. Distance viewing acuity of at least 20/40 (Snellen) in each eye without corrective lenses or separately corrected to at least 20/40 (Snellen) with corrective lenses,
3. Field vision of at least 70 degrees in the horizon meridian in each eye,
4. Ability to recognize and distinguish between colors of railroad signals, and
5. Not have an average hearing loss in the better ear greater than 40 decibels at 500Hz, 1000Hz, and 2000Hz with or without use of a hearing aid.

109 - Hours of Service Act Requirements

109.1 Employees whose work activities subject them to the Hours of Service Act must:

1. Have the required mandatory rest,
2. Inform the proper authority before accepting any call to work that requires reporting for duty before the completion of mandatory rest period,
3. Safely cease performing covered service prior to exceeding the hours of service unless instructed to do so by the proper authority or in case of emergency,
4. Report to the proper authority any occurrence in which the maximum limits of the Hours of Service Act are exceeded, and
5. Accurately complete Hours of Service documentation with the required information in the prescribed format.

109.2 Employees whose activities place them under the requirements of train and engine Hours of Service must:

1. Report to the proper authority any interruption of mandatory undisturbed rest periods, including time rest was interrupted, name of person interrupting the rest, and circumstances of the interruption;
2. When going on duty, notify the train dispatcher if 264 total hours on duty or 25 total hours of qualifying limbo time for the calendar month have been reached;
3. Notify the train dispatcher four hours prior to the expiration of their hours of service limits. This notification must include whether or not the train is a Key train; and
4. When possible, make arrangements with the train dispatcher or yardmaster that allow for proper securement of equipment prior to the expiration of the employees hours of service.

109.3 The following process for tie-up/completing an HOS ticket is mandatory:

1. All employees must tie up at the end of their shift without exception.
2. Employees must tie up through the Hours of Service application available in CrewLife.
3. Employees must be at their designated off-duty location in order to use the HOS tie up application in CrewLife. Employees share their location on the tablet and then gain access into the tool. If they are not onsite, a map will show them the nearest location to be onsite.
4. If employees are on duty 11 hours and 57 minutes or more, they will need to perform a Quick Tie with minimal information and then complete the Certification the next time you are on duty.
5. If employees are unable to perform a tie up through CrewLife/HOS, they must call the CMC to tie up at 800-648-9374.
6. If employees come on duty and find they are still not tied up from previous work or have left work and forgot to tie up, they must call the CMC to get tied up so the accurate tie up time can be reflected.
7. Completing the Payroll ticket does NOT act as a tie up. Hours of Service/Tie-Up is a separate function from Payroll.
8. Only one member of the Crew is required to submit the Payroll ticket. But, every member of the Crew is required to perform their own HOS/Tie-Up by tablet or phone call; this includes Trainees and Qualifiers.

110 - Trains and On-Track Equipment

110.1 Locomotives and on-track equipment must only be operated by authorized employees.

110.2 Employees must be qualified on the physical characteristics of the territories on which they are subject to work. Employees must pass a rules exam as required, and:

- a. Locomotive operators must:
 - 1. Pass a physical characteristics test as required, and
 - 2. Traverse the territory once every 12 months.
- b. Conductors must:
 - 1. Pass a physical characteristics test as required, and
 - 2. Traverse the territory once every 24 months.
- c. Employees qualified as an engineering department employee-in-charge (EIC) must traverse the territory once every 36 months.

110.3 The following people are authorized to ride on locomotives or on-track equipment:

- a. Employees and supervisors performing assigned duties, including those assigned for qualification or training purposes, or
- b. Federal and state inspectors who are carrying and present proper credentials, or
- c. Other persons who present proper authorization and identification.

110.4 Employees must ride in the operating cab of the lead locomotive of freight trains unless duties require otherwise. When requesting or operating as a pilot, the requesting employee and pilot must:

- 1. Remain in the lead locomotive until route termination or the expiration of hours of service, and
- 2. Ensure that the assigned locomotive operator who is requesting a pilot remains at the controls of the locomotive.

When sufficient seating is not available for all crewmembers in the operating cab of the lead locomotive, employees must contact a supervisor for instructions.

110.5 When a geometry car is operated with a locomotive, a crewmember must ride in the geometry car when instructed to do so by an engineering department supervisor.

110.6 Qualified pilots who are called for purposes of piloting self-propelled on-track equipment that is to be governed by signal indication must hold a current locomotive engineer certification.

111 - Reserved for Future Use

112 - Train and Engine Service Employees

112.1 Each crewmember is equally responsible for all of the following:

1. Complying with all rules,
2. Providing safe and efficient operation of trains,
3. Keeping the operating cab of the locomotive clean and free of hazards,
4. Ensuring the train or locomotive is equipped with the required supplies, and
5. Ensuring at least one crewmember has at least one 169 degree temperature testing crayon (Tempilstik) and six Hot box / Air Brake Cut-Out tags.

112.2 Notify the train dispatcher of any of the following conditions:

- a. Defects in cars or locomotives, or
- b. Scheduled stops to perform work, or
- c. Any condition that delays train movement.

112.3 On trains and yard assignments with more than one employee, the conductor or yard foreman is the ranking crewmember.

112.4 The ranking crewmember is responsible for the following:

1. Complying with instructions for switching cars or serving customers,
2. Informing other crewmembers and train dispatcher of cars that restrict train movement or require special handling,
3. Accurately reporting work, using electronic reporting tools when assigned, and
4. Ensuring proper documentation for the train is obtained and is accurate.

112.5 Locomotive operators assigned to a Key train must have in their possession or obtain a reverser prior to departing their on-duty location.

112.6 When locomotives are stopped or will be left standing on a track, considerations for noise and fumes must be taken into account for:

- a. Highway bridges, or
- b. Offices, or
- c. Occupied passenger cars.

112.7 Yard/Local crews must immediately notify their supervisor of any of the following conditions:

1. When delayed performing the assigned work,
2. When work is complete,
3. Any condition that delays train movement greater than 15 minutes,
4. When starting lunch, and
5. Fuel levels on locomotives in their charge at the beginning of their shift.

113 - Yardmasters

113.1 Yardmasters are responsible for the safe and efficient operation of the yard. They must:

1. Understand the rules and duties of employees under their supervision;
2. Provide clear and concise instructions and confirm the instructions are understood;
3. Make certain cars and locomotives receive required inspections;
4. Promptly move defective equipment for repair;
5. Direct and record the movement of on-track equipment within their jurisdiction;
6. Provide information related to yard movements only to authorized personnel;
7. Report to the Manager of Train Operations if train documents are not received;
8. Prepare, update, file, and transmit records and reports in accordance with instructions;
9. Immediately notify a supervisor of inspections performed by federal, state, and public agencies; and
10. Immediately notify Signal Department personnel in charge of hump system maintenance and Mechanical Department of each instance in which a car or block of cars being humped stall and fail to clear the respective track circuit or roll beyond the clearance point within the track they are destined for.

113.2 Yardmasters must understand and comply with the rules, laws, and instructions governing the:

1. Handling of hazardous materials and perishables;
2. Weighing, switching, and interchanging of cars;
3. Loading and clearance requirements for various types of lading and cars; and
4. Special handling of lading and cars to prevent damage.

113.3 Yardmasters must notify the chief train dispatcher no less than 12 hours in advance of planned movement of cars:

- a. Requiring clearance bureau instructions, or
- b. Restricting train movement, or
- c. Requiring special handling.

113.4 Yardmasters must make certain that employees under their supervision have received a job briefing and are:

1. Ready for duty at the appointed time, and
2. Furnished with the necessary documents.

113.5 Before releasing a train, yardmasters must make certain:

1. Car standing order is correct,
2. Train is properly classified,
3. Hazardous materials cars and cars requiring special handling are properly placed,
4. Air brake tests and inspections are performed,
5. Proper notification and documentation is provided to the crew and train dispatcher,
6. Cars are not delayed, and
7. Trains have proper tonnage.

113.6 Each time a Remote Control Zone is activated, deactivated and/or at the beginning of each shift where yardmasters are on duty the following must be logged in the CSX RCO Zone Log Book by the Yardmaster:

1. Date,
2. Assignment number or Engine number of the RCO Crew activating a zone,
3. RCO Foreman's name,
4. Location of the RCZ Zone (i.e. West yard/ Hump lead etc),
5. Time the tilt feature test was verified to be operational over the radio,
6. Time Zone activated and your initials, and
7. Time Zone was deactivated and your initials

114 - Reserved for Future Use

115 - Duties When Providing Flag Protection at Work Locations

115.1 Employees assigned to provide flag protection for work locations on main tracks, signaled tracks, or sidings must:

1. Obtain a copy of the appropriate dispatcher messages,
2. Inform the train dispatcher of what equipment is being protected and the location of the work, and
3. Communicate with the train dispatcher as necessary, but at least every two hours, to obtain train location information.

115.2 Employees providing flag protection at work locations must:

1. Have required flagging equipment, and
2. Not engage in any unrelated tasks.

115.3 Prior to performing any work, conduct a job briefing with the contractor. The job briefing must confirm:

1. Tracks that are to be fouled,
2. Time work is to begin and end,
3. Understanding that work must be stopped sufficiently in advance to prevent delay to rail movements, and
4. Understanding that work must not be performed outside the established limits.

115.4 The employee must remain in visual or verbal contact with the contractor equipment, or in verbal contact with the contractor's employee-in-charge to keep him or her fully advised of pending rail movements.

115.5 When workers request permission to obstruct a track, the employee assigned to provide flag protection for the location must not permit rail movements to enter the limits until the track is verified as clear.

115.6 If workers fail to comply with instructions of the employee providing flag protection, the incident must immediately be reported to the train dispatcher, yardmaster, or proper authority.

115.7 Before granting permission for rail movements within the limits, the employee must:

1. Determine on which track the approaching movement is located, and
2. Verify that all contractor equipment and personnel are clear of that track.

115.8 If an event occurs that might interfere with safe rail operations, the employee must:

1. Take immediate action through radio communication to stop all movements approaching or moving within the limits,
2. Provide warning for approaching trains in the event of radio failure, and
3. Notify the proper authority.

115.9 Employees must notify the proper authority when work has been completed for that day. Employees must not absent themselves from the work area until:

- a. Relieved by another assigned employee, or
- b. Permission is received from a supervisor, or
- c. Confirmation is received from the contractor that all work has been completed for that day and the employee is relieved by the proper authority.

116 - Train Documentation and Pre-Departure Inspections

116.1 Freight train crews must have appropriate train documentation before the train departs the originating point except when authorized by the Network Operations Manager.

- 116.2** Cars must not be pulled from industry unless listed on the electronic work order device or printed CSX work order.
- 116.3** When relieved before reaching the final destination, leave any train documentation, except Emergency Response Guide, on the controlling locomotive in a location where it can be easily found.
- 116.4** Transportation employees must accept the results of any inspection performed by the Mechanical Department. All crewmembers are responsible to know:
1. All cars in the train or being added to the train have received a proper safety inspection, and
 2. Required brake tests have been performed.
- 116.5** Unless authorized by the Mechanical Department, do not accept cars equipped with friction bearings for movement in any train.
- 116.6** Before cars are added to a train, both sides of the cars must receive a safety inspection from the ground, while the equipment is stationary, to make certain:
1. The car body is properly positioned on the trucks and does not:
 - a. Lean or list to the side, or
 - b. Sag downward, or
 - c. Have any object hanging below it, or
 - d. Have any object extending from its side, or
 - e. Have a door insecurely attached, or
 - f. Have any broken or missing appliances.
 2. Couplers are not cracked or broken;
 3. Bearings are not overheated;
 4. Wheels are not overheated, broken or cracked;
 5. The hand brakes are released;
 6. Retainer valves are placed in the Direct Exhaust position;
 7. Cables, chains, straps, and bands are properly applied to loads or secured if the car is empty; and
 8. The car does not have any apparent safety hazards.
- 116.7** When a car is unsafe for movement, ask the train dispatcher or a supervisor for instructions. Do not accept a defective car for movement in a train unless authorized by a supervisor.
- 116.8** Unless inspected by the Mechanical Department, inspect re-railed cars and do not move if any of the following conditions exist:
- a. Cracked or broken wheels, or
 - b. Bent axles, or
 - c. Car body not properly positioned on the trucks, or
 - d. Improperly positioned brake shoes, or

- e. Displaced or missing bearing adapter.

116.9 Re-railed cars must be inspected by Mechanical Department personnel at the first location the inspection can be performed.

117 - Observation of Trains

117.1 Employees must visually inspect their train and passing trains for defects or unsafe conditions such as:

- a. Hot bearings, or
- b. Sticking brakes, or
- c. Sliding wheels, or
- d. Dragging equipment, or
- e. Evidence of fire, or
- f. Shifted or insecure lading, or
- g. Any damage or defect likely to cause accident or injury.

117.2 Employees located on the headend of a train must make frequent on-board visual inspections of both sides of the train while moving. When stopped on the line-of-road, make a walking inspection of as much of the train as possible.

117.3 When one or more employees are on the rear of the train, those employees must inspect as much of the train, track, signals, and bridges behind the train as can be seen from their normal positions.

117.4 A train that is stopping and will be met or passed by other trains must stop the train at a location that allows for an inspection to be performed safely from the ground whenever possible.

117.5 The crew of a stopped train must inspect passing trains as follows:

- 1. Locomotive operator may inspect passing trains from the cab of the locomotive, and
- 2. Other employees must make the inspection from the ground.

117.6 Employees inspecting passing trains from the ground must:

- 1. Remain clear of adjacent tracks, and
- 2. Position themselves in a safe location no closer than 10 feet from the passing train.

117.7 Results of inspections of passing trains must be communicated to the passing train. If a defect was observed:

- a. Provide the inspected train with specific location and nature of defect, or
- b. If unable to contact the passing train, immediately notify the train dispatcher of the train, location, and specific defect.

- 117.8** Trains that receive a report of a defect must stop and notify the train dispatcher. The train must be inspected as follows:
- a. If a specific location was not provided, make a walking inspection of the entire train, or
 - b. If a specific location was provided, inspect the reported defect. If a defect was not found at the reported location, inspect 5 cars ahead and five cars behind the reported location.
- 117.9** When necessary to set out defective equipment, when possible place it where it can be accessed by a vehicle for repair or inspection.

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Chapter 2 - Signals and Their Use

200 - Flagging Appliances for Providing Warning

200.1 At the beginning of the tour of duty, there must be a minimum of six red fusees and one red flag on each of the following:

1. Lead locomotive of every train,
2. Rear car of passenger trains,
3. Shoving platforms, and
4. Occupied caboose.

200.2 Employees required to provide warning signals must have the proper appliances:

1. Available,
2. In good order, and
3. Ready for immediate use.

200.3 When providing warning signals, employees must use:

- a. Red flag or fusees during the day, or
- b. White light or red fusees at night or during the day when signals cannot be plainly seen.

200.4 Do not place burning fusees on:

- a. Platforms, or
- b. Bridges, or
- c. Buildings, or
- d. Composition-rubber surfaces of road crossings, or
- e. Other fire-prone locations.

201 - Providing Warning Against Approaching Trains

201.1 When required to provide warning against approaching trains, crewmembers must not engage in any unrelated tasks.

201.2 Employees required to provide warning against approaching trains must provide protection the minimum distance as follows:

Authorized Track Speed	Minimum Warning Distance
20 MPH or less	1/4 mile
21 MPH to 30 MPH	1/2 mile
31 MPH to 40 MPH	1 mile
41 MPH to 90 MPH	1 1/2 miles
91 MPH or greater	2 miles

201.3 When required to provide warning for the head end of the train against approaching trains, the employee providing protection must:

1. Be equipped with flagging equipment,
2. Immediately go the minimum warning distance ahead of the train,
3. Display one lighted fusee, and
4. Remain at that location until warning is no longer required.

201.4 When required to provide warning against approaching trains on adjacent tracks, the employee providing protection must:

1. Be equipped with flagging equipment,
2. Immediately place a lighted fusee on any adjacent track at the head of the train,
3. Go the minimum warning distance in the direction of an approaching train, and
4. Remain at that location until warning is no longer required.

201.5 When a train fouls a controlled track without authority:

1. Immediately notify the train dispatcher, and
2. Provide protection against trains on that track for the minimum required warning distances in both directions.

201.6 Warning against approaching trains is not required when:

- a. Relieved by the train dispatcher, or
- b. Communication is established with all affected movements.

202 - Hand, Flag, and Lantern Signals

202.1 Hand, flag, or lantern signals must:

1. Be given sufficiently in advance to permit compliance,
2. Be used when continuous visual contact exists between the locomotive operator and the employee directing the movement, and
3. Not be used simultaneously with radio communication, except when a stop is required.

202.2 Give hand, flag, or lantern signals as follows:

Motion	Indication
(a) Swing at right angle to the track.	Stop
(b) Slight horizontal movement at arm's length at right angle to the track.	Reduce Speed
(c) Raise and lower vertically.	Proceed
(d) Swing vertically in circle at right angle to the track.	Back
(e) Swing horizontally above the head at right angle to the track, when equipment is standing.	Apply air brakes
(f) Hold at arm's length above the head, when equipment is standing.	Release air brakes
(g) Any object waved violently by anyone on or near the track.	Stop

202.3 Employees giving hand, flag, or lantern signals must remain in a position to be clearly seen and give signals that:

1. Prevent misunderstanding, and
2. Correspond to the direction the locomotive is headed.

202.4 Employees receiving hand, flag, or lantern signals must keep a constant lookout for signals. If there is any doubt as to the meaning of the instructions or for whom the instructions are intended, the movement must:

1. Stop immediately, and
2. Not resume until the instructions are understood.

202.5 Employees receiving hand, flag, or lantern signals must comply with the intent of those signals. Such signals do not relieve employees from compliance with rules or fixed signals that restrict movement or require a stop.

202.6 Before changing from hand, flag, or lantern signaling to radio signaling or from radio signaling to hand, flag, or lantern signaling, all crewmembers must:

1. Be notified, and
2. Acknowledge their understanding.

203 - Locomotive Bell and Horn

203.1 Ring the locomotive bell before moving a locomotive that has been stopped one minute or more, and while:

1. Approaching and passing passenger stations,
2. Approaching and passing over public crossings at grade,
3. Moving through tunnels,
4. Approaching persons on or around the track structure, and
5. Approaching and passing roadway workers identified by lime green, white or orange hard hats.

203.2 Sound the horn signals as follows:

0 = Short Sound - = Long Sound	Required When
(a) - - 0 -	Approaching public highway grade crossings. Sound the horn for at least 15 seconds, but no more than 20 seconds, before the lead locomotive enters the crossing. Trains or locomotives traveling at speeds greater than 45 MPH shall begin sounding the horn at or about, but not more than, one-quarter mile in advance of the nearest public crossing, even if the advance warning provided by the horn will be less than 15 seconds in duration. This signal is to be prolonged or repeated until the train or locomotive occupies the crossing or, where multiple crossings are involved, until the last crossing is occupied.
(b) - - 0 -	Approaching and passing: <ul style="list-style-type: none">a. Roadway workers identified by white or orange hard hats, orb. Roadway maintenance machines or high-rail equipment on an adjacent track.
(c) - - 0 -	Approaching tunnels, yards, or other points where railroad workers may be present.
(d) - - 0 -	Meeting and passing standing trains.
(e) 0	Approaching passenger stations.
(f) Succession of sounds	Warning to people and/or animals on or near the track.
(g) - -	Proceeding or reversing after being stopped for one minute or more. (Does not apply to switching movements.)
(h) 0 0	Acknowledging any signal not otherwise provided for.
(i) - 0	When running against the current of traffic: <ul style="list-style-type: none">1. Approaching stations, curves, or other points where view may be obscured; and2. Approaching and passing passenger or freight trains.

203.3 The locomotive horn must:

1. Be sounded with intensity and duration to convey the intended warning, and
2. Not be used unnecessarily.

- 203.4** When the lead locomotive horn fails en route, notify train dispatcher or yardmaster, and:
- a. Move another locomotive with a working horn to the lead, or
 - b. Stop and protect all highway-rail crossings at grade.

204 - Locomotive Lights

204.1 Locomotive number lights must only be illuminated on the locomotive identifying the train.

204.2 Leading end of trains must display headlight on bright unless otherwise specified by rule.

204.3 Except when approaching and traversing highway-rail and/or pedestrian-rail crossings at grade, the headlight on the leading end of trains must be dimmed when:

- a. Required to provide for the safety of employees, or
- b. At yards where switching is being performed, or
- c. Approaching passenger stations where stops are to be made, or
- d. Standing behind a stopped train, or
- e. Standing on a main track in non-signaled territory, or
- f. Approaching and passing a locomotive consist on the head end and rear end of a train on an adjacent track, or
- g. Using hand signals.

204.4 Headlight may be turned off when:

- a. Standing on a controlled track in signaled territory, or
- b. Standing on a track other than a main track, or
- c. On the end of the locomotive coupled to cars.

- 204.5** If the headlight on leading end of a train fails en route, notify train dispatcher or yardmaster, and:
- a. Provided the lead locomotive has two working auxiliary lights, the train may continue unrestricted to the next point where headlight can be repaired, or
 - b. If lead locomotive does not have two working auxiliary lights, the train must operate under the following conditions:
 1. Display a white light on the leading end at night,
 2. Ring bell continuously when moving,
 3. Sound the horn frequently,
 4. Reduce train speed when necessary to ensure safety, and
 5. Continue to the next point where it can be repaired.
- 204.6** When the leading end of the lead locomotive of a train is equipped with auxiliary lights, both auxiliary lights must operate properly before departing the initial terminal. The auxiliary lights must be on when headlight is required to be on bright.
- 204.7** Auxiliary lights:
- a. Must be turned off when stopped, or
 - b. May be turned off when vision is impaired by reflection from smoke, fog, or other condition and the train is not approaching or passing over a highway-rail crossing at grade.
- 204.8** Do not exceed 20 MPH over Highway-rail crossings at grade when the leading end of the lead locomotive is not equipped with ditch lights
- 204.9** If auxiliary lights fail en route, contact the train dispatcher or yardmaster, and:
- a. If one light fails, continue unrestricted until the next calendar day inspection, or
 - b. If both lights fail do not exceed 20 MPH over highway-rail crossings at grade and continue to the next location where repairs can be made.

205 - End-of-Train Marker

- 205.1** A marker must be displayed on the rear car of a train when occupying a controlled track except where the authority for movement is or includes:
- a. Main track yard limits non-signaled (YL), or
 - b. Main track yard limits signaled (YL-S).

- 205.2** From one hour before sunset until one hour after sunrise, or when conditions restrict visibility to one-half mile or less on tangent track, the marker must be:
- An illuminated red or orange-amber light, or
 - A red or orange-amber light equipped with automatic activation, or
 - A red flag only when moving no further than the next repair point if a defective car prevents the placement of an illuminated marker.
- 205.3** From one hour after sunrise until one hour before sunset the marker may be:
- A red flag, or
 - A non-illuminated end-of-train device (EOT) or red (orange-amber) marker light.
- 205.4** The rear locomotive headlight on dim may be used as a marker for:
- A locomotive consist without cars, or
 - A single locomotive, or
 - A locomotive on the rear of the train.
- 205.5** If a marker is required to be illuminated, it must be inspected before departing the initial terminal or crew change point by:
- Crewmember or another qualified employee, or
 - Information displayed by the head-of-train device (HTD).
- 205.6** If the inspection of a marker is to be performed by an employee who is not a member of the train crew, protection must be provided before the employee fouls the equipment. The protection must be:
- Blue signal protection when the train is standing on other than a main track, or
 - Obtained by the employee when the train is standing on a main track. Prior to fouling the equipment to perform the inspection, the employee must confirm with the locomotive operator that the train will not be moved until the inspection is completed.
- 205.7** When performing an inspection of a marker that is required to be illuminated, the employee performing the inspection must:
1. Verify the marker is illuminated or will illuminate by pressing the activation switch or covering the photoelectric cell, and
 2. Communicate the results to the locomotive operator.
- 205.8** Employees must observe passing trains for markers. If the marker is not properly displayed, notify the crew of the passing train. If unable to contact the passing train, notify the train dispatcher.

205.9 If a marker fails en route:

1. Report the occurrence to the train dispatcher, and
2. Proceed to the next location where the marker light can be repaired or replaced.

206 - Two-Way Telemetry

206.1 Freight trains must be equipped with armed and working two-way telemetry unless one of the following conditions is met:

- a. Train is light locomotives only, or
- b. A crewmember has the ability to initiate an emergency brake application from the rear of the train, or
- c. Train has 4,000 trailing tons or less and will not exceed 30 MPH and operate on a section of track where grade is 2% or more for two continuous miles, or
- d. Train has more than 4,000 trailing tons and will not exceed 30 MPH and will not operate on a section of track where grade is 1% or more for three continuous miles, or
- e. The train is divided into two sections to double a hill.
- f. DP locomotive(s) are positioned on the rear of the train and communications have been established with the ability to initiate an emergency application at the rear.

206.2 Passenger trains must be equipped with tested, armed, and operable two-way telemetry unless one of the following conditions is met:

- a. All cars are equipped with accessible emergency brake valves, or
- b. The rear car is equipped with an accessible emergency brake valve and is occupied by a radio-equipped crewmember, or
- c. The train has 24 cars or less and:
 1. Equipped as described in the table below:

Number of Cars	Emergency Brake Valve Must Be In or In a Car Behind
4	2nd car
5 or 6	3rd car
7 or 8	4th car
9 or 10	5th car
11 or 12	6th car
13	9th car
14 or 15	10th car
16	11th car
17 or 18	12th car
19	13th car
20 or 21	14th car
22	15th car
23 or 24	16th car

2. Operating on a 2% grade or more:
 1. Prior to descending, the locomotive operator must confirm through the conductor that a radio-equipped crewmember is stationed in the rearmost emergency-brake-valve equipped car, and
 2. While descending, the crewmember located at the rearmost emergency brake valve must maintain constant radio communication with the locomotive operator until the train has descended the grade.

206.3 Inspection trains operating with passenger equipment do not require two-way telemetry.

206.4 Perform the following procedure to arm two-way telemetry:

1. Enter the ID code of the EOT into the head-of-train device,
2. Press the TEST button on the EOT,
3. Press the appropriate ARM NOW button on the HTD, and
4. Make certain that emergency capability is established as indicated by an EMERG ENABLED or ARMED message.

- 206.5** When notified by the mechanical department that the emergency capability of telemetry passed a bench test, no further test is required. When telemetry is not bench tested, perform the following test:
1. Charge the brake pipe to the required pressure for the train,
 2. Close the angle cock between the rear car and the EOT,
 3. Activate the emergency feature on the HTD,
 4. Make certain the air pressure immediately exhausts from the EOT and the readouts on the EOT and HTD indicate zero pressure, and
 5. Open the angle cock between the rear car and the EOT and verify that air pressure is restored.
- 206.6** Two-way telemetry must be disarmed when the locomotive is cut off and will no longer be the controlling locomotive on the train. To disarm emergency capability:
1. Change the code in the HTD to 00000, and
 2. Press the appropriate button to disarm.
- 206.7** Telemetry can be used to perform air brake tests and meet two-way equipped requirements when the following conditions are met:
1. The controlling locomotive has an operative HTD,
 2. The rear car is equipped with an operative EOT capable of two-way communication, and
 3. The readouts displayed by the EOT and HTD do not differ by more than three PSI.
- 206.8** When a helper locomotive is coupled ahead of the controlling locomotive of the train, the helper locomotive is not required to be equipped with an HTD capable of two-way telemetry or to be armed to the EOT as long as all of the following conditions are met:
1. Two-way radio communication is established and maintained between the locomotive operators of the helper locomotive and the locomotive of the train,
 2. The locomotive operators of the helper locomotive and the train must confirm radio communication before the train resumes operation and before reaching the crest of the grade, and
 3. The train must be stopped when radio communication is lost.

206.9 Two-way telemetry must be regarded as failed en route when it cannot be armed at a location other than the originating terminal or when messages indicating the following are displayed on the HTD:

- a. Dead battery, or
- b. Replace battery, or
- c. Valve failure, or
- d. Disarmed, or
- e. Front-to-rear no communication.

NOTE: Rear-to-front no communication is not a failure message.

206.10 A freight train that has an en route failure of two-way telemetry or a sustained loss of communication with a distributed power unit positioned on the rear of the train must not exceed 30 MPH and must not traverse a 2% grade unless an occupied helper locomotive or an occupied caboose or shoving platform equipped to initiate an emergency brake application is coupled to the rear of the train. Employees on the head and rear must:

- 1. Ensure radio communication is established and maintained,
- 2. Verify communication just prior to cresting the grade,
- 3. Stop the train if safe to do so if communication fails before cresting the grade, and
- 4. Initiate an emergency application of the air brakes if train speed exceeds authorized speed by 5 MPH or more.

206.11 A passenger train that has an en route failure of two-way telemetry must not move on 2% grades and must correct the condition at the first location where repairs can be made or when an air brake test is required unless a radio-equipped crewmember is positioned in the rearmost car containing an accessible emergency brake valve. Periodic Passenger Train Running Air Brake tests must be performed until the failure is corrected.

206.12 Immediately report the EOT or HTD defect to the train dispatcher, yardmaster, or mechanical desk when any of the following below occur. Record HTD defects on the locomotive work report.

- a. Low or failed battery; or
- b. Loss of communication; or
- c. Failure to establish or loss of emergency capability; or
- d. Defective or inoperative marker, motion detector, or air pressure sensing equipment.

206.13 One mile prior to traversing a grade that is identified in special instructions as 2% or more, the locomotive operator must test the communication feature on the two-way telemetry to ensure communication is maintained between the head end and the rear end of the train.

Chapter 3 - Movement of Trains

300 - Authorized Train Speed

300.1 Train speeds are authorized by:

- a. Rules, or
- b. Special instructions, or
- c. Train documents, or
- d. Dispatcher messages, or
- e. Form EC-1, or
- f. Signal indications.

300.2 Authorized train speed:

1. Must not be exceeded,
2. Applies to the entire train unless otherwise specified,
3. Must be observed even if wayside signs are not displayed, and
4. Must be the lowest of the specified speeds if a conflict exists between authorized speeds.

300.3 The following terms apply when used to authorize train speed:

- a. Limited Speed: A speed not exceeding 45 MPH.
- b. Medium Speed: A speed not exceeding 30 MPH.
- c. Slow Speed: A speed not exceeding 15 MPH.
- d. Restricted Speed: A speed that permits stopping within one-half the range of vision. It also permits stopping short of a train, a car, on-track equipment, an obstruction, a Stop signal, a derail, or an improperly lined switch. It permits looking out for broken rail. It is not to exceed 15 MPH until the entire movement clears turnouts, crossovers, and power-operated switches; otherwise it does not exceed 20 MPH.

300.4 Trains using other than main or signaled tracks must move at a speed that permits stopping within one-half the range of vision, short of a train, a car, on-track equipment, an obstruction, a Stop signal, a derail, or an improperly lined switch and must not exceed:

- a. 25 MPH on non-signaled sidings; or
- b. 15 MPH when moving to and from the main track, operating through hand-operated switches not equipped with a signal unless specified otherwise in special instructions; or
- c. 10 MPH when not moving to or from the main track, operating through hand-operated switches unless specified otherwise in special instructions; or
- d. 10 MPH on other than main tracks or signaled tracks unless specified otherwise in special instructions; or
- e. 5 MPH within designated locomotive service track or car shop repair track areas.

300.5 The following speeds must not be exceeded:

- a. 70 MPH for passenger trains with multi-level auto-racks or auto frame equipment, or
- b. 59 MPH for passenger trains operating within the limits of a signal suspension or against the current of traffic, or
- c. 30 MPH for non-CSX passenger trains with a consist, including locomotives, of less than 16 axles, or
- d. 49 MPH for freight trains operating within the limits of a signal suspension or against the current of traffic, or
- e. 10 MPH for trains operating on excepted track, or
- f. Restricted speed for 15 minutes for trains that encounter an unattended burning fusee near the track, unless the fusee is beyond the first rail of an adjacent track.

301 - Control of Train Speed

301.1 Crewmembers must notify the locomotive operator of any condition that requires the train to reduce speed or stop not more than five miles, but not less than two miles, before reaching the condition.

301.2 If the locomotive operator fails to control the train in accordance with authorized speed, other crewmembers must take action to ensure the safety of the train. When train speed exceeds authorized speed by:

- a. Less than 5 MPH, other crewmembers must direct the locomotive operator to slow the train to authorized speed, or
- b. 5 MPH or more, other crewmembers must direct the locomotive operator to stop the train and immediately report the occurrence to the proper authority. The train must not proceed until released.

301.3 Make an emergency air brake application to stop the train if the:

- a. Automatic braking system fails to respond as expected, or
- b. Locomotive operator fails to take action when the train is required to stop, or
- c. Locomotive operator becomes incapacitated.

301.4 On a descending grade designated in special instructions as steep grade, trains reaching 5 MPH above the authorized speed must be stopped using an emergency brake application. After the train stops, the following actions must be taken:

1. Report the occurrence to the train dispatcher,
2. Apply sufficient hand brakes to secure the train,
3. Fully recharge the air brakes and make a minimum reduction,
4. Visually inspect each car to determine that the brake shoes are against each wheel, and
5. Wait for authorization from a supervisor before resuming train movement.

301.5 Reduce train speed to allow compliance when conditions obstruct or affect the visibility of signal indications and wayside signs. When unusually heavy rains or high water are encountered:

1. Operate at restricted speed approaching tunnels, culverts, bridges, or other affected locations; and
2. Report the condition to the train dispatcher.

301.6 When a Heat Warning is issued, it:

1. Does not apply to equipment speed restrictions,
2. Is in effect between the hours of 1300 and 1900,
3. Applies to permanent and temporary track speeds and speeds authorized by signal indication,
4. Requires freight trains to reduce speed by 10 MPH, but not below 30 MPH, and
5. Requires passenger trains to reduce speed by 15 MPH, but not below 40 MPH.

301.7 When a Flash Flood Warning is issued:

1. Trains must operate through the limits not exceeding 40 MPH until the leading end reaches the far limits;
2. If unusually heavy rain or high water is encountered within the limits, approach bridges, culverts, and other points likely to be affected at restricted speed; and
3. Promptly notify the train dispatcher of conditions that affect the safe movement of trains or on-track equipment.

301.8 Trains must comply with verbal speed restrictions from:

- a. Engineering department employees concerning track conditions, or
- b. Mechanical department employees concerning equipment conditions.

301.9 When a high wind alert is issued for wind speeds of 55 MPH up to and including 60 MPH all trains carrying one or more autorack, passenger or loaded intermodal car must not exceed 40 MPH.

301.10 When a High Wind Alert is issued for wind speeds greater than 60 MPH, restrict train movements as follows:

1. Do not exceed:
 - a. 20 MPH - trains carrying any intermodal, autorack or passenger equipment, or
 - b. 30 MPH - mixed manifest and empty unit trains, or
2. Lite locomotives and loaded unit trains are not restricted.
3. Trains must not stop on bridges or highway-rail crossing if possible.
4. When local conditions are observed to be severe:
 1. Trains must operate prepared to stop short of obstructions, and
 2. Trains carrying any intermodal or autorack equipment must not operate over open bridge spans larger than 500 ft.

301.11 When a Cold Warning is issued, it:

1. Does not apply to equipment speed restrictions,
2. Applies to permanent and temporary track speeds and speeds authorized by signal indication,
3. Requires freight trains to reduce speed by 10 MPH, but not below 40 MPH, and
4. Passenger trains and intermodal trains and not required to reduce speed for cold weather warnings.

302 - Locations That Must Be Approached Prepared to Stop

302.1 Unless the location is equipped with signals, trains must approach the end of two or more main tracks, junctions, drawbridges, and railroad crossings at grade prepared to stop until it has been visually determined that:

1. Switches, if equipped, are properly lined, and
2. Track is clear.

303 - Permanent and Temporary Track Speeds

303.1 Permanent track speeds are designated in special instructions that specify:

1. Authorized speed, and
2. Milepost limits of the speed.

303.2 Temporary track speed restrictions are designated by dispatcher message or Form EC-1 that specifies:

1. Authorized speed,
2. Limits of the restriction, and
3. If wayside signs are displayed.

304 - Wayside Signs

- 304.1** Wayside signs are only to be displayed next to the affected track. Signs located beyond the first rail of an adjacent track do not apply to the track on which the train is moving unless otherwise specified by rule, special instruction, dispatcher message, or Form EC-1.

304.2 Unless stated otherwise in a dispatcher message or Form EC-1, wayside signs are located at the beginning and end of the restriction as indicated by the chart below:

Number of Tracks	Sign Location
One controlled track	Next to the affected track.
Two controlled tracks	On the field side (outside) of the affected track.
Three or more controlled tracks	To the field side of the affected track for the outside track(s) and next to the affected track for middle track(s).

304.3 Warning signs for temporary track speed restrictions and working limits are located at least two miles, but not more than two and one-half miles, from the beginning of the restriction.

304.4 When working limits and the limits of a temporary speed restriction are the same, only one set of warning signs will be displayed.

304.5 Permanent Reduce Speed signs are not required for the following:

- a. City ordinances, or
- b. Permanent speeds on other than main tracks.

304.6 Notify the train dispatcher if a Conditional Stop sign is not located at the point designated by dispatcher message or Form EC-1. Signs for working limits may be placed up to 30 minutes before the limits become effective as long as the employee-in-charge can communicate with any train or equipment that is approaching the limits.

304.7 Trains encountering wayside signs next to the track on which the train is operating, that are not yet in effect, have expired, or are not covered by a dispatcher message or form EC-1 instruction, must proceed as follows:

- a. Warning Sign: Proceed prepared to stop in two miles and promptly report the occurrence to the train dispatcher. If no Conditional Stop sign or Temporary Reduce Speed sign is encountered in two miles, train must operate at restricted speed for an additional mile, or
- b. Conditional Stop Sign: Stop the train immediately, contact the train dispatcher and be governed by his or her instructions, or
- c. Temporary Reduce Speed Sign: As soon as sign is visible, reduce train to a speed not exceeding 10 MPH, report the occurrence to the train dispatcher. Unless released by the train dispatcher, do not exceed 10 MPH until:
 - a. Two miles after the leading end of the train passes the Temporary Reduce Speed sign, or
 - b. The rear of the train passes a Temporary End Restriction sign.

305 - Working Limits on Controlled Tracks

305.1 Working limits are designated by dispatcher message or Form EC-1 that specifies:

1. Date and times in effect,
2. Milepost of both ends of the working limits,
3. Employee-in-charge, and
4. Tracks on which the working limits are in effect.

305.2 Trains must not enter or move inside working limits within 30 minutes prior to the effective time unless:

- a. The head end of the train can clear limits prior to the effective time and no signs are displayed, or
- b. The locomotive operator receives permission from the employee-in-charge to enter the limits.

305.3 When working limits are in effect, the locomotive operator must receive permission from the employee-in-charge before a train:

- a. Proceeds past the point designated, or
- b. Makes an initial movement within the limits, or
- c. Proceeds beyond a designated location within the limits where the train stopped, or
- d. Makes a reverse movement within the limits, unless the movement is associated with switching activities at a designated location.

305.4 The employee-in-charge may grant permission for a train to proceed to one intermediate milepost location within the working limits and stop. Permission to proceed beyond the intermediate milepost location must be through the remaining limits.

305.5 Permission from the employee-in-charge must be copied in writing by an employee who is not at the controls of moving equipment, and must include:

1. Locomotive number,
2. Name of employee-in-charge,
3. Milepost location of the working limits,
4. Limits the train may occupy or pass,
5. In multiple track territory, the track on which the train may operate, and
6. The speed permitted within the limits that must be one of the following:
 - a. Restricted speed, or
 - b. A specific speed, or
 - c. Authorized speed.

305.6 When working limits include multiple controlled tracks in signal territory, the permission of the employee-in-charge does not provide information about train routing.

305.7 Speed granted by the employee-in-charge does not relieve employees from complying with speeds authorized by:

- a. Signal indication, or
- b. Special instructions, or
- c. Dispatcher message, or
- d. Form EC-1 instruction.

305.8 A train that stops within working limits must:

1. Notify the employee-in-charge:
 1. That the train has stopped,
 2. The Location of the head end,
 3. The reason for stopping (ex: HBD, Switching, etc.)
 4. The type of movements to be made at the designated location,
2. Obtain permission from the Employee-In-Charge in order to complete the movement(s) as discussed (once granted no further communication is required until the train is ready to depart the designated location).
3. Not initiate a movement beyond the designated location until such permission is granted by the Employee-In-Charge.

305.9 A work train assigned to perform work for the employee-in-charge within working limits is considered as part of the work force. A work train working within the limits must:

1. Make all movements at restricted speed and only as directed by the employee-in-charge,
2. Not proceed outside of the working limits without authority from the train dispatcher,
3. Comply with fixed signal indications,
4. Not operate switches on a controlled track without the permission of the train dispatcher and employee-in-charge,
5. In TWC territory, release Form EC-1 authority while operating within the working limits. The on-track authority of the employee-in-charge applies to the work train, and
6. Not occupy sidings or wye tracks without the permission of the train dispatcher.

305.10 The locomotive operator must attempt initial contact with the employee-in-charge no closer than 2 miles from the designated limits.

306 - Train Coordination

306.1 To establish protection under train coordination, the roadway worker must:

1. Visually confirm the train is stopped,
2. Confirm with the train crew that the train holds exclusive authority on the segment of track and will not release the authority until notified by the roadway worker that it is safe to do so,
3. Instruct the train crew to only make movements as directed by the roadway worker, and
4. Notify the train crew when train coordination is no longer required.

306.2 After being notified by the roadway worker that train coordination protection has been established, the train crew must:

1. Only make train movements as directed by the roadway worker, and
2. Not release authority on the segment of track until notified by the roadway worker that it is safe to do so.

307 - Out-of-Service Limits

307.1 Tracks may only be removed from service when:

- a. Rendered inoperative by storm or flood, or
- b. Unsafe for rail movement and cannot be promptly restored to service, or
- c. Required for construction work.

307.2 Each end of the out-of-service limits must be defined by:

- a. Whole milepost, or
- b. Station name, or
- c. Other point defined in the dispatching system.

307.3 The train dispatcher must not issue Form EC-1 authority until:

1. Track to be used is clear of opposing and conflicting movements not part of the work group,
2. It is verified that no opposing or conflicting movements have been authorized,
3. Controlled signals granting access to the affected track are in Stop position, and
4. Blocking devices have been applied to switches and signals that grant access to the affected track, if required.

307.4 Train dispatcher must not display signals to proceed nor grant authority for movement into out-of-service limits until a dispatcher message or Form EC-1 instruction has been issued.

307.5 When out-of-service limits are in effect, the locomotive operator must receive permission from the employee-in-charge before a train:

- a. Proceeds past the point designated, or
- b. Makes an initial movement within the limits, or
- c. Makes a reverse movement within the limits.

307.6 Movements within the out-of-service limits must:

1. Be made only as directed by the employee-in-charge and not exceed restricted speed,
2. Not proceed outside of the limits without authority from the train dispatcher,
3. Comply with fixed signal indications and not operate switches without the permission of the train dispatcher and employee-in-charge, and
4. In TWC territory, release Form EC-1 authority while operating within the limits. The on-track authority of the employee-in-charge applies to the train within the limits.

308 - Train in Emergency

- 308.1** When a train moving on a controlled track or adjacent to a controlled track has an emergency application of the air brakes, the train crew must:
1. Immediately initiate an emergency radio transmission on the proper operating channel,
 2. Notify the train dispatcher using the emergency tone,
 3. Provide protection to other trains, if required,
 4. Perform the required inspection, if required, and
 5. When permitted to proceed, operate at a train speed not to exceed 20 MPH for one train length.
- 308.2** The crew of a train stopped by an emergency application of the air brakes must give the following information to the train dispatcher:
1. Train identification,
 2. Location of the head and rear of the train after the train is stopped,
 3. Milepost one mile behind the rear of the train when the emergency application began,
 4. The presence of hazardous materials or status as a Key train,
 5. Situation as it is known (such as injuries, damage, or other pertinent information), and
 6. Presence of adjacent controlled tracks.
- 308.3** A crewmember of a train stopped in emergency must provide warning for any adjacent controlled track the train dispatcher cannot protect. Maintain warning until:
- a. It has been determined that the adjacent controlled tracks are not obstructed, or
 - b. Relieved by the train dispatcher.
- 308.4** Train may proceed without walking inspection only after the following conditions are met:
1. No severe or unusual slack action was experienced when stopping,
 2. Train brakes release and brake pipe pressure is restored at the rear of the train,
 3. A visual inspection from the head end does not indicate any unsafe condition, and
 4. Starting and moving the train does not require excessive power.

308.5 If walking inspection is required perform walking inspection of the entire train and verify:

1. No cars are derailed,
2. No load has shifted
3. Track structure appears to be undamaged
4. No other conditions exist to prevent safe movement, and
5. Train dispatcher is informed of the results of the inspection.

308.6 When a walking inspection reveals a defect that can be repaired by the employee making the inspection, the train may proceed after all the following conditions are met:

1. Repairs have been made, and
2. Train brakes release and brake pipe pressure is restored at the rear of the train, and
3. A visual inspection from the location of the repair does not indicate any unsafe condition, and
4. Starting and moving the train does not require excessive power.

308.7 In the event that the emergency application was caused by a train separation:

1. Immediately secure the unattached portion(s) in accordance with securement requirements,
2. Close the angle cock on the attached portion order to recharge the brake system, and
3. Apply sufficient handbrakes to the bottom of the attached portion in order to control slack action and prevent unintended movement.

308.8 Reserved for future use.

308.9 Reserved for future use.

308.10 Reserved for future use.

308.11 All trains operating on a controlled track that receive notification that a train is in emergency on an adjacent track must comply with the following:

- a. A train moving in the same direction as a train in emergency must:
 1. Reduce to restricted speed before reaching the reported location,
 2. Stop before passing the rear of the train in emergency, and
 3. Not proceed past the train in emergency until permission is received from the train dispatcher.
- b. A train moving in the opposite direction of a train in emergency must:
 1. Stop before passing the head end of the train in emergency using good train handling unless conditions require an emergency brake application, and
 2. Not proceed past the train in emergency until permission is received from the train dispatcher.

308.12 Trains that have been instructed by the train dispatcher to pass a train stopped in emergency on an adjacent track at restricted speed must do so until the leading end has passed the furthest end of the stopped train.

308.13 When required to traverse track that has been affected by a train in emergency employees must:

1. Operate at restricted speed until the head end has cleared the furthest end of the location designated,
2. Immediately report any observed defects or irregularities to the dispatcher, and
3. If no defects or irregularities are observed, resume normal operation.

309 - Protecting Passenger Train Station Stops

309.1 Trains operating on main or signaled tracks must not pass between the station platform and a passenger train discharging or receiving passengers at the station platform.

309.2 When it is known that a main track or signaled track is between the passenger train and the station platform, the passenger train must not enter the station unless:

- a. Confirmation is received from the train dispatcher that protection for passengers has been provided, or
- b. The adjacent track is out of service.

309.3 The train dispatcher must not provide confirmation that protection has been provided until:

1. It has been determined that all trains approaching the station have been contacted and advised how to proceed to ensure passenger safety, and
2. Signals governing entrance to the track are placed in Stop position and blocking devices applied.

310 - Flagged Work Locations

310.1 Trains and on-track equipment must approach a work location prepared to comply with the instructions of the flagman when required by:

- a. Special instruction, or
- b. Dispatcher message, or
- c. Form EC-1.

310.2 When the crew of a train or the operator of on-track equipment is unable to establish communication with the designated flagman:

1. Stop short of the designated limits and inform the train dispatcher of the occurrence,
2. Provide warning to any workers present before proceeding,
3. Sound horn two longs before proceeding, and
4. Proceed at restricted speed until the head end of the train reaches the far limits.

311 - Railroad Crossings at Grade

311.1 At railroad crossings at grade equipped with Stop signs, a train must not pass the Stop sign and must remain clear of the crossing until:

- a. Special instructions governing the use of the crossing have been met, or
- b. Given a proceed signal by a flagman, if present, or
- c. There is no conflicting movement and it is safe to do so.

311.2 Do not leave equipment standing and unattended between:

- a. Opposing signals of a railroad crossing at grade, or
- b. Derails that protect a railroad crossing at grade.

312 - Highway-Rail Crossings at Grade

312.1 If equipment is standing or will be left at a highway-rail crossing at grade, or it is necessary to separate a train to open a highway-rail crossing at grade, protection must be provided for vehicular and pedestrian traffic unless the equipment is left a minimum of 200 feet from the crossing. In such instances where a train (attended or unattended) may block a public road crossing for a period of ten (10) minutes or more, employees must:

1. Promptly notify the dispatcher or MTO of the potential for blocking of the public road crossing,
2. If unable to clear, make a train separation in order to clear the crossing as prescribed by this rule, and
3. Communicate the status of the equipment (location and securement) to the dispatcher or MTO once the separation has been made and the crossing is clear.

312.2 Unnecessary operation of automatic grade crossing warning devices is prohibited. Unless required by operating conditions, a stopped train or standing equipment must remain clear of the crossing island circuit until:

1. Train dispatcher is notified and has provided information concerning approaching trains, and
2. Crewmember provides protection for adjacent tracks.

312.3 At all highway-rail crossings, trains:

1. Must not increase speed between the beginning of the approach circuit and the crossing, and
2. That have stopped or are operating at 3 MPH or less must not occupy the crossing until the warning devices have been activated for at least 20 seconds and, if equipped with crossing gates, the gates are in the fully lowered position.

312.4 When operating conditions require manual stopping of automatic grade crossing warning devices, employees must:

1. Notify the train dispatcher and obtain information concerning approaching trains prior to operating the manual stop devices,
2. Comply with special instructions or instructions posted at the device,
3. Not operate the manual stop if a train is occupying or approaching the crossing,
4. Immediately notify the train dispatcher if the manual stop does not function properly,
5. Provide protection for affected adjacent tracks or comply with posted instructions governing adjacent tracks, and
6. Not make movement over the crossing unless protection is provided or devices are re-activated and gates, if equipped, are in the fully lowered position.

312.5 If an accident occurs at a highway-rail crossing at grade, employees must:

1. Immediately report the incident to the train dispatcher using the emergency channel, and
2. Observe and report the condition of the highway-rail crossing warning devices.

312.6 When motorists fail to comply with crossing warnings:

1. Record vehicle identification numbers or other identifying information,
2. Promptly report school buses and vehicles carrying dangerous or hazardous materials to the train dispatcher, and
3. When safe to do so, report the motorists to the Public Safety Coordination Center (PSCC) center at 1-800-232-0144.

312.7 Standing trains and switching movements should avoid blocking highway-rail crossings at grade longer than 10 minutes when practical.

313 - Malfunction of Highway-Rail Crossings Warning Systems

313.1 The designated employee who receives a report of the malfunction of highway-rail crossing at grade warning systems must immediately take action to:

1. Determine the type of malfunction,
2. Provide for the appropriate alternate warning for the crossing,
3. Notify all trains, including those of other railroads, of the location and type of malfunction before any trains reach the location, and
4. Notify the local law enforcement agency having jurisdiction over the crossing.

313.2 The CSX Signal Department is responsible for maintaining records of malfunctions of highway-rail crossing at grade warning systems. The following information is required and must be included in the record:

1. Location of crossing to include highway name and DOT/AAR crossing inventory number,
2. Time and date of receipt of the reported malfunction,
3. Actions taken by CSX prior to the crossing being repaired, and
4. Time and date of repair.

314 - Providing Protection at Highway-Rail Crossings at Grade

314.1 A train that has a dispatcher message or Form EC-1 instruction indicating the malfunction of the automatic warning devices at a highway-rail crossing at grade must comply with the chart below. Speeds listed in the below chart are headend only.

Special Instruction, Dispatcher Message, or Form EC-1 Indicates:	Activation Failure	False or Partial Activation
No flaggers/No police officer or communication cannot be established with flaggers or police officer.	STOP and PROTECT crossing from the ground.	Proceed with caution not to exceed 15 MPH.
Flagger for only one direction of traffic and communication is established confirming that protection has been provided.	Proceed with caution not to exceed 15 MPH.	Proceed with caution not to exceed 15 MPH.
Flaggers for each direction or police officer present and communication is established confirming that protection has been provided.	Authorized Speed.	Authorized Speed.

314.2 When protection by a crewmember from the ground is required at highway-rail crossings at grade:

1. Stop the movement before fouling the crossing,
2. Position a crewmember or appropriately equipped flagman on the ground to stop vehicular and pedestrian traffic,
3. Place a burning fusee on each side of the crossing when the automatic warning devices are not functioning properly or when notified by the dispatcher message or Form EC-1 of an activation failure,
4. Only make movements as directed by the person providing the protection,
5. Sound the required locomotive horn and bell signals even if the crossing is located inside a quiet zone, and
6. Maintain protection until the leading end of the movement covers the crossing.

314.3 The employee responsible for providing protection from the ground at a highway-rail crossing at grade must not give:

1. A signal to proceed to pedestrian or vehicular traffic unless train movements are stopped or there is no train movement approaching the crossing,
2. A signal to proceed to a train unless all vehicular and pedestrian traffic is stopped, and
3. Hand signals instructing the train to proceed in a manner that could be misunderstood to apply to vehicular and pedestrian traffic.

314.4 Automatic warning devices of a highway-rail crossing at grade are not functioning properly when:

- a. Flashing lights are not actuated at least 20 seconds prior to the leading end of the movement reaching the crossing, or
- b. Crossing gates, if equipped, are not in the fully lowered position before the leading end of movement reaches the crossing.

314.5 In addition to the requirements of protecting shoving movements; do not shove equipment, kick equipment, or back a locomotive consist over a highway-rail or pedestrian-rail crossing at grade unless the crossing is:

- a. Protected by a qualified employee on the ground, or
- b. A CSX private crossing located within a CSX yard and it is seen that traffic is stopped or that no traffic is approaching, or
- c. Equipped with properly functioning gates that are in the fully lowered position before the equipment or locomotive consist fouls the crossing, not to exceed 20mph.

314.6 If a locomotive engaged in switching is operated in the lead over a public highway-rail crossing at grade, protection by a crewmember from the ground is required unless one of the following conditions is met:

- a. Crossing has been made inaccessible to pedestrian and vehicular traffic, or
- b. Crossing is equipped with properly functioning automatic warning device that has been activated for at least 20 seconds, or
- c. A crewmember has an unobstructed view of approaching pedestrian and vehicular traffic, or
- d. Movement over the crossing does not exceed 10 MPH.

314.7 Trains operating at restricted speed on a controlled track or trains operating on a non-controlled track must not foul a highway-rail crossing at grade equipped with automatic warning devices until:

- a. It is known that the automatic warning devices are activated long enough to provide warning and the crossing gates (if equipped) are fully lowered, or
- b. A qualified employee has provided protection from the ground to vehicular and pedestrian traffic.

314.8 If a train stops or is delayed within 4,000 feet of a highway-rail crossing at grade equipped with automatic warning devices the train must:

1. Approach the crossing prepared to stop until it is determined that the devices are functioning and sufficient time is provided to allow vehicular and pedestrian traffic to stop; and
2. Not proceed until a crewmember provides protection to vehicular and pedestrian traffic from the ground, if the devices are not functioning.

314.9 When two or more tracks cross a highway-rail crossing at grade protected by only one set of automatic warning devices, a train approaching the crossing on a track not equipped with circuits to activate the warning devices must:

1. Stop before the leading end fouls the crossing, and
2. Not proceed over the crossing until a crewmember has provided protection from the ground.

Chapter 4 - Utility Employee, Switches, Switching, Shoving, and Securement

400 - Utility Employee

- 400.1** Any employee who is not a member of the train or yard crew may only foul equipment to perform work if:
- a. Assigned as a utility employee who has been attached to the train or yard crew, or
 - b. Blue signal protection is established.
- 400.2** A utility employee may only be assigned to one train or yard crew at any one time. No more than three utility employees may be assigned to work with a single train or yard crew.
- 400.3** A utility employee may work as a member of a train or yard crew after the following steps have been taken to attach to the crew:
1. The train or yard crew is assigned a controlling locomotive that is under the actual control of the locomotive operator;
 2. The locomotive operator is in the cab of the controlling locomotive, a remote control locomotive in remote control mode is under the control of a locomotive operator assigned to that crew, or a member of the same crew is in the locomotive cab while the locomotive is stationary;
 3. The utility employee establishes communication with the crew by contacting the ranking crewmember of the train;
 4. The ranking crewmember provides notice to each crewmember of the presence and identity of the utility employee;
 5. All crewmembers acknowledge their understanding; and
 6. The ranking crewmember advises the utility employee that he or she is authorized to work as part of the crew.
- 400.4** After a utility employee has been attached to a crew, communication must be maintained in such a manner that each member of the train or yard crew understands the duties to be performed and whether those duties will cause any crewmember to go on, under, or between the rolling equipment.
- 400.5** A utility employee who has been attached to a crew may only foul the equipment without blue signal protection to perform the following tasks:
- a. Set or release hand brakes; or
 - b. Prepare rail cars for coupling; or
 - c. Couple or uncouple air hoses and other connections; or
 - d. Conduct air brake tests to include cutting air brake components in or out or position retaining valves; or
 - e. Inspect, test, install, remove, or replace an end-of-train marker.

400.6 When the utility employee has ceased all work in connection with that train and is no longer on, under, or between the equipment, the utility employee must notify the ranking crewmember. To release a utility employee from a train or yard crew, the following steps must be taken:

1. The utility employee must inform the ranking crewmember that he or she is no longer fouling the equipment,
2. The ranking employee must notify each crewmember that the utility employee is being released from the crew,
3. All crewmembers must acknowledge their understanding, and
4. The ranking employee must inform the utility employee that he or she has been released.

400.7 Utility employees must not release hand brakes on a train or cut of cars until:

1. Properly attaching to the crew and notifying each crewmember,
2. Confirming the track name or track number equipment is occupying with ranking employee, and
3. Verifying at least one car (including car initials and numbers) within train or cut of cars.

401 - Operating Switches and Derails by Hand

401.1 Employees are individually responsible for the switch or derail in use and must not operate such devices unless qualified on the operating and safety rules that govern. Orange painted locks are used by the engineering department and blue painted locks are used for blue signal protection. Only a person of the same class, craft, or group of employees who applied the lock can unlock a lock painted orange or blue.

401.2 Before lining a switch or derail, the employee must ensure:

1. There are no conflicting movements;
2. Any preceding movement has passed the clearance point;
3. The device is not locked, clamped, spiked, or tagged out of service; and
4. No obstructions will interfere with normal movement of the switch points or the handle.

401.3 Rolling equipment must not foul a track until it can be visually determined that:

1. Switches and derails connected with the movement are properly lined, and
2. The intended route is clear.

- 401.4** Do not unlock or operate a switch or derail that provides access to a controlled track unless authorized by:
- a. Verbal authority from the train dispatcher, or
 - b. Signal indication.
- 401.5** Do not line a switch for a diverging movement for another train until contacting the approaching train and confirming the:
1. Train intends to make a diverging movement,
 2. Crew understands the switch will be lined for the diverging movement, and
 3. Train will approach the switch prepared to stop.
- 401.6** If a lock is found to be defective or missing on a main track switch or a derail that protects the main track, replace the lock if possible. If a lock is not available, report the missing or defective lock to the train dispatcher and be governed by his/her instructions.
- 401.7** When an employee determines a switch or derail is defective, the employee must:
1. Not operate the device,
 2. Report the device to the proper authority, and
 3. Tag the device as defective.
- 401.8** After operating a switch or derail, the employee must make certain the:
1. Device is properly lined for the intended movement,
 2. Switch points fit properly,
 3. Target, if equipped, corresponds,
 4. Lever is latched,
 5. If equipped with a lock, device is locked before being left unattended, and
 6. Current position of the derail is communicated and acknowledged over the radio before departing the derail location, i.e. "Derail is on" or "Derail is off."
- 401.9** On main track, signaled track, or sidings:
1. The normal position for hand-operated switches is for movement on those tracks, and
 2. The normal position for hand-operated crossover switches is for straight away movement.

401.10 On other than main track, signaled track, or siding tracks:

1. Hand-operated crossover switches must be in a corresponding position with both switches lined for the crossover movement or both switches lined for straight away movement,
2. The normal position for hand-operated scale track switches is for movement away from scales, and
3. Other hand-operated switches have no normal position.

401.11 On all tracks, the normal position for derails is derailing position.

401.12 Line switches and derails for their designated normal position except when:

- a. Changed for immediate movement, or
- b. Being used during continuous switching operations, or
- c. Attended by a qualified employee, or
- d. Authorized by the train dispatcher.

401.13 Unless instructed or authorized by the dispatcher, restore switches and derails on controlled tracks to their normal position before:

- a. The movement is reported clear to the train dispatcher, or
- b. A signal to proceed is given to another train.

401.14 The employee who restores a hand-operated main track switch to the normal position for the purpose of releasing an authority of reporting by a specific location where TWC-D rules are in effect must:

1. From the location of the switch, verbally confirm with all crewmembers and any affected personnel that the switch has been restored and locked in normal position or that the switch will be left in the reverse position as authorized by the dispatcher, and
2. Trains at a meeting/passing location must:
 1. Establish communication and confirm understanding if the train on the main track will stop and restore the switch to the normal position, and
 2. Train on the Main Track will communicate switch normal time to train taking the siding, and
 3. Train taking the siding will communicate both reverse and normal time to train dispatcher.
3. All employees handling these switches must complete the switch position awareness form (SPAF) in ink, and
4. Retain the SPAF until the next tour of duty.

401.15 Properly line both switches of a crossover for the movement before a train fouls the crossover. If the switch at one end of a crossover is changed, properly line the switch at the other end of the crossover to avoid a conflicting route except when necessary for an employee to establish blue signal protection.

401.16 Complete the movement through a crossover before either switch is changed from a corresponding position, except when one crew is using both tracks connected by the crossover during continuous switching operations.

402 - Spring Switches

402.1 Special instructions designate the location and normal position of spring switches. Spring switches are identified by the letter S or letters SS on signs located on or near the switch.

402.2 Special instructions may designate aspect indications for spring switch signals. When not contained in special instructions, the following apply:

Color Position Light	Two lunar lights - switch is lined normal.
	Two red lights with a white marker light - switch is lined reversed.
	Two red lights without a white marker light - switch is not properly lined.
Color Light	Green - switch is lined normal.
	Red - switch is not properly lined.

402.3 A spring switch must not be spiked or blocked until protection for trailing movements has been provided.

402.4 Trailing movements that will spring the switch may only be made through a spring switch that is lined in the normal position.

402.5 When a buildup of snow or ice covers the rail and track conditions cannot be clearly observed:

- a. Trailing movements must not be made through a spring switch until the switch has been lined by hand for the movement, or
- b. Facing point movements must stop and visually determine that the switch points fit properly before proceeding.

402.6 Equipment that stops while making a trailing movement through a spring switch must not make a reverse movement or allow equipment to roll back until the switch has been lined by hand into the proper position.

402.7 In non-signaled territory, spring switch signals govern facing point movements; approach these locations prepared to be governed by the aspect displayed.

402.8 When a signal governing the use of a spring switch indicates the switch is not properly lined, facing point movements must not be made until the:

1. Switch is tested by completely lining the switch to the opposite position and then completely back to the original position,
2. Switch is properly lined for the intended route, and
3. Switch points fit properly.

403 - Electrically Locked Switches

403.1 Permission from the train dispatcher is required before operating an electrically locked switch or derail to:

- a. Enter a signaled track, or
- b. Cross from one signaled track to another.

403.2 A train standing on the signaled track does not need permission from the train dispatcher to unlock and operate an electrically locked switch or derail to move from the signaled track to a non-signaled track. The train must be standing within 100 feet of the switch to permit the switch to unlock.

403.3 If an electrically locked switch or derail cannot be unlocked through normal procedures, the train dispatcher can permit the crew to break the seal and operate the emergency release feature, if equipped. The train dispatcher must notify the signal department of the occurrence.

404 - Releasing Hand Brakes

404.1 Do not release hand brake on:

- a. Cars - until coupled to locomotive. On grades where the independent brake will not hold the equipment, charge air brakes and make a sufficient brake pipe reduction, or
- b. Locomotives - until the main reservoir is fully charged and independent brake is cut in and fully applied.

404.2 Equipment must not be moved with hand brake(s) applied except when:

- a. Necessary to control movement of cut of cars not coupled to a locomotive, or
- b. Required when testing the hand brake, or
- c. Specified in special instructions.

- 404.3** Prior to departing, conductors must visually check a minimum of the first six handbrakes in order to ensure they have been released. If applied hand brakes are found, continue to check until at least two consecutive cars are found without hand brakes applied. This must be performed after:
- a. Coupling to a train or a cut of cars that will be added to a train, or
 - b. Taking charge of an unoccupied train.

405 - Switching Equipment

- 405.1** Two or more crews must not simultaneously perform work in the same track or adjacent tracks until:

1. A job briefing has been held, and
2. All crewmembers confirm their understanding of the work to be performed.

- 405.2** When at industries:

1. Movements must only be made when gates, doors, or other such devices are fully opened and fastened;
2. Make certain cars will clear overhead and side clearances of the industry;
3. Notify the appropriate personnel before switching tracks where loading and unloading is performed;
4. Visually determine that switches and derails occupied by standing equipment are properly lined and latched (if equipped with a latch) for the movement;
5. Make a safety stop a minimum of 50 feet (but no more than 150 feet) prior to coupling;
6. Ensure that drawheads are properly aligned and both knuckles are open;
7. Couple with no more force than is necessary to facilitate coupling (not to exceed 4mph);
8. Do not move
 - a. partially loaded cars unless the lading is secure;
 - b. Cars loaded heavily on one side or end, or
 - c. Overloaded cars, or
 - d. Cars with lading projecting over the ends or sides.
9. Return cars to their original locations unless instructed otherwise;
10. Do not make movements on a portion of track when dirt, sand, gravel, or other debris covers the rail or obstructs the flange way of vehicular or pedestrian crossings and notify the proper authority of the condition; and
11. Initial movements must be made by a locomotive when track conditions cannot be clearly observed due to a buildup of snow or ice covering the rail or obstructing the flange way of vehicular or pedestrian crossings.

- 405.3** Before coupling to equipment, make certain:

1. Employee directing the coupling is located on the ground and visually determines the couplers are aligned and at least one knuckle is open;
2. Any person riding the equipment and not seated in the locomotive dismounts until the coupling is made;

3. Persons in, on, or around the equipment are notified to remain clear; and
4. Employee directing the coupling makes a visual determination that connections and devices used for loading, unloading, or fueling equipment are removed.

405.4 When coupling to equipment:

- a. Remote Control Equipment must be at 'Couple' a minimum of 50 ft prior to coupling,
or
- b. Do not exceed 4 MPH when operating equipment other than remote control.

405.5 After making a coupling, stretch the slack to ensure couplers are locked then connect:

- a. Hoses, or
- b. Electrical connections, or
- c. Locomotive crosswalk chains.

405.6 When switching, cars must only be cut off in motion (kicked) when being pushed by a locomotive; do not cut cars off in motion when being pulled by a locomotive. When kicking cars:

1. Ensure you are clear of the equipment before giving the signal to move;
2. Do not kick more than 3 cars at a time unless they are all empties in which case 4 empties may be kicked;
3. When the slack is bunched, pull the uncoupling lever from the ground, but do not attempt to hold the lever at a speed of more than walking speed (4 MPH);
4. Ensure that cars are not released at a speed that would endanger employees, equipment or contents of cars;
5. When the desired speed is reached, give the signal to stop;
6. Do not cut off a car routed to an adjacent track until it is known that the preceding car is clear and will remain clear of adjacent tracks;
7. Kicking cars uphill (or into tracks prone to rolling back foul of the lead) is prohibited;
8. Do not kick cars into a clear track,
9. Do not kick into locomotives, occupied equipment, or equipment coupled to occupied equipment, and
10. Ensure cars within track are properly secured in order to avoid inadvertent fouling of equipment or roll-outs.

405.7 Uncoupling/Coupling cars in curves or turnouts:

1. Do not uncouple equipment in curves or turnouts where the curvature would prevent safe coupling to the equipment,
2. When necessary to couple to equipment in a curve or turnout, use extreme caution, and
3. Once coupling is made perform a walk around inspection of the car and the track underneath the equipment located in the curve or turnout to ensure car has remained on the rail and the rail has not rolled due to excessive force.

405.8 Equipment must not be moved by static drop unless provided in special instructions.

405.9 When switching passenger equipment, camp cars, or other equipment designed to carry riders:

1. Notify any occupants prior to making any switching movements,
2. Do not cut the equipment off in motion or allow it to be struck by equipment that was cut off in motion, and
3. Use air brakes when switching.

406 - Shoving or Pushing Equipment

406.1 Employees involved in shoving or pushing movements must not:

- a. Engage in unrelated tasks, or
- b. Provide protection while occupying an automobile or similar motorized vehicle.

406.2 Employees directing a shoving or pushing movement must:

1. Confirm all cars to be shoved are coupled by stretching the slack,
2. Make a visual determination that cars on the track adjacent to the track being shoved are located behind the clearance point, and verbally confirm the determination via radio with other crew members, and
3. Ride the side of the leading end of the equipment or be in a position on the ground ahead and in the clear of any shoving movement that will traverse any switch, derail, public highway-rail or pedestrian crossing located on the portion of track to be shoved in order to ensure such devices are properly lined and appropriate protection is provided at crossings.

406.3 The leading end of shoving and pushing movements must be visually protected (eyes on it) at all times by a qualified Employee to ensure the track is clear of equipment and conflicting movements using one of the methods below:

- a. From the ground at a location clear of all tracks where the leading end of the movement can be visually observed at all times,
- b. Being positioned on the leading end of the movement in the required riding position, or
- c. Constant monitoring via technological means such as:
 - a. Shove lights, or
 - b. Cameras

406.4 The employee directing a shove movement must give instructions sufficiently in advance to permit compliance. The employee receiving instructions must comply with the intent of those instructions. If there is any doubt as to the meaning of the instructions, or for whom such instructions are intended, the movement must:

1. Be stopped immediately, and
2. Not resume until the instructions are understood.

406.5 When the equipment being shoved or pushed is moving, the employee directing the movement must be located either on the ground or riding the leading end of the equipment. When directing on shoving movement from the ground, employees must:

1. Remain clear of all tracks, and
2. Maintain visual contact with the leading end of the equipment at all times, either visually or utilizing technological means.

406.6 When radios are used during a shoving or pushing movement, the employee directing the movement must communicate the following to the employee receiving the instructions:

1. Employee is in the clear of all tracks,
2. How the point protection will be provided,
 - a. From the leading end of the equipment - "On the point", or
 - b. From the ground visually - "Point from the ground", or
 - c. Utilizing technology - "Point from a camera or shove light"
3. Switches and derails involved with the movement are properly lined,
4. Distance of the movement to be made (not to exceed a maximum of 20 car lengths at a time) or the sight distance available, whichever is less, in 50-foot car lengths, and
5. Additional instructions must be communicated to the employee controlling the movement prior to reaching one-half of the previous specified distance until the movement stops.

Exception: On a Main Track or Signaled siding governed by a signal indication more favorable than restricting, or when operating in TWC-D with an unrestricted EC-1, it is permissible to communicate up to a maximum of 50 car-length increments if range of vision allows.

406.7 When radios are used during a shoving or pushing movement, the employee controlling the movement must:

1. Not begin the movement until the employee directing the movement provides the required instructions,
2. Acknowledge the instructions by repeating them back to the employee protecting the movement,
3. Continue to repeat the instructions given (when the distance remaining is 4 cars or less then acknowledgement is no longer required), and
4. Stop the movement in one-half of the last specified distance to go instruction unless additional instructions are received.

406.8 When shoving or pushing equipment for purposes other than coupling:

1. The movement must stop 150 feet short of:
 - A. A blue signal, or
 - B. A fixed derail, or
 - C. An improperly lined trailing-point switch, or
 - D. On-track equipment, or
 - E. An obstruction, or
 - F. End of the track.
2. If necessary to make any further movement to place equipment, allow the slack to adjust before moving.

NOTE: Movements made by mechanical employees within the limits of shop areas must stop 50 feet short of the items listed above.

406.9 Equipment must not be shoved, operated or placed within 150 feet of a portable derail.

407 - Leaving Equipment in the Clear

407.1 Standing equipment must not foul connecting tracks. Clearance points may be designated by a visible yellow tie or other designated marker on non-controlled tracks. Yellow ties on main tracks and designated siding tracks are not designated clearance points. when the clearance is not identified, determine the clearance point by:

1. Standing outside the rail and off the end of crosstie of the connecting track,
2. Extending arm toward the equipment,
3. Identifying the location where the equipment can no longer be touched, and
4. Positioning equipment an additional 50-foot car length into the track from the location identified in Step 3.

407.2 When the track length is insufficient to permit leaving equipment clear of connecting tracks and it is necessary to leave equipment beyond the clearance point, the equipment must completely occupy the switch of the connecting track.

407.3 Prior to cutting away from a car, or cut of cars, to be left standing in a track, the employee on the ground at the cut must visually confirm the equipment is clear of adjacent tracks. After visual confirmation, the employee must verbally communicate the location of equipment with other crewmembers via radio.

408 - General Securement Requirements

- 408.1** Conduct a job briefing when required to secure any train or equipment that will be left unattended.
- 408.2** Prior to leaving trains and equipment unattended, secure with tested hand brakes or by an alternative method specified in special instructions.
- 408.3** When securing trains or equipment on main tracks, sidings and spur tracks with grades of 0.4% or greater, the minimum number of handbrakes required must be determined based on attached handbrake chart.

408.4 Handbrake Chart:

1. In the application of the attached chart, the Maximum Average grade on which the equipment is standing will be used.
2. Should the handbrake chart minimum requirements exceed the number of cars in the consist, requirements are considered fulfilled by applying handbrakes on all cars (100%).
3. If in doubt as to the grade of the location and/or handbrakes required, contact the Dispatcher or MTO/RFE for clarification.
4. Where circumstances or the chart requires the application of more than 18 handbrakes, the Dispatcher must be contacted to determine if alternate action should or can be taken.
5. Handbrake requirements in the attached table apply to rail cars. Locomotive handbrake application is not to be counted.
6. Caution must be exercised considering possible rollback, block or interlocking signals, switches, public crossings at grade or similar features which are in close proximity to the equipment when performing the handbrake effectiveness test.
7. If conditions do not permit safely performing a handbrake effectiveness test, then the number of handbrakes in the table shall be considered sufficient.
8. When a locomotive is coupled to a train or cars standing on a grade, do not release the handbrakes until the air brake system is charged sufficiently to prevent movement.

Total Tons Per Thousand	Maximum Average Grade								
	0.4%	0.6%	0.8%	1.0%	1.2%	1.4%	1.6%	1.8%	>1.8%
0 - 2	2	2	4	6	6	8	10	10	14
>2 - 4	2	4	6	8	12	14	16	18	26
>4 - 6	6	6	10	14	16	20	24	28	38
>6 - 8	6	8	12	18	22	26	32	36	52
>8 - 10	6	10	16	22	28	34	40	46	66
>10 - 14	8	14	22	30	40	48	58	66	96
>14 - 18	10	18	28	40	50	62	74	86	ALL
>18 - 22	12	22	36	50	64	78	94	110	ALL
>22 - 26	14	26	42	58	76	94	112	ALL	ALL
>26	16	30	50	68	90	110	ALL	ALL	ALL

409 - Securement of Cars

409.1 Complete the following steps before applying hand brakes to cars that will be left unattended:

1. Bunch slack when applying hand brakes on the low end of a grade and stretch slack when applying on the high end,
2. Fully apply the independent brake, and
3. Make a full service application of the automatic brake.

409.2 Unattended equipment must be secured with sufficient tested hand brakes, but not less than one.

1. In yards where skates and/or retarders are in use, those devices will be used in place of hand brakes.
 - a. Any cars added to a track protected by retarders must be shoved beyond the retarders into the body of the track, or
 - b. Cars that are not placed beyond the retarder must be secured with sufficient tested hand brake(s).
2. Articulated cars (cars with multiple hand brakes, i.e. 3 pack - 5 pack intermodals).

Each hand brake is considered one car with determining number of required hand brakes. For example, 5 pack intermodal car with both hand brakes applied would count as two hand brakes, not 5.

All hand brakes on an articulated car must be applied, never just one.

409.3 After applying the required number of hand brakes to the cars:

1. Verify hand brake chains are tight,
2. Instruct the locomotive operator to release the independent and automatic brakes, and
3. Verify the brake shoes on the B end of cars are against the wheels of cars with hand brakes applied.

409.4 To test that hand brakes are sufficient to hold the equipment, observe equipment for one minute with air brakes released (conventional assignments must not initiate test until brake cylinder pressure is at zero):

- a. Hand brakes are sufficient if no movement occurs after one minute, or
- b. Hand brakes are not sufficient if movement occurs. Stop the movement by applying the independent brake and making a full service application of the automatic brake then apply additional hand brakes and repeat the test for sufficient hand brakes until no movement occurs during the one-minute observation.

- 409.5** To test that a hand brake on a single car or DP locomotive/consist is sufficient to hold the equipment, push against the equipment with the locomotive:
- The hand brake is sufficient when a retarding effect is observed, or
 - The hand brake is not sufficient if no retarding effect is observed. Do not leave equipment that fails the test unattended unless a minimum of one additional piece of equipment with tested hand brakes is coupled.

- 409.6** When cutting away from 10 cars or less connected to air, or from a train equipped with distributed power, allow an emergency application to occur.

Unless actively switching in a yard or industry or yarding a train that will be bled off for switching, prior to cutting away from (more than 10) cars connected to air:

1. Make a full service brake pipe reduction,
2. Verify that the brake pipe exhaust stops before closing the angle cock,
3. Close both angle cocks and separate the equipment by at least 1 car length,
4. On cut left standing, slowly open the angle cock letting the air exhaust at service rate until completely exhausted (do not activate emergency portion of brake valve), and
5. Ensure the angle cock is open on the equipment to be left unattended.

- 409.7** When cutting away from cars connected to air in order to proceed directly to the opposite end of the equipment (runaround):

1. Make a full service brake pipe reduction,
2. Verify that the brake pipe exhaust stops before closing the angle cock,
3. Separate equipment allowing emergency application of brakes to occur on the equipment left standing,
4. Close the angle cock on the equipment left standing,
5. Immediately proceed to opposite end of the standing equipment, either opening the angle cock to vent to atmosphere or providing an air source, and
6. When running around a cut of 10 cars or less, cars must be secured and tested with sufficient handbrakes (minimum of 1).

410 - Securement of Locomotives

- 410.1** When a single locomotive or a locomotive consist is not attached to cars and will be left unattended, fully apply the independent brake before applying hand brakes.

- 410.2** Apply and test hand brakes on the required number of locomotives to be left unattended as follows:

- On each locomotive equipped with a hand brake, when left unattended outside a locomotive service facility, or
- On a minimum of one locomotive, when left unattended inside a locomotive service facility.

410.3 After applying the required number of hand brakes to a single locomotive or locomotive consist without cars attached:

1. Release the independent and automatic brakes allowing four seconds per locomotive to ensure a complete release of the air brakes, and
2. Observe the locomotive or locomotive consist for one additional minute with the air brakes released. If:
 - a. No movement occurs, hand brakes are sufficient, or
 - b. Movement occurs, hand brakes are not sufficient.

410.5 If the hand brake on a single locomotive, or hand brakes on a locomotive consist, to be left unattended without cars is not sufficient or if a single locomotive is not equipped with a hand brake, secure as follows:

1. Apply an approved chock or chain, provided by a mechanical department employee, in front of and behind the R2 wheel, and
2. Verify the chock or chain will hold the equipment by releasing the independent and automatic brakes, waiting four seconds to allow the air brakes to fully release. If the locomotive does not move, the chock or chain is sufficient.

410.6 If the hand brake on a locomotive consist located within a locomotive service facility is not sufficient, apply additional hand brakes and repeat the test for sufficient hand brakes.

410.7 When left unattended, the switches and levers on a single locomotive or the controlling locomotive of a locomotive consist must be positioned as directed in the table below:

Switch/Lever	Position
Independent Brake	Cut in and fully applied.
Automatic brake	No cars attached - Cut in and in the release position. With cars attached - Cut in and full service application applied.
Reverser	Key train - Removed from the locomotive and in the possession of the locomotive operator. Not a Key train - Removed and stored.
Control/Fuel Pump	Engine left running - On position. Engine manually shut down - Off Position.
Generator Field	Off position.
Engine Run	Engine left running - On position. Engine manually shut down - Off position.
Isolation Switch	Start/Stop/Isolate position.
Battery Knife Switch	Engine left running - Closed position. Engine manually shut down and no mechanical system restart is planned - Open position.

410.8 Before leaving locomotives unattended, the cab doors must be locked on all locomotives in the consist in a manner that prevents unauthorized entry except when:

- A. Not equipped with locks, or
- B. Lock is defective, or
- C. In a yard where a supervisor is on duty continuously, or
- D. On a track where employees regularly inspect, test, repair, fuel, or service cars or locomotives.

410.9 If a cab door is not equipped with a lock or if a lock is defective, the locomotive operator must:

- 1. Report a defective lock to the condition to the train dispatcher or yardmaster and the CSX Mechanical desk,
- 2. Record the condition on the locomotive work report, and
- 3. Remove the reverser from the locomotive and
 - a. Place it in the cab of a locomotive that will be locked, or
 - b. Keep in his or her possession. Return the reverser to the proper storage location at the off-duty point if hours of service permit.

411 - Securement of Trains

411.1 If necessary to leave a train unattended with cars and locomotive(s) attached:

- 1. Secure cars in accordance with rules governing the application and testing of hand brakes on cars to be left unattended,
- 2. Position the switches and levers of the controlling locomotive as directed by the rules governing leaving a locomotive unattended, and
- 3. Apply the hand brake on each locomotive in the consist equipped with a hand brake.

411.2 When leaving a train unattended with one or more distributed power (DP) locomotives:

- a. If DP locomotives are located within the body of the train or at the rear of the train:
 - 1. It is not necessary to secure the locomotive hand brakes on the DP remote consist, and
 - 2. Leave the DP remote consist in "Normal Mode" with isolation switch in RUN.
- b. If DP locomotives are part of the lead consist of locomotives, DP locomotives must be secured in accordance with locomotive securement rules.

412 - Securement of Key Trains

412.1 Do not leave Key trains or cuts of cars that meet the Key train definition unattended on a controlled track outside of a yard or terminal unless the location is authorized in special instructions or permission is received from the train dispatcher. This does not apply when the assigned or attached crew is performing normal railroad operations in connection with their train:

- a. Picking up, setting off, or repositioning cars at an industry; or
- b. Assembling cars from tracks adjacent to the main track; or
- c. Adding, removing, or changing locomotives; or
- d. Moving part of a train when doubling hills or cutting crossings; or
- e. Assisting a disabled train.

412.2 If permitted to leave a Key train, or cut of cars that meets the Key train definition, unattended on a controlled track outside of a yard or terminal, secure it with tested hand brakes in accordance with all rules and special instructions.

412.3 Except when the assigned or attached crew is performing normal railroad operations in connection with their own train, prior to leaving a secured Key train, or cut of cars that meets the definition of a Key train, unattended on a controlled track outside of a yard or terminal, the train crew must provide the following information to the train dispatcher:

1. Milepost location of both ends of the train;
2. Length of train, tonnage, type of train (mixed freight, intermodal, unit train), number of cars, and number of locomotives;
3. Number of hand brakes applied and tested on cars and applied on locomotives;
4. Track features (curve or tangent) and grade (ascending, descending, flat, or undulating);
5. Current weather conditions; and
6. Name of employee reporting the securement information.

412.4 Reserved for future use.

412.5 When leaving a Key train with locomotives attached on any controlled track, the locomotive operator must:

1. Remove the reverser from the controlling locomotive,
2. Keep the reverser in his or her possession, and
3. Return the reverser to the proper storage location at the off-duty location, if hours of service permit.

413 - Defective Hand Brakes

- 413.1** Report equipment determined to have a defective hand brake to the proper authority and record locomotive hand brake defects on the locomotive work report.

414 - Fouling Equipment

- 414.1** The rules in this section apply when necessary to go between, under equipment or between equipment and a stationary object. These rules do not apply when:

- a. Blue Signal Protection is required, or
- b. Operating a bleed rod or a cut lever, or
- c. Operating a side mounted hand brake, or
- d. Opening/closing a knuckle, provided:
 1. Movement has stopped,
 2. Slack has adjusted,
 3. A minimum of 50 feet exists between equipment, and
 4. One foot remains outside the gauge of the rail
- e. A transportation employee stationed at an EOT of his or her train for the purpose of performing a brake test.

- 414.2** Do not foul equipment not coupled to a locomotive or coupled to a locomotive that is not under the control of a locomotive operator until known the equipment is secured and will not be coupled to.

- 414.3** Before fouling equipment coupled to a locomotive that is under the control of a locomotive operator, the employee who will foul the equipment must verbally:

1. Request 3-step protection from the locomotive operator, and
2. Receive confirmation that 3-step protection has been provided.

- 414.4** To provide 3-step protection on a conventional locomotive, the locomotive operator must:

1. Center the reverser,
2. Place the generator field in the "Off" position,
3. Fully apply the independent brake and if necessary make a sufficient application of the automatic brake,
4. Inform the requesting person that 3-step protection has been provided, and
5. Maintain the protection until notified by the requesting employee that the protection may be removed.

- 414.5** To provide 3-step protection to foul equipment with a locomotive in remote control service, the locomotive operator must:
1. Place the speed selector to stop,
 2. Place the direction toggle switch to neutral,
 3. If necessary, make a sufficient application of the automatic brake,
 4. Keep OCU properly attached and worn on the OCU vest, and
 5. Maintain 3-step protection until notified by the requesting employee that the 3-step protection may be removed.
- 414.6** After 3-step protection has been established, other employees may foul the equipment after holding a job briefing with the employee who requested the 3-step protection.
- 414.7** The 3-step protection may only be released by the requesting employee who must verify that any other employees protected are clear of the equipment before it is released.
- 414.8** Locomotive operators in conventional service may foul the locomotive(s) in his or her charge after all of the following conditions are met:
1. Independent brake is fully applied, and if necessary a sufficient automatic brake application is made;
 2. Generator field is in the off position; and
 3. Reverser is removed and kept in the possession of the locomotive operator.
- Note: Other members of the same crew may foul the locomotive(s) to assist the locomotive operator after a job briefing is held to confirm the above steps have been met.

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Chapter 5 - Centralized Train Dispatching System and Authorities for Movement

500 - Dispatcher Bulletins, Dispatcher Messages, and Release Forms

500.1 Before occupying a controlled track, the locomotive operator and conductor, if assigned, must:

1. Obtain a legible dispatcher bulletin and release form that contains the correct names, employee IDs, and train ID;
2. Determine that all documents correspond with each other;
3. Confirm that all crewmembers read and understand the requirements; and
4. Retain and observe the dispatcher bulletins on all trips during a tour of duty.

500.2 Contact the train dispatcher when the release form:

- a. Is not available when reporting for duty, or
- b. Time shows that more than four hours have elapsed since the crew went on duty.

500.3 Do not occupy a subdivision that is not listed on the dispatcher bulletin until the locomotive operator or conductor contacts the train dispatcher and obtains:

- a. A dispatcher bulletin containing dispatcher messages for the subdivision, or
- b. Form EC-1 instructions for the subdivision.

500.4 When the train dispatcher transmits a release form verbally, the conductor or locomotive operator must:

1. Repeat the dispatcher bulletin number and total number of messages to the train dispatcher; and
2. Record the train dispatcher's OK, effective time, and initials on the dispatcher bulletin.

500.5 Each dispatcher message is in effect until fulfilled or canceled, only a dispatcher message specifying the name of an employee-in-charge or a particular locomotive number may be superseded. Each dispatcher message must be in the prescribed format that includes:

1. Sequential item number,
2. Dispatcher message number, and
3. Total number of lines in the dispatcher message.

500.6 Excluding yard assignments when a dispatcher bulletin does not contain the correct conductor and locomotive operator names and employee ID's, the train dispatcher must be notified to confirm the dispatcher bulletin number.

Note: Foreign line employees are not required to contact the dispatcher when the bulletin does not contain employee ID numbers.

500.7 If a dispatcher bulletin has any irregularities, other than incorrect conductor and locomotive operator names and employee IDs, the conductor or locomotive operator must contact the train dispatcher to:

- a. Obtain corrected copies, or
- b. Confirm the entire contents of the dispatcher bulletin, and:
 1. Make corrections on the dispatcher bulletin;
 2. Repeat corrections to the train dispatcher;
 3. Obtain train dispatcher OK, effective time, and initials; and
 4. Record this information on the release line.

500.8 If a dispatcher bulletin is sent by means other than a dedicated bulletin printer or CSX Technofax, the conductor or locomotive operator must contact the train dispatcher, and confirm the dispatcher bulletin number and total number of messages.

500.9 A new dispatcher bulletin may be sent after the conductor or locomotive operator has notified the train dispatcher the original bulletin has been destroyed. The new dispatcher bulletin number must be confirmed.

500.10 When trains are re-crewed at other than a crew change point or for the purpose of yarding a train, the train crew must contact the train dispatcher to obtain any necessary instructions before proceeding.

501 - Form EC-1

501.1 Form EC-1 must only be copied by those who are required to execute the requirement. It is permissible for an employee in training status to receive and copy Form EC-1 under the direct supervision of a qualified employee. However, the name provided to the train dispatcher as the receiving employee must be the name of the qualified employee.

501.2 Instructions on Form EC-1 must be read and understood by all affected employees, and must:

1. Be legible and in the correct format,
2. Have a circle around the number of the applicable line,
3. Be without erasure or alteration except as directed by the train dispatcher, and
4. Contain only authorized abbreviations.

501.3 The following abbreviations are approved for use on Form EC-1:

Abbreviation	Explanation	Abbreviation	Explanation
&	And	N	North
AVE	Avenue	NAS	Northward Absolute Signal
BTW	Between	NE	North End
C&E	Conductor and Engineer	NEDT	North End Double Track
CAN	Cancel	NO	Number
CONDR	Conductor	OHB	Overhead Bridge
CP	Control Point	OOS	Out-of-Service
CSS	Cab Signal System	OPR	Operator
DD	Defect Detector	PSGR	Passenger
DIR	Direction	S	South
DISPR	Train Dispatcher	SAS	Southward Absolute Signal
DIV	Division	SD	Subdivision
E	East	SDG	Siding
EAS	Eastward Absolute Signal	SED	South End Double Track
EEDT	East End Double Track	SIG	Signal
ENG	Engine	ST	Street
ENGR	Engineer	TRK	Track
HRS	Hours	TTSI	Timetable Special Instructions
INT	Interlocking	W	West
JCT	Junction	WAS	Westward Absolute Signal
MINS	Minutes	WE	West End
MP	Milepost	WEDT	West End Double Track
MPH	Miles Per Hour	WF	Work Force
MW	Maintenance of Way	YL	Yard Limits

501.4 If an error is discovered on Form EC-1:

- Before the train dispatcher gives the OK, effective time, and initials, the train dispatcher must direct the employee to make the necessary corrections or destroy all copies; or
- After the train dispatcher gives the OK, effective time, and initials, Form EC-1 must be released and a new Form EC-1 issued.

501.5 Once the train dispatcher has given his or her OK, effective time, and initials, only the following updates may be made, as directed by the train dispatcher.

- Cancellation of a specific line item,
- Modification of direction on lines 1A through 1D, or
- Extension of time on line 4, or
- Report by location with train or on-track authority, or
- Change of the identifying locomotive number, or
- Modification of other instructions on line 11, or
- Release of entire Form EC-1.

501.6 Once issued, Form EC-1 is in effect until fulfilled or released and must be retained and observed on all trips during a tour of duty.

501.7 A Form EC-1 is released in its entirety on the same form, as follows:

1. The employee must state his or her intent to release Form EC-1;
2. The employee must state the Form EC-1 number and date;
3. The employee must copy the release time, date, and initials given by the train dispatcher; and
4. The receiving employee must ensure that all employees affected receive the information and mark their Form EC-1 accordingly.

502 - Other than Main, Signaled, or Siding Tracks

502.1 Tracks other than main, signaled, or sidings may be used without the permission or authority from the train dispatcher or control station. Other permissions may be necessary by rule, Timetable, or other special instructions.

502.2 When tracks are designated by Timetable or other special instruction as part of a Remote Control Zone and the zone is active, the following is required:

Requirement	Activity
Briefing with RCOF (zone will remain active)	Establishing blue signal protection on a RCO zone connecting track (without changing switch position within the zone)
	Locking a switch (without changing switch position)
	Establishing ITD/TAW protection
Permission from RCOF (zone is no longer active)	Establishing blue signal protection on a RCO zone connecting track that requires the changing of switch position within the zone
	Establishing blue signal protection within the limits of the zone
	Locking a switch in a manner that requires the changing of switch position within the zone
	Fouling track(s) of an active zone with any equipment (on or off track)
	Establishing working limits
	Changing the position of [any] switch or derail within the zone

502.3 When receiving permission from the Remote Control Foreman to enter a Remote Control Zone:

1. A detailed job briefing must be completed by all employees involved to include at a minimum:
 1. Work to be performed,
 2. Move that will be made,
 3. tracks to be utilized, and
 4. Amount of time required fouling the zone.
2. If any aspect of the plan changed after the initial job briefing is completed, all work must cease and another job briefing held immediately.
3. Once clear of the remote control zone:
 1. The RCO foreman must be contacted and informed that you are clear of the remote control zone, and
 2. Once reported clear, must remain clear of the zone and not operate any switches within the zone until additional permission is requested and received.

502.4 Before placing a lock on any switch that is located within an active remote control zone, engineering and mechanical employees must first contact the remote control operator foreman in charge of the zone and conduct a job briefing:

1. Confirm which switch or switches will be locked,
2. Reason switches will be locked and in what position,
3. Location of remote control equipment, and
4. A confirmation from the remote control operator foreman if the zone will remain active or will be deactivated.

503 - Main, Signaled, and Siding Tracks

503.1 Any crewmember may obtain permission or copy authorities from the train dispatcher when under the direct supervision of the conductor or locomotive operator.

503.2 Controlled tracks and the authority for movement on those tracks is designated in special instructions. The train dispatcher supervises and grants authority for movement for trains and on-track equipment on controlled tracks. The following track types are controlled tracks:

1. Main tracks,
2. Signaled tracks, and
3. Sidings.

503.3 Sidings are designated in special instructions and are used for the purpose of meeting and passing trains. The following siding designations apply:

- a. **Controlled Siding:** A track designated in special instructions as a controlled siding. In signal territory, signals do not govern movement on the siding. Entrance and exit signals only authorize trains to enter or leave the siding, or
- b. **Signaled Siding:** A track designated in special instructions as a signaled siding where movement on the siding is authorized by block signals and signal rules apply to movement on the siding.

503.4 Trains must not enter a siding unless authorized by:

- a. Signal indication, or
- b. The train dispatcher.

503.5 Trains instructed to take siding must enter sidings at the first switch unless directed otherwise by the train dispatcher. Movement must not be made beyond the first switch unless:

- a. Protection has been provided by the train dispatcher, or
- b. The train has authority to occupy the main track beyond the first switch.

503.6 A train instructed to take siding in TWC-D or TWC-ABS territory must report clear to the train dispatcher once the train has cleared the main track and switches have been restored for movement on the main track.

503.7 Inform the train dispatcher of any condition that affects the use of a siding. Do not leave equipment unattended on a siding without permission of the train dispatcher.

503.8 Employees in the operating cab of the lead locomotive must communicate to each other the following conditions that govern the movement of their train when seen and confirm the actions to be taken by the locomotive operator when passing:

- a. Signal aspect names, or
- b. Yard limit signs, or
- c. Warning signs, or
- d. Temporary speed restrictions, or
- e. Conditional Stop signs, or
- f. Burning fusees.

503.9 A crewmember located in the operating cab of the lead locomotive must announce by radio the following conditions or occurrences. The announcement must include the direction of travel and in multiple track territory, the track name or number.

- a. Signal aspect name and location, or
- b. Entry into TWC authority, or
- c. Departure from TWC authority after reported clear to the train dispatcher, or
- d. Passenger train arrival and departure at stations, or
- e. The presence of cars loaded with pulpwood or poles in the train when approaching trains and equipment on adjacent tracks, or
- f. Entry into a siding, or
- g. The result(s) of a defect detector message.

503.10 The employee at the controls of the equipment must announce by radio the following conditions or occurrences. The announcement must include the direction of travel, and in multiple track territory, the track name or number.

- a. Signal aspect name and location of any signal that requires the train to approach the next signal prepared to stop, or
- b. Signal aspect name and location of any signal that requires operating at restricted speed, or
- c. Entry into work limits.

503.11 If a train stops on a controlled track, a crewmember must announce by radio:

- 1. Train has stopped,
- 2. Reason for the stop,
- 3. Location of the head end, and
- 4. The above information every 15 minutes.

503.12 Other crewmembers not in the operating cab of the lead locomotive:

- a. Must acknowledge the announcement of:
 - a. Entry into working limits on controlled track.
 - b. Signal aspect name and location, or
 - c. Entry into TWC authority, or
 - d. Departure from TWC authority, or
- b. If other crewmembers fail to acknowledge these announcements, a job briefing must be conducted at the next stop.

503.13 A train that is required to stop on a main track, signaled track, or siding to be met or passed must:

- 1. Stop a minimum of 500 feet from the clearance point, and
- 2. After stopping, if additional room is required to clear, the train may move past the 500 foot location, but must not foul the adjacent track and/or signal until authorized.

Note: Trains operating with PTC in an active state are not subject to the requirements of 503.13(1).

503.14 A sterile cab must be established when:

- a. Obtaining Form EC-1 instructions, or
- b. Releasing an authority, or
- c. Receiving permission to pass a Stop signal, or
- d. Required to operate at Restricted speed, or
- e. Operating on a signal indication or by rule that requires approaching the next signal prepared to stop, or
- f. A minimum of two miles from the end limits of an authority designated on a Form EC-1, or
- g. A minimum of two miles from, and until the head end has cleared, the location of a reported malfunction of a Highway-Rail crossing at grade, or
- h. A minimum of two miles from and maintained until the entire movement has cleared the following:
 - a. A 25 MPH or less temporary speed restriction, or
 - b. Working limits.

504 - General Signal Rules

- 504.1** General signal rules apply where special instructions, dispatcher message, or Form EC-1 designate the following Authorities for Movement are in effect:
- Track Warrant Control with Automatic Block Signals (TWC-ABS), or
 - Main Track Yard Limits Signaled (YL-S), or
 - Current of Traffic (COT) - Track Signaled in One Direction, or
 - Traffic Control (TC), or
 - Control Point (CP) Signals.
- 504.2** Trains must approach the beginning of signaled territory prepared to comply with the first signal in service.
- 504.3** Movements not governed by fixed signal indication must receive authorization from the train dispatcher then proceed at restricted speed to the:
- Next signal, or
 - End of signaled territory if the movement is to enter non-signal territory, or
 - In cab signal territory, trains may proceed in accordance with cab signal indication after clearing limits.
- 504.4** Trains may operate according to the indication of the next fixed signal governing the movement when:
- The next governing signal can be plainly seen,
 - The rear of the movement has passed through all crossovers and turnouts, and
 - The train is not required to operate at restricted speed.
- 504.5** A signal indication requiring restricted speed applies until the leading end of the train reaches the next governing signal. When a signal aspect requiring restricted speed is displayed by a signal governing movements into non-signal territory, it will apply until:
- The entire movement clears turnouts and crossovers, and
 - Leading end of the train reaches the end of signaled territory.
- 504.6** Employees must observe block signals. When a train fails to actuate a signal properly:
- Stop the train immediately,
 - Attempt to stop other trains affected, and
 - Notify the train dispatcher.
- 504.7** When the leading end of a train stops less than one locomotive length from an absolute signal or a control point signal governing the movement, do not proceed in the direction governed by the signal without permission of the train dispatcher.

504.8 If a train enters a block on a signal indication that does not require restricted speed then stops, the train must:

- a. In COT, TC, and CP Territory - Proceed prepared to stop at the next signal, and not exceed 40 MPH unless governed by a slower speed. The train must not exceed 40 MPH until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.
- b. In YL-S and TWC-ABS Territory - Trains must proceed at a speed that permits stopping within one-half the range of vision, stopping short of a train, a car, an obstruction, on-track equipment or a Stop signal and not exceed 40 MPH unless governed by a slower speed to the next signal. The train must not exceed 40 MPH until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.
- c. In Cab Signal Territory - The train may proceed in accordance with cab signal indication.

504.9 If a train enters a block on a signal indication that does not require restricted speed, and the train:

- a. Reduces speed to 15 MPH or less after passing a distant signal governing either the approach to a railroad crossing at grade or the beginning of signaled territory, the train must approach the home signal prepared to stop until:
 1. The leading end of the movement reaches the home signal, and
 2. It can be seen that the indication of the home signal permits the train to proceed.
- b. Passes a distant signal and reduces speed to 10 MPH or less approaching a home signal not at a railroad crossing at grade:
 1. In other than cab signal territory, the train must:
 1. Approach the home signal prepared to stop,
 2. Not exceed 40 MPH unless governed by a slower speed, and
 3. Resume the speed authorized by the distant signal when the home signal is seen to display a proceed indication.
 2. In cab signal territory, the train may proceed in accordance with cab signal indication.

504.10 When switching at a point where signal indication governs the movement, provide sufficient room, when feasible, for the locomotive to recouple to the train behind the leaving signal. The train must not proceed except by signal indication or as authorized by the train dispatcher.

504.11 A train may occupy a specific track segment and move in both directions when authorized by the train dispatcher under the following conditions:

1. The train must be clear of the track segment before the time limit expires and the train dispatcher must be advised,
2. The authority to work does not relieve the crew of complying with block signal indications, and
3. A train that has reported clear must not occupy the track segment again without receiving a new authority.

504.12 Trains or equipment on sidings and other tracks must be left standing clear of the insulated joints at the clearance point.

504.13 Do not open a switch that provides access to a signaled track unless authorized by signal indication or permission of the train dispatcher. Permission of the train dispatcher is required to:

- a. Unlock an electrically locked switch, or
- b. Break the seal to operate the emergency release of an electrically locked switch, or
- c. Place a dual-controlled power-operated switch in hand position or operate in hand position, or
- d. Spike a non-dual-controlled power-operated switch.

504.14 When necessary to place a dual-controlled power-operated switch in hand position:

1. Unlock the switch lock,
2. Place selector lever in hand position,
3. On pneumatic power-operated switches, unlock the small lever at the end of the machine and pull out a full stroke,
4. Operate the hand-throw lever until the switch points are completely lined to the opposite position and then back to ensure the points are controlled by the operation of the hand-throw lever. This must be done whether or not the switch points appear to be lined for the desired route,
5. Line the switch for the route to be used and lock the switch lever,
6. When making a facing or trailing point movement, restore the selector lever to motor/power position after a minimum of one locomotive or car has moved over the switch points,
7. The same employee who places a dual-controlled switch in hand position must restore the switch to motor/power position unless other arrangements are made,
8. When restored to motor/power, lock the selector lever in motor/power, and
9. Notify the train dispatcher and the locomotive operator when the switch has been restored to motor/power position.

504.15 During the time a dual-controlled switch is in hand position, switching movements may pass signals that govern the switch indicating Stop at restricted speed without permission of the train dispatcher. After restoring the switches to motor or power position, a train may proceed on signal indication or permission of the train dispatcher.

504.16 If a train has the permission of the train dispatcher to make a reverse movement within the limits of the same block, the movement must be made at restricted speed with a crewmember located on the rear of the movement unless all of the following conditions are met:

1. Move will not exit the block,
2. Move will not exceed 10 MPH,
3. Move will not exceed one train length up to one mile,
4. Move will not occur in or enter main track yard limits,
5. Move will not occur on or enter a drawbridge,
6. Move will not occur in or enter working limits, and
7. There are no intervening highway-rail or pedestrian crossings at grade.

504.17 A train may make a reverse movement within the limits of the same block without the permission of the train dispatcher, if all of the following conditions are met:

1. The movement must be made at restricted speed, and
2. A crewmember or other qualified employee is positioned on the ground ahead of the leading end prepared to stop any opposing movement.

504.18 Permission of the train dispatcher is required for a train to make a reverse movement outside the limits of the block. Before granting permission, the train dispatcher must determine that the designated track is clear and there are no authorized opposing movements. The train must move at restricted speed until the leading end reaches a signal more favorable than approach.

504.19 Promptly notify the train dispatcher when a signal displays a Stop aspect unless the reason for such aspect is apparent.

504.20 A train approaching a fixed signal requiring a stop must stop before any part of the movement passes the signal. If a train passes a Stop signal without permission:

1. Notify the train dispatcher, and
2. Provide warning against approaching trains.

504.21 To pass a Stop signal:

- a. The conductor or locomotive operator must contact the train dispatcher and:
 1. Obtain permission from the train dispatcher and follow his or her instructions
 2. Permission received must be written down on the form provided in the Dispatcher message
 3. Must include:
 1. Route to be used,
 2. Direction of movement,
 3. Switches to be used with motor or hand operation specified, and
 4. Dispatchers Initial and time received.
- b. May be passed at restricted speed without permission of the train dispatcher when necessary to recouple to own train located immediately beyond the signal and no power operated switches are involved.

504.22 After permission has been confirmed, the train must operate at restricted speed until the entire train has cleared all controlled point switches or spring switches and the leading wheels have:

- a. Passed a more favorable fixed signal, or
- b. Entered non-sigaled territory, or
- c. If in cab signal territory, trains with operative cab signals must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.

504.23 When a train is stopped at a Stop signal at a remotely controlled railroad crossing at grade and the train dispatcher has control of the intersecting line, the train must receive permission to pass the Stop indication.

504.24 When a train is stopped at remotely controlled railroad crossing at grade in which train dispatcher does NOT have control over the intersecting line and no immediate conflicting movement is evident, comply with special instructions. If there are no special instructions:

a. If equipped with a time release:

1. The leading end of train must not be more than 250 feet from signal and remain at that location during the time-release interval,
2. Operate time release,
3. If signal changes; proceed, and
4. If signal does not change by the expiration of the time-release interval, receive permission from the train dispatcher to pass the Stop signal. Then, pull by signal at least 30 feet, stopping clear of the intersecting line. After waiting a period of time equal to the time-release interval, the train may proceed at restricted speed to the next signal, or if no next signal, until the entire train clears turnouts and crossovers and leading end of train reaches the opposing Absolute signal.

b. If not equipped with a time release:

1. Receive permission from the train dispatcher to pass the Stop signal,
2. Pull by Stop signal at least 30 feet, stopping clear of the intersecting line,
3. Wait 10 minutes, and
4. If no conflicting movement, then proceed at restricted speed to the next signal, or if there is no next signal, until the entire train clears turnouts and crossovers and leading end of train reaches the opposing Absolute signal.

504.25 When a train is stopped at an automatic railroad crossing at grade and no conflicting movement is evident, comply with special instructions. If no special instructions:

1. The leading end of train must be stopped not more than 250 feet from the Stop signal and it must remain at that location during the time-release interval,
2. Operate the time release in accordance with instructions posted at the location or found in timetable special instructions,
3. If signal changes; proceed, and
4. If the signal does not change at the expiration of the time-release interval:
 1. Receive permission from the train dispatcher to pass the Stop signal,
 2. If no conflicting movement is evident, the train must pull by the Stop signal at least 30 feet, stopping clear of the intersecting line,
 3. Train must wait a period of time equal to the time-release interval, and
 4. If no conflicting movement is evident, the train may then proceed at restricted speed to the next signal or, if there is no next signal, to a point in which the entire train is through turnouts and crossovers and until the leading end of the movement reaches the opposing Absolute signal.

- 504.26** Trains may use return to train indicators to return to a train left standing immediately beyond a railroad crossing at grade. The indicator conveys no information as to the position of power-operated switches; however, when indicator light displays a white light, the movement may pass the signal displaying Stop and return to the train provided:
- Permission is received from the train dispatcher to operate in hand position any power switches that are not lined for the desired route, or
 - The movement may be made over power switches in motor or power position when the switches are lined for the desired route, or
 - A release located on the side of a signal at the railroad crossing at grade, if so equipped, is operated and a signal for a reverse movement over the crossing is received.
- 504.27** If a train operating on a signal indication more favorable than Approach encounters a Stop signal or a signal requiring restricted speed, the train must:
1. Comply with the signal indication consistent with good train handling unless conditions require an emergency brake application, and
 2. Report the incident to the train dispatcher.
- 504.28** Promptly report a signal imperfectly displayed to the train dispatcher and regard the signal as the most restrictive indication that can be conveyed by that signal, with the following exceptions:
- a. If only one indication is possible, that indication governs, or
 - b. When the arms of a semaphore signal can be seen, they govern, or
 - c. When one colored light is displayed in the cluster of lights of a color position light signal, it means the same as two lights in the cluster, or
 - d. When one or more lower units of a color light signal aspect is dark, the aspect is to be observed as though the lights that should be displayed were displaying red. This does not apply to Rule C-1290(a).
- 504.29** When a fixed signal is absent from the place where it is usually displayed, the most restrictive indication that can be given by that signal governs the movement. Immediately report the absence of the signal to the train dispatcher.
- 504.30** Train crews observing an improper signal aspect permitting a train to proceed must:
1. Bring train to a safe and normal stop before passing the signal,
 2. Notify the train dispatcher and be governed by his or her instructions, and
 3. Provide warning for approaching trains until relieved by the train dispatcher.

504.31 Obtain permission from the train dispatcher to assist a standing train. After receiving permission from the train dispatcher, a locomotive may be permitted in the same block to assist a standing train provided:

1. Train dispatcher is informed that a clear understanding exists between all crewmembers as to the location of the standing train, and
2. The crew of the assisting locomotive perform the following:
 1. Approach the location at restricted speed,
 2. Stop prior to coupling,
 3. Conduct a job briefing with a crewmember of the standing train,
 4. Couple to the standing train and provide needed assistance,
 5. Contact the train dispatcher and provide location of detachment,
 6. Obtain permission from the train dispatcher to detach, and
 7. Detach from the train and stop. Remain stopped until obtaining permission from the train dispatcher to proceed, even when operating with the current of traffic in COT territory.

504.32 Obtain permission from the train dispatcher before leaving equipment unattended on a controlled track and provide the following information to the train dispatcher for the dispatcher record:

1. Specific locations of both ends of the equipment,
2. Identifying initials and number of the locomotive or the car at each end of the equipment,
3. Total number of locomotives and cars, and
4. The information provided is confirmed to be correct by all crewmembers.

504.33 The train dispatcher may grant authority to a train to remove unattended equipment from a controlled track once the train dispatcher verifies that a clear understanding exists among crewmembers as to the location of the standing equipment. The train must:

1. Stop one-quarter mile from the standing equipment, and
2. Approach the location of the standing equipment at restricted speed.

504.34 When removing unattended equipment from a controlled track, advise the train dispatcher of:

1. The number of locomotives or cars moved, and
2. The identifying initials and number of the locomotive or car at each end of such equipment.

- 504.35** Remove signals from service only when authorized by the proper authority and in the following circumstances:
- a. Storm or flood renders signal system inoperative, or
 - b. Prompt restoration of signal system disruption for other cause(s) cannot be effected, or
 - c. Construction work necessitates the signals' temporary removal from service.
- 504.36** Special instructions, dispatcher message, or Form EC-1 may temporarily remove block signals and signal rules from service. When signal system is suspended, establish an alternate method of operation and notify all trains affected.
- 504.37** Unless otherwise specified, when signals are temporarily removed from service, trains must:
1. Approach all Absolute signals prepared to stop and not pass these signals without permission of the train dispatcher,
 2. Stop at drawbridges and railroad crossings at grade and be governed by rules or special instructions in effect for that particular location,
 3. Approach all public crossings at grade that are equipped with automatic grade crossing warning devices prepared to stop and provide protection,
 4. Examine switch points of spring switches to confirm they are lined and switch is locked before making a facing point movement, and
 5. Operate switches and derails in accordance with rules governing operating switches and derails by hand.
- 504.38** Under certain conditions, a single car or a single light locomotive unit may fail to activate the block signals or the highway-rail crossing at grade warning devices. These movements must not be stopped on sand. If it is necessary to use sand to stop, the locomotive or car must be moved clear of the sanded portion of the rails immediately after stopping.
- 504.39** Trains occupying rusty rails, or rails covered with sand, oil, or other matter may also fail to shunt the track circuits. Employees must be especially vigilant to detect and report such conditions and, unless otherwise instructed by the train dispatcher, they must provide proper protection.
- 504.40** If rails are rusted or cars have been left standing and wheels are rusted, crewmembers must confer with the train dispatcher. If rails are rusted, signal maintainers must notify train dispatchers.
- 504.41** On tracks that are used infrequently, trains must approach automatic warning devices prepared to stop, until it is known the devices are operating properly.

505 - Track Warrant Control Non-Signaled (TWC-D)

505.1 When the authority for movement on a controlled track is designated in special instructions, dispatcher message, or Form EC-1 as TWC-D, trains will be governed by verbal authority from the train dispatcher.

505.2 Trains must not enter controlled track in TWC-D territory unless authorized to do so by the train dispatcher, or as a work train working as part of the engineering work group within designated working limits.

505.3 Copy the authorities from the train dispatcher on the Form EC-1 in the prescribed format. Where more than one main track is in service, the track number or name will be designated in the authority.

505.4 The limits of the authority must be designated on Form EC-1 by:

- a. Station names, or
- b. Mileposts, or
- c. Switch, or
- d. Signal, or
- e. Control point.

505.5 The following table describes the limit of the authority:

When the Location Is:	The End of the Authority Is:
A controlled point	The home signal or controlled point signal
A passenger station	The point specified by the train dispatcher on Form EC-1
A hand-operated switch	The fouling point of the switch
Multiple hand-operated switches	The fouling point of the first switch unless otherwise specified by the train dispatcher on Form EC-1
Other stations	The station sign

505.6 The train dispatcher may authorize a train to enter TWC-D territory at a hand-operated switch in order to clear the switch and proceed in the opposite direction.

505.7 When a train is authorized to operate in both directions:

1. It may operate in either direction,
2. Switches within the designated limits may be left as instructed by the train dispatcher during the time the authority is in effect,
3. The authority remains in effect until canceled,
4. Before the authority is released, a crewmember must ensure that all switches are locked in normal position, and
5. The train dispatcher must not authorize other movements within the limits of the authority.

505.8 To make a reverse movement, trains authorized to move in one direction:

1. Must obtain authorization of the train dispatcher,
2. Before authorizing, the train dispatcher must determine that the track to be used is clear and no opposing movements have been authorized, and
3. Once authorized, the train may make a reverse movement within the limits.

505.9 A train must report by specific locations when directed by the train dispatcher. Once a train has reported by a specific location, the train must not re-enter that section of track unless a new authority is obtained.

505.10 A track warrant authority is fulfilled when a train operating in a specified direction clears the limits. After a train clears the limits of its track warrant authority, the conductor or the locomotive operator must promptly release the authority unless otherwise directed by the train dispatcher.

505.11 Prior to releasing an authority or reporting by a specific location, all crewmembers must agree it is safe to do so. All crewmembers must be present and hear the authority being released. A train must not release or report by a specific location until at least one of the following conditions confirming the train has cleared the specified limits is met:

- a. A crewmember or other employee observes the rear end marker or confirms the rear car by initial and number, or
- b. The train passes a defect detector that gives an axle count that agrees with the count of a previous defect detector or an actual count made by a crewmember, or
- c. The train is equipped with properly functioning telemetry that indicates:
 1. The entire train is intact,
 2. Air pressure reading on the rear of the train is expected reading, and
 3. Distance traveled by the leading end of the train is either the train's length as determined by the odometer on the HTD or at least three miles beyond the clearing point.

505.12 When hand-operated switches are used, such switches must be restored to normal position, or be left under the protection of the train dispatcher prior to releasing authority or reporting by a specific location. If any crewmember has doubt or uncertainty about the positions of such switches, the authority must not be released. If doubt or uncertainty arises after releasing or reporting by a specific location, the crew must immediately contact the train dispatcher. Report the following to the train dispatcher when releasing authority or reporting by a specific location.

1. Milepost location of switch(es) operated,
2. Time switch(es) were initially reversed,
3. Time switch(es) were restored and locked in normal position, or the train dispatcher's initials and time authorized to leave in the reversed position,
4. Name of the employee(s) who operated the switch(es),
5. SPAF has been initialed by both the conductor and locomotive operator, and
6. All crewmembers confirm switch information is correct.

505.13 Obtain permission from the train dispatcher to assist a standing train. After receiving permission from the train dispatcher, a locomotive may assist a standing train provided:

1. Train dispatcher is informed that a clear understanding exists between all crewmembers of the location of the standing train, and
2. The crew of the assisting locomotive perform the following:
 1. Approach the location at restricted speed,
 2. Stop prior to coupling,
 3. Conduct a job briefing with crewmember of the standing train,
 4. Couple to the standing train and provide needed assistance,
 5. Contact the train dispatcher and provide location of detachment,
 6. Obtain permission from the dispatcher to detach from the train, and
 7. Detach from the standing train then remain stopped until obtaining a new authority from the train dispatcher.

505.14 Obtain permission from the train dispatcher before leaving equipment unattended on a controlled track and provide the following information to the train dispatcher:

1. Specific locations of both ends of the equipment,
2. The identifying initials and number of the locomotive or car at each end of the equipment,
3. Total number of locomotives and cars, and
4. The information provided is confirmed to be correct by all crewmembers.

505.15 The train dispatcher may grant authority to a train to remove unattended equipment from a controlled track once the train dispatcher verifies that a clear understanding exists among crewmembers as to the location of the standing equipment. The train must:

1. Stop one-quarter mile from the standing equipment, and
2. Approach the location of the standing equipment at restricted speed.

505.16 Advise the train dispatcher of the following when unattended equipment is removed from a controlled track:

1. The identifying initials and number of the locomotive or car at each end of the equipment, and
2. The total number of locomotives and cars removed.

505.17 If a train overruns an authority:

1. Notify the train dispatcher, and
2. Provide warning against approaching trains.

506 - Track Warrant Control with Automatic Block Signals (TWC-ABS)

506.1 When the authority for movement on a controlled track is designated in special instructions, dispatcher message, or Form EC-1 as TWC-ABS:

1. Trains are authorized to occupy controlled tracks by verbal authority from the train dispatcher,
2. Train movements are governed by signal indication, and
3. General signal rules are also in effect.

506.2 Trains must not enter or make an initial movement on controlled tracks in TWC-ABS limits unless authorized by verbal authority from the train dispatcher or as a work train working as part of the engineering work group within designated working limits.

506.3 Copy authorities from the train dispatcher on the Form EC-1 in the prescribed format. Where more than one main track is in service, the track number or name will be designated in the authority.

506.4 The limits of the track warrant authority must be designated on Form EC-1 by:

- a. Station names, or
- b. Mileposts, or
- c. Switch, or
- d. Signal, or
- e. Control point.

506.5 The following table describes the limit of the authority:

When the Location Is:	The End of the Authority Is:
A controlled point	The home signal or controlled point signal
A passenger station	The point specified by the train dispatcher on Form EC-1
A hand-operated switch	The fouling point of the switch
Multiple hand-operated switches	The fouling point of the first switch unless otherwise specified by the train dispatcher on Form EC-1
Other stations	Station sign

506.6 To enter TWC-ABS territory at a hand-operated switch, the conductor or locomotive operator must receive authorization from the train dispatcher. After authority has been granted, crewmembers must take action to ensure adequate signal protection by complying with the following:

- a. At switch(es) not equipped with a bolt lock or an electric lock:
 1. A crewmember must promptly operate the switch(es) and remain at the switch(es),
 2. Wait five minutes before starting train movement, if a train is seen or heard approaching on the track to be occupied before the five minutes has elapsed, switch(es) must be locked in normal position, and
 3. Before operating the switch again, permission must be obtained from the train dispatcher to occupy the controlled track.
- b. At switch(es) equipped with a bolt lock:
 1. A crewmember must promptly operate the bolt lock and remain at the switch, and
 2. Wait five minutes before operating the switch(es).
- c. At switch(es) equipped with an electric lock, train movement may begin as soon as the switch(es) have been properly lined.

506.7 The train dispatcher may relieve crewmembers from the five minute waiting period after it has been determined that no train is moving or has been authorized to move in the direction of the switch(es) from the last controlled point. Once the switch(es) have been lined for movement, a crewmember must immediately notify the train dispatcher, who must not authorize the movement of a train from the last controlled point until this notification has been received.

506.8 When a train is authorized to operate in both directions:

1. It may operate in either direction,
2. Switches within the designated limits may be left as instructed by the train dispatcher during the time the authority is in effect,
3. The authority remains in effect until canceled,
4. Before the authority is released, a crewmember must ensure that all switches are locked in normal position, and
5. The train dispatcher must not authorize other movements within the limits of the authority.

506.9 A train must report by specific locations when directed by the train dispatcher. Once a train has reported by a specific location, the train must not re-enter that section of track unless a new authority is obtained.

506.10 A track warrant authority is fulfilled when a train operating in a specified direction clears the limits. After a train clears the limits of its track warrant authority, the conductor or the locomotive operator, must promptly release the authority to the train dispatcher.

506.11 When hand-operated switches are used, such switches must be restored to normal position before releasing authority or reporting by a specific location unless authorization to leave the switch in the reverse position is obtained from the dispatcher. If any crewmember has doubt or uncertainty about the position of such switches, the authority must not be released. If doubt or uncertainty arises after releasing or reporting by a specific location, the crew must immediately contact the train dispatcher.

506.12 Prior to releasing an authority or reporting by a specific location, all crewmembers must agree it is safe to do so. All crewmembers must be present and hear the authority being released. A train must not release or report by a specific location until at least one of the following conditions confirming the train has cleared the specified limits is met.

- A. A crewmember or other employee observes the rear end marker or confirms the rear car by initial and number, or
- B. The train passes a defect detector that gives an axle count that agrees with the count of a previous defect detector or an actual count made by a crewmember, or
- C. The train is equipped with properly functioning telemetry that indicates:
 1. The entire train is intact,
 2. Air pressure reading on the rear of the train is expected reading, and
 3. Distance traveled by the leading end of the train is either the train's length as determined by the odometer on the HTD or at least three miles beyond the clearing point.

506.13 If a train overruns an authority:

1. Notify the train dispatcher, and
2. Provide warning against approaching trains

507 - Main Track Yard Limits Non-Signaled (YL)

- 507.1** When the authority for movement on a controlled track is designated in special instructions, dispatcher message, or Form EC-1 as YL, verbal authority from the train dispatcher governs trains.
- 507.2** Trains must not enter a controlled track in YL territory unless authorized to do so by the train dispatcher or as a work train working as part of the engineering work group within designated working limits.
- 507.3** Copy authorities from the train dispatcher on the Form EC-1 in the prescribed format. Where more than one main track is in service, the track number or name will be designated in the authority.
- 507.4** All movements must be made at a speed that permits stopping within one-half the range of vision, stopping short of a train, a car, an obstruction, on-track equipment, an improperly lined switch, or a Stop signal, not exceeding 20 MPH, unless otherwise specified by special instructions, until the leading end reaches the far limits.
- 507.5** When a train completes the use of main track yard limits, the conductor or locomotive operator must contact the train dispatcher and state:
- a. If main track is clear of equipment, or
 - b. If unattended equipment is left within the limits.

508 - Main Track Yard Limits Signaled (YL-S)

- 508.1** When the authority for movement on a controlled track is designated in special instructions, dispatcher message, or Form EC-1 as YL-S, general signal rules are also in effect.
- 508.2** Trains must not enter or make an initial movement on controlled tracks in YL-S territory unless authorized to do so by signal indication or verbal authority from the train dispatcher.
- 508.3** Trains operating on any signal indication that requires approaching the next signal prepared to stop, must operate at a speed that permits stopping within one-half the range of vision, stopping short of a train, a car, an obstruction, on-track equipment, an improperly lined switch, or a Stop signal, not exceeding 20 MPH, until:
1. Leading end of the train passes a more favorable signal or reaches the far end of the yard limits, and
 2. The entire train has cleared all turnouts and crossovers.

508.4 The conductor or locomotive operator must receive authorization from the train dispatcher to enter YL-S territory at a hand-operated switch. When granted authority, crewmembers must ensure adequate signal protection by complying with the following:

- a. At switch(es) not equipped with a bolt lock or an electric lock:
 - 1. Before operating the switch again, permission must be obtained from the train dispatcher to occupy the controlled track.
 - 2. A crewmember must promptly operate the switch(es) and remain at the switch(es),
 - 3. Wait five minutes before starting train movement, if a train is seen or heard approaching on the track to be occupied before the five minutes has elapsed, switch(es) must be locked in normal position, and
- b. At switch(es) equipped with a bolt lock:
 - 1. A crewmember must promptly operate the bolt lock and remain at the switch, and
 - 2. Wait five minutes before operating the switch(es).
- c. At switch(es) equipped with an electric lock, train movement may begin as soon as the switch(es) have been properly lined.

508.5 The train dispatcher may relieve crewmembers from the five minute waiting period after the train dispatcher determines that no train is moving or has been authorized to move in the direction of the switch(es) from the last controlled point. Once the switch(es) have been lined for movement, a crewmember must immediately notify the train dispatcher, who must not authorize the movement of a train from the last controlled point until this notification has been received.

509 - Current of Traffic (COT) - Track Signaled in One Direction

509.1 When the authority for movement on a controlled track is designated in special instructions, dispatcher message, or Form EC-1 as COT:

- 1. General signal rules are in effect when moving with the current of traffic, and
- 2. TWC-D rules are in effect when moving against the current of traffic except for a work train working as part of the engineering work group within designated working limits.

509.2 Trains that will move with the current of traffic must not enter or make an initial movement in COT territory unless authorized by signal indication or verbal authority from the train dispatcher.

509.3 The conductor or locomotive operator must receive authorization from the train dispatcher to enter COT territory at a hand-operated switch. When granted authority, crewmembers must ensure adequate signal protection by complying with the following:

- a. At switch(es) not equipped with a bolt lock or an electric lock:
 1. A crewmember must promptly operate the switch(es),
 2. Wait five minutes before starting train movement, if a train is seen or heard approaching on the track to be occupied before the five minutes has elapsed, switch(es) must be locked in normal position, and
 3. Before operating the switch again, obtain permission from the train dispatcher to occupy the controlled track.
- b. At switch(es) equipped with a bolt lock:
 1. A crewmember must promptly operate the bolt lock, and
 2. Wait five minutes before operating the switch(es).
- c. At switch(es) equipped with an electric lock, train movement may begin as soon as the switch(es) have been properly lined.

509.4 When a train enters COT territory at a hand-operated switch, the train dispatcher may relieve crewmembers from the five minute waiting period after determining that no train is moving or has been authorized to move in the direction of the switch(es) from the last controlled point. When switch(es) have been lined for movement, a crewmember must immediately notify the train dispatcher, who must not authorize the movement of a train from the last controlled point until this notification has been received.

509.5 When a train clears the track at a hand-operated switch and the switch(es) have been restored to normal position:

1. The conductor or locomotive operator must report clear to the train dispatcher, and
2. The train must not re-enter that block without authorization of the train dispatcher.

509.6 Trains moving against the current of traffic must:

1. Approach fixed signals at a speed that permits compliance with the most restrictive aspect that such signals can display. Signal indications do not authorize movement against the current of traffic, and
2. Not change direction to move with the current of traffic unless authorized by the train dispatcher.

509.7 A train operating against the current of traffic must not make a reverse movement until the train receives verbal permission of the train dispatcher and:

1. The train dispatcher ensures the track to be used is clear of opposing movements, and
2. Form EC-1 authority to operate against the current of traffic is released.

510 - Traffic Control (TC)

- 510.1** When the authority for movement on controlled tracks is designated in special instructions, dispatcher message, or Form EC-1 as TC, general signal rules are also in effect and signal indication authorizes and governs train movements in either direction.
- 510.2** Trains must not enter or make an initial movement on controlled tracks in TC territory unless authorized by signal indication or verbal authority from the train dispatcher.
- 510.3** The conductor or locomotive operator must have authority from the train dispatcher to enter a controlled track at a hand-operated switch and must promptly operate the switch(es) once authorized to do so.
- 510.4** A train must not clear at a hand-operated switch unless:
- a. Equipped with a signal or electric lock, or
 - b. Permanent authorized speed over the switch does not exceed 20 MPH, or
 - c. On a signaled siding with no intermediate signals and authorized speed does not exceed 30 MPH.
- 510.5** A train, using a track on which it is not permitted to clear, must leave part of the train on the connecting signaled track or leave the switch open until the work is completed.
- 510.6** When a train clears the track at a hand-operated switch and the switch(es) have been restored to normal position:
1. The conductor or locomotive operator must report clear to the train dispatcher, and
 2. The train must not re-enter that block without authorization of the train dispatcher.

511 - Controlled Point (CP) Signals

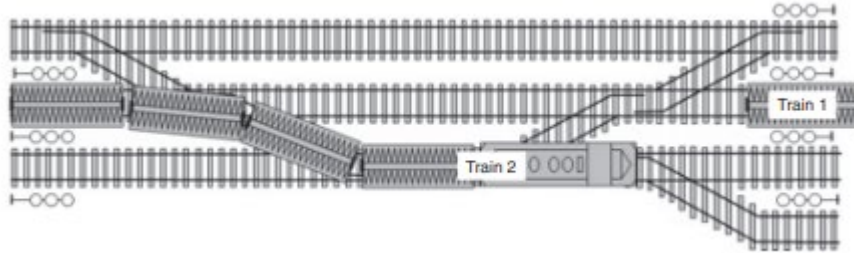
- 511.1** When the authority for movement on controlled tracks is designated in special instructions, dispatcher message, or Form EC-1 as CP, general signal rules are also in effect and signal indication authorizes and governs train movements in either direction.
- 511.2** Trains must not enter or make an initial movement on controlled tracks in CP territory unless authorized by signal indication or verbal authority from the train dispatcher.

- 511.3** When the trailing end of a movement is stopped between the home signals of a controlled point or railroad crossing at grade, permission from the dispatcher is required in order to change direction.

Example:

Train 1: Stops with rear car still inside the Controlled Point, must not make reverse movement without permission.

Train 2: Making a reverse movement stops with headend inside the Controlled Point, must not pull ahead without permission.



- 511.4** If a signal aspect permitting a train to proceed changes to a Stop signal before it is reached, the train crew must:

1. Stop using safe train handling techniques unless conditions require an emergency brake application, and
2. Report the signal change to the train dispatcher.

- 511.5** If the train dispatcher stops a train while it is moving through a control point, the train must not move in either direction until receiving:

- a. A proper signal, or
- b. Authorization from the train dispatcher.

512 - Cab Signal System (CSS) - General

- 512.1** Cab Signal System (CSS) rules apply where designated in special instructions, dispatcher message, or Form EC-1.

- 512.2** The movement of a train not equipped with cab signal apparatus is prohibited, except when authorized in special instructions or Form EC-1 as follows:

1. Movement is governed by fixed signal indication, and
2. Movement is made at restricted speed unless the train dispatcher authorizes an alternate method of operation.

- 512.3** The cab signal apparatus on the leading end of the first locomotive or control car must be tested and found to be operational within 24 hours before the locomotive or control car leaves its initial terminal. If test equipment is not available at a point where another unit will be required to become a lead unit, this unit must also be tested at the initial terminal.

512.4 The employee performing the test must:

1. Post a signed copy of the test results in the cab of the locomotive, and
2. Leave a signed copy of the test results at the test location.

512.5 If the cab signal apparatus is de-energized after the departure test has been made, it must be tested again before entering CSS territory. The test may be done where test racks are in service or when the locomotive(s) are equipped with self-testing features.

512.6 Locomotives dispatched from points in CSS territory to points where test racks are not provided must have the cab signal apparatus energized for the entire trip unless locomotive(s) are equipped with self-testing feature.

512.7 After taking charge of a locomotive, the locomotive operator must ensure that the cab signal apparatus is energized and that the train stop alarm will sound when the acknowledging device is operated. If the train stop alarm fails to sound, the locomotive operator must:

1. Not enter equipped territory,
2. Contact the train dispatcher, and
3. Record the occurrence on the prescribed form.

512.8 If necessary en route to operate from an equipped unit or end that did not undergo a departure test, the cab signals must be considered inoperative unless the Train Control System can be tested using the locomotive's self-testing feature, when equipped.

512.9 Under the following conditions, a train that has experienced a cab signal, automatic train stop, or train control failure may be dispatched from a turnaround point, governed by the rules that apply to an en route failure:

1. The equipment is used in turnaround service between its originating terminal and the turnaround point,
2. The equipment received a satisfactory cab signal test within the previous 24 hours,
3. No mechanical forces are on duty at the turnaround point to repair the equipment,
4. The crew advises the train dispatcher of the failure before leaving the turnaround point,
5. The equipment must be repaired or replaced at the next forward point that will not cause undue delay to the train, and
6. The locomotive operator records the occurrence on the prescribed form.

512.10 The movement of a train equipped with cab signals train control, or automatic train stop not in operative condition for the direction of movement, is prohibited in CSS territory, except when the failure occurs after the locomotive leaves initial terminal.

- 512.11** Once advised of a cab signal, train control, or automatic train stop failure, the train dispatcher must:
1. Inform the train dispatcher of the connecting dispatching district, division, or railroad; and
 2. Not grant permission for the train to pass a Stop, Restricted Proceed, or Restricting signal, until it is determined that the block to be entered is not occupied. In an emergency, the train dispatcher may authorize movement into an occupied block.
- 512.12** The train dispatcher must make a record for train movements when trains are authorized to operate under the following conditions:
- a. Inoperable cab signals, or
 - b. Train control, or
 - c. Automatic train stop, or
 - d. Not equipped with cab signals.
- 512.13** When cab signal aspect flips, momentarily changing aspect and then returning to the original aspect, the locomotive operator must notify the train dispatcher as soon as possible, record the occurrence on the prescribed form, and give the following information:
1. Signal name to signal name,
 2. Track designation,
 3. Milepost location, and
 4. If the flip required, an acknowledgement of the cab signal.
- 512.14** Locomotive operators are required to verbally report to the proper authority and record on the prescribed form any of the following CSS apparatus issues:
- a. Flips, or
 - b. Failures, or
 - c. Non-conformities, or
 - d. Other unusual occurrences.
- 512.15** Cab signals will not indicate conditions ahead when the locomotive is:
- a. Moving against the current of traffic, or
 - b. Pushing cars, or
 - c. Running backward, not equipped with cab signal apparatus for backward movement.

- 512.16** Reverse movement must not be made without verbal permission of the train dispatcher and must be made at restricted speed. Before granting permission, the train dispatcher must:
1. Determine that the track to be used is clear of opposing movements, and
 2. Ensure that blocking devices are applied to protect against opposing movements.

513 - Cab Signal System with Wayside Intermediate

- 513.1** The cab signal should conform to each fixed signal within six seconds after a train enters a block. If the cab signal and fixed signal do not conform:
1. The more restrictive signal indication will govern movement,
 2. The locomotive operator must notify the train dispatcher as soon as possible, giving location and track on which nonconformity occurred, and
 3. The locomotive operator must record the occurrence on the prescribed form.
- 513.2** If the cab signal conforms to the fixed signal upon entering the block, the fixed signal will govern.
- 513.3** If conformity cannot be determined due to an absent or imperfectly displayed fixed signal, the Cab Signal will govern movement after the train has run one entire train length or 500 feet, whichever distance is greater, and has cleared the control point or interlocking, if applicable.
- 513.4** If the cab signal changes between fixed signals, the cab signal will govern, subject to the following restrictions:
- a. When the cab signal aspect changes to Restricting between fixed signals, the locomotive operator must take action at once to reduce to restricted speed, or
 - b. If a controlled point signal requires medium or limited speed and the cab signal changes to a more favorable aspect, the speed must not be increased until the train has run its length, or
 - c. If the cab signal aspect changes from Restricting to a more favorable aspect, the speed must not exceed 20 mph until the train has run its length or 500 feet, whichever distance is greater, or
 - d. If the cab signal changes from Clear to Approach Medium between fixed signals, trains must immediately begin reduction to limited speed, and must further reduce to medium speed unless the next signal is seen to display a more favorable aspect.
- 513.5** If the cab signal does not conform to the fixed signal at the entrance to the block, and the fixed signal is more restrictive than the cab signal, the fixed signal will govern movement through the entire block.

513.6 Where fixed automatic block signals are used, if the cab signal, train control, or automatic train stop fails en route, the locomotive operator will initiate an alternate method of operation and must:

1. Operate the train according to fixed signal indication and cab signal indication, if operable, at a speed not to exceed 40 MPH unless the train dispatcher authorizes alternate movement;
2. Pass no signal displaying Restricted Proceed or Restricting unless authorized by the train dispatcher;
3. Notify the train dispatcher and crewmembers of the reason and location of the failure as soon as possible;
4. Consider the failed apparatus as inoperative until the locomotive has been repaired, tested, and found to be functioning properly; and
5. Record the occurrence on the prescribed form.

513.7 Consider the cab signal apparatus as failed if the fixed signal is correctly displayed and any of the following conditions occur:

- a. The train stop alarm fails to sound when the cab signal changes to a more restrictive aspect, or
- b. The train stop alarm continues to sound even though the cab signal change was acknowledged and the speed of the train was reduced to the speed required by the cab signal indication, or
- c. The cab signal fails to conform at two consecutive fixed signal locations, or
- d. Damage or fault occurs to any part of the cab signal apparatus, or
- e. When approaching a fixed signal displaying Approach or more favorable aspect in CSS territory without fixed automatic block signals, the cab signal displays Restricting and fails to conform after passing the fixed signal, or
- f. When approaching a fixed signal displaying Slow Clear, Slow Approach, Restricted Proceed, Restricting, or Stop signal and the cab signal displays an aspect more favorable than Approach.

513.8 Train dispatchers may authorize an alternate method of operation for movements in CSS territory where fixed automatic block signals are used under the following conditions:

- a. Train is not equipped with cab signal apparatus; or
- b. Movement is with inoperative cab signals, train control, or automatic train stop; or
- c. Cab signal portion of wayside signaling equipment is not operative.

513.9 Alternate method of operation for movements authorized by the train dispatcher:

1. May proceed at authorized speed, not exceeding 79 MPH;
2. Be governed by fixed signal indication and cab signal indication, if operable; and
3. Not pass a signal displaying a Restricting or Restricted Proceed unless authorized by the train dispatcher.

513.10 When alternate methods of operation are authorized, the train dispatcher must not grant permission for movements to pass a Stop, Restricted Proceed, or Restricting signal, until it is determined that the block to be entered is not occupied. In an emergency, the train dispatcher may authorize movement into an occupied block.

513.11 If the cab signal portion of the wayside signaling equipment is inoperative, the train dispatcher must issue Form EC-1 indicating the limits of the area affected and the locomotive operator must:

1. Cut out the train control system of the locomotive,
2. Cut in the cab signal apparatus, and
3. Make movement within the limits of the affected area as governed by the dispatcher's authorization using an alternate method of operation for movement.

514 - Cab Signal Without Wayside Intermediate

514.1 The following requirements apply in territory designated in special instructions or Form EC-1 where cab signals are used without intermediate fixed automatic block signals.

1. Controlled point signal indications will govern movement within controlled point limits or through controlled points only;
2. Distant signals, where in service, will govern approach to home signals; and
3. Between fixed signals, movement will be governed by cab signals.

514.2 If the cab signal and fixed signal do not conform when a train passes a controlled point signal governing movement into or within cab signal territory without intermediate fixed automatic block signals, the more restrictive signal indication will govern movement through the controlled point. Once the train clears the controlled point, movement will be governed solely by the cab signal.

514.3 If the cab signal fails en route, the locomotive operator must take the following actions:

1. Notify the train dispatcher and crewmember of the reason and location of the failure as soon as possible,
2. Operate at restricted speed unless governed by a Clear to Next Interlocking signal or Form EC-1, and
3. Consider the failed apparatus as inoperative until the locomotive has been repaired, tested, and found to be functioning properly.

514.4 Crewmembers of trains approaching cab signal territory without fixed automatic block signals with inoperative cab signals must remind their locomotive operator of the requirements of reverse movements:

- a. When the train is two miles from the cab signal territory without fixed intermediate automatic block signals, or
- b. At the last station stop prior to the cab signal territory without fixed automatic block signals.

- 514.5** If the train control or automatic train stop fails en route but the Cab Signal remains operative, the locomotive operator must take the following actions:
1. Notify the train dispatcher and crewmembers of the reason and location as soon as possible,
 2. Not exceed 40 MPH unless governed by a Clear to Next Interlocking signal or Form EC-1, and
 3. Consider the failed apparatus as inoperative until the locomotive has been repaired, tested, and found to be functioning properly.
- 514.6** A train operating with the locomotive operator on other than the leading end of the movement must operate at restricted speed unless governed by a Clear to Next Interlocking signal or Form EC-1.
- 514.7** When the field part of the CSS is removed from service by the signal department, the train dispatcher:
1. May authorize trains with operative cab signals to operate according to Clear to Next Interlocking indication, and
 2. Must inform trains of the limits of the CSS outage and the controlled point(s) where Clear to Next Interlocking indication will be displayed.
- 514.8** Trains must approach the controlled point(s) where Clear to Next Interlocking indication is to be displayed prepared to stop:
- a. If Clear to Next Interlocking indication is not displayed, trains must stop and contact the train dispatcher for instructions, or
 - b. If Clear to Next Interlocking indication cannot be displayed, trains must receive Form EC-1 substituting TWC-D Rules or Form EC-1 to operate at restricted speed to the next interlocking.
- 514.9** The train dispatcher may issue a Form EC-1 to authorize train movement in cab signal territory without intermediate fixed automatic block signals when a train experiences the following:
- a. Cab signal failure, or
 - b. Train control failure, or
 - c. Automatic train stop failure, or
 - d. Operating with the locomotive operator on other than the leading end of the movement.
- 514.10** The train dispatcher must ensure that the track to be used is clear before issuing Form EC-1.

514.11 Trains receiving Form EC-1 in cab signal territory without fixed intermediate automatic block signals must not exceed 70 MPH within the designated limits. In addition, trains with inoperative cab signals or with the locomotive operator on other than the leading end must:

1. Approach home signals prepared to stop,
2. Determine that all non-interlocked facing point switches are properly lined before passing over them unless otherwise instructed on Form EC-1, and
3. Determine that warning devices have been operating at least 20 seconds or gates (if equipped) are horizontal before occupying highway crossings equipped with automatic warning devices unless otherwise instructed on Form EC-1.

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Chapter 6 - Train Dispatching

600 - General Train Dispatcher Rules

600.1 The following positions report to the Network Operations Manager(s) and must comply with instructions of other company officers:

1. Train dispatchers, and
2. Chief train dispatchers

600.2 When specified by rule to notify a supervisor, the dispatcher must notify the:

- a. Chief train dispatcher,
- b. (Senior) Network Operations Manager, or
- c. General Superintendent of Operations.

600.3 Train dispatchers are accountable for the following:

1. Directing the movement of trains and on-track equipment in a safe and efficient manner in accordance with rules and special instructions,
2. Preventing any trains from going on the hours of service without a plan approved by supervisor or chief,
3. The accuracy of instructions and information repeated by employees,
4. The proper operation of signals and appliances,
5. Recording their hours of service properly,
6. Providing proper instruction to employees assigned to learn from them,
7. Maintaining their office and dispatch console orderly, safe and free from any hazards,
8. Furnishing information relating to the movement of trains when requested, and
9. Not allowing a train that exceeds the network restrictions to proceed without approval from the Network Operations Manager.

600.4 Train dispatchers must:

1. Give clear and direct instructions,
2. Take prompt action to provide protection against any known condition that could affect safety,
3. Maintain information and records as required,
4. Keep a record of trains and on-track equipment, and
5. Record and report to the chief train dispatcher:
 - a. Unsafe conditions; or
 - b. Defects in locomotives, cars, track, signals, wayside detectors, and related equipment; or
 - c. Delays, including trains that cannot operate at normal speed; or
 - d. Other unusual occurrences.
6. Communicate, in advance, information and instructions to train crews that will affect the handling of their train. Information such as: the location of projected meets and number of trains to be met, duration of expected delays and any additional routing information.
7. Verify train sheet consist information, specifically lengths, prior to meeting and passing trains.

600.5 When instructions are misunderstood or questions develop, the train dispatcher is to provide a clear explanation. If there is a failure to reach mutual understanding, notify the chief train dispatcher for definitive instructions.

600.6 When notified of an injury or illness to an employee or the public, an emergency, an unsafe condition, or a situation that compromises the security of a freight train, passenger train, or on-track equipment, the train dispatcher must:

1. Determine the nature of the emergency and identify the necessary support personnel required,
2. Use available information and determine the:
 1. Geographical area, including state and county;
 2. Specific location, including street or highway name and milepost location; and
 3. Rail lines within the area.
3. When necessary, protect and apply blocking, and
4. Notify:
 1. Trains and employees affected,
 2. Chief train dispatcher, and
 3. PSCC.

600.7 Before accepting a call to perform service, train dispatchers must make it known if they will not have at least 15 hours of rest at the start of their assignment.

600.8 Train dispatchers that perform service in excess of 9 hours in any 24 hour period must report the occurrence to the Network Operations Manager.

600.9 Each dispatcher desk must have a current copy of, or electronic access to:

1. Rule books,
2. Applicable special instructions in effect, and
3. The applicable Passenger Train Emergency Preparedness Plan, for those positions handling passenger trains.

600.10 Chief train dispatchers are accountable for the following:

1. Proper planning of trains and train crews that will prevent delays,
2. Providing proper instruction to employees assigned to learn from them, and
3. The management of the office and dispatching console.

600.11 Trainees operating under the supervision of a trainer while qualifying on the respective desk must utilize the initials of the qualified employee/trainer as required during the course of duty.

601 - Train Dispatching System

601.1 During the transfer of dispatching duties, train dispatchers must:

1. Review the CSX Procedural Instruction Manual (PIM), System Bulletins, Division Bulletins, Dispatcher Transfer Report and the reading file for updates;
2. Understand all blocking protection, the movement of trains, on-track equipment, and work forces;
3. Use the Dispatcher Transfer to sign on to the Computer Aided Dispatch (CAD) system; and when applicable, in the presence of the train dispatcher being relieved.

601.2 It is the responsibility of the train dispatcher to ensure blocking is properly applied to all routes and devices and maintained until no longer needed.

601.3 When a problem exists with the communication system or CADS, the train dispatcher must:

1. Report the problem to the:
 1. Chief dispatcher, and
 2. Electronic Signal Specialist (ESS), and
2. Record the problem in dispatcher remarks, and
3. Make it a part of the dispatcher transfer until the problem is resolved.

601.4 When applying blocking protection a detailed description of the affected area must be included in the remarks section and updated accordingly.

601.5 Circumventing the protection offered by any safety feature of CADS is prohibited.

602 - Managing Dispatcher Bulletins, Dispatcher Messages, and Form EC-1

602.1 When creating or modifying an EC-1 track authority or EC-1 train authority, or if the editable wording on the read back of a form EC-1 line 1 is changed ensure proper blocking is applied. The blocking protection must be maintained until released by the employee who was issued the authority.

602.2 To ensure accuracy of the Form EC-1 information, the train dispatcher must:

1. Ensure that the blocking preview matches the limits being communicated,
2. Not engage in unrelated tasks,
3. Communicate instructions in a clear and concise manner at a pace that allows the receiving employee to accurately copy,
4. When issuing an EC-1 authority or instruction, tab through, in sequential order, the yellow highlighted data fields on the read back screen. This must be done simultaneously while the employee provides a repeat of the read back information, and
5. When modifying or releasing an EC-1 authority:
 1. Repeat all required information received by the reporting employee,
 2. Confirm with the reporting employee that the repeat is correct. When reporting by or releasing an EC1 train authority for a train that is operating on a controlled track the locomotive operator must confirm that the limits being released or reported by is correct, unless they are the reporting employee,
 3. The dispatcher may clear the yellow highlighted fields:
 - a. As the dispatcher repeats the information, or
 - b. After receiving confirmation that the repeated information is correct.

602.3 When a dispatcher message is created, annulled or modified the train dispatchers will give the dispatcher message number to the employee making the request.

602.4 Any dispatcher message with an effective time must be issued 14 hours prior to the requested time unless authorized by the proper authority or in the case of an emergency.

602.5 Only send one dispatcher bulletin and release form, consisting of two copies, to a train at any one station. If a bulletin is requested you must ensure a previous bulletin has not been sent. If necessary to send an additional set of bulletins, a release form must not be sent.

602.6 Send a corrected dispatcher bulletin only after the conductor or locomotive operator notifies the train dispatcher that the original dispatcher bulletin has been destroyed.

602.7 When a new dispatcher bulletin is created for the same designated train with the same origin and destination at any one station, take the following steps to activate the dispatcher bulletin:

1. Confirm the new dispatcher bulletin number with the train crew,
2. Do not activate the new dispatcher bulletin until the train crew is on the train, and
3. Verify the new dispatcher bulletin is properly activated.

602.8 When necessary to use one train crew to move more than one train with one dispatcher bulletin, the train dispatcher must apply the dispatcher bulletin to each train to be moved.

602.9 The train dispatcher is responsible to protect all known restrictions and issuing of dispatcher messages on controlled tracks.

602.10 Prior to creating a dispatcher message that could cause a PTC enforcement the train dispatcher must ensure any trains that could possibly be affected are advised and acknowledge they can comply with the entire restriction.

602.11 When creating miscellaneous dispatcher messages a template in the drop down menu must be utilized if one is available. This ensures enforceable messages even if placed in pending, will be delivered to the on-board. This does not relieve the train dispatcher of the requirement to verbally deliver the restrictions to the train crew.

602.12 When an employee requests to annul a dispatcher message, prior to annulling the dispatcher message the train dispatcher must read all the information in the message, including the dispatcher message number and then ask "is that correct"? Once it is confirmed the information is correct, the train dispatcher will annul the message.

602.13 Understand, plan and coordinate the movement of trains and on-track equipment; respecting traffic priorities to prevent unnecessary delays. Do not cause train delays because dispatcher messages, including annulment messages, or dispatcher bulletins are not issued soon enough. Make every effort to have them ready and delivered before they are needed.

602.14 When necessary to deliver a dispatcher message to a foreign train for a restriction located within the limits of CSX dispatcher controlled railroad crossing at grade:

1. Place a track block on the affected track to protect.
2. Prior to granting authority to cross, verbally notify any affected foreign trains of the restriction following the mandatory directive procedures
3. Instructions do not need to be copied on a form EC-1 and may be copied on a blank sheet of paper
4. In the remarks section of the track block record the:
 1. Foreign train's Locomotive initial and number and
 2. The time the instructions were delivered.

603 - Managing Signals and Signal Appliances

603.1 When a requested signal does not clear, the train dispatcher must not request the signal to Stop until it is recalled and the indication is observed on the overview.

603.2 Except in an emergency, after a controlled signal has been cleared, and there is a possibility of an approaching train being affected, the train dispatcher must not change the signal until it is confirmed:

- a. By the locomotive operator of the affected train that they can comply with the signal change, or
- b. The train is stopped.

603.3 When using signals and signal appliances to protect against conflicting movements, the train dispatcher must:

1. Ensure the track segment is clear of other movements. The CAD may be used to determine the track segment is clear if the movement is continuously observed and there is no other practical way of identifying the location of the movement; and
2. Apply blocking after properly lining, coding, and ensuring the indication in the field corresponds with controlled Absolute signal(s) and/or switch(es).

603.4 When signals and signal appliances controlled by another employee are used to protect against conflicting movements, the train dispatcher will:

1. Instruct the employee to provide the proper blocking to prevent conflicting movements, and
2. Record the following in the remarks portion of the track block form:
 1. Initials of the employee providing the blocking,
 2. Location, and
 3. Date and time blocking was applied and removed.

603.5 Do not operate signals or control point appliances that are occupied by a train. Restore switches, derails, and movable-point frogs to the normal position only after the movement has cleared the appliances.

603.6 Do not operate or clear signals and signal appliances for opposing or conflicting movements, except in an emergency.

603.7 Employees must obtain permission from the controlling train dispatcher before authorizing a movement into territory that they do not control.

604 - Controlled Point (CP) Signals

604.1 Controlled point signals govern the use of the routes of a controlled point. They must be operated sufficiently in advance of approaching trains to avoid unnecessary delay.

604.2 Keep controlled absolute block signals in Stop position, except when displayed for a movement.

605 - Controlled Point Appliances

- 605.1** Observe indications from the field to ensure the controlled point appliances and the controlled point functions agree.
- 605.2** Do not use controlled point functions to provide protection if indications from the field are not observed.
- 605.3** When the position of controlled point appliances are unknown:
1. Apply blocking, and
 2. Notify the employee in the field to properly line and secure the appliance as follows:
 - a. For dual-controlled appliances, lock in hand position, or
 - b. For non-dual-controlled appliances, physically secure against unintentional movement.
- 605.4** Before authorizing an employee to place a dual-controlled power-operated switch in hand position, the train dispatcher must ensure that:
1. Proper blocking has been applied, and
 2. There are no conflicting movements, and
 3. None have been authorized.

606 - Permission to Pass a Stop Signal

606.1 Before giving permission to pass the Stop signal, the train dispatcher must:

1. Determine the specified track is clear of conflicting movements and no conflicting movements have been authorized;
2. Properly position affected appliances and if any show as Out-of-Correspondence, Code Failure, or Low Air Activated, movement over the appliance must be made by;
 - a. Instructing the crew to place the switch in the "hand" position, or
 - b. Ensure affected appliance is physically secured against unintentional movement
3. When conditions allow, request the signal the same as if it could be displayed to proceed;
4. Apply blocking devices;
5. After implementing the above procedures and issuing instructions concerning any power-operated switches, the train dispatcher will instruct the train:
 1. "After stopping, proceed by Stop signal at _____ (location) from track _____ to _____ track in the _____ direction, switches in motor or hand," and
 2. When permission is given to pass a Stop signal in order to couple to cars or to move to location short of a block signal, include this information in the instructions.
6. Confirm instructions to receiving employee when the employee repeats authorization correctly.

607 - Managing Train Movements

607.1 If a train fails to stop when required to do so, the train dispatcher must:

1. Immediately stop that train and any other trains affected, and
2. Notify the chief dispatcher and hold the train at that location until instructions are received from the chief dispatcher.

607.2 When the train dispatcher is electronically or verbally notified of information related to a train that is no longer on his or her territory, inform the chief train dispatcher and appropriate train dispatcher.

607.3 When notified of an alert that does not contain any information, the train dispatcher must notify the chief train dispatcher of this occurrence.

608 - Train Authorities

- 608.1** Before granting an authority, the train dispatcher must ensure the specified track:
- Where main track yard limits non-signaled (YL) is in effect the portion of yard limits being authorized is clear of track authorities, or
 - Where TWC-D is in effect, is clear and no movements have been authorized.
- 608.2** The train dispatcher may grant a single direction authority to enter non-signal territory in order to shove out on to the main track to clear the switch and proceed in the opposite direction of the shove movement. For PTC active subdivisions the authority must match the direction of each movement or a bi-directional authority must be used.
- 608.3** Before authorizing a train to enter or to foul a signaled track or controlled siding or to cross from one such track to another, the train dispatcher must ascertain that:
- The track section is clear of any conflicting movements and no conflicting movements have been authorized, and
 - The signals or the switches or both are blocked and coded in position to prevent any conflicting movements into such track sections and remain so until the train occupies the track.
- 608.4** The train dispatcher may grant permission for movement against the current of traffic at a control point. Before authorizing such movement on form EC-1, the train dispatcher must determine that:
- The specified track is clear of conflicting movements, or conflicting movements are controlled by form EC-1.
 - Signals governing conflicting movements are in stop position at the point of restriction and 1 signal proceeding the point of restriction.
 - Blocking is applied to protect against opposing movements, and remain applied until the movement against the current of traffic is complete.
- 608.5** Prior to lining a controlled signal into non-signaled controlled territory , the required EC-1 train authority must be issued to the affected train.
- 608.6** When a siding is occupied, the train dispatcher must notify the train or on-track equipment entering the siding that the siding is occupied.

608.7 To change or cancel an authority, the train dispatcher must first:

1. Contact the train,
2. Determine the train has not entered the limits of the authority before canceling the authority, and
3. Receive acknowledgment that the locomotive operator understands the authority will change or be canceled.

608.8 Before permitting a locomotive to enter the block or authority of a standing train to assist the standing train, the train dispatcher must receive confirmation that a clear understanding as to the location of the standing train exists between both crews.

608.9 When hand-operated switches are used in Track Warrant Control non-signal territory (TWC-D), the train dispatcher must confirm and repeat to the train crew:

1. That the switch(es) were restored and locked in normal position, or if authorized to leave switches in the reverse position,
2. That the SPAF was initialed by both the conductor and engineer, and
3. Ask the crew if that switch position information is correct.

609 - Permission to Make a Reverse Movement

609.1 Before authorizing a reverse movement train dispatcher must ensure:

1. The track is clear or conflicting movements are controlled by:
 - a. Absolute signal, or
 - b. Dispatcher message, or
 - c. Form EC-1, or
 - d. Withholding authority.
2. Proper blocking is applied, and
3. Train will remain within the authorized limits.

610 - Protecting a Train Within Track Segment Limits

610.1 Before authorizing a train to work in both directions, the train dispatcher must determine:

1. The track segment is clear,
2. No other trains are authorized to use the limits, and
3. Signals or switches or both are blocked and coded in position to prevent any conflicting movements into the protected limits.

610.2 When authorizing multiple trains to work in both directions within established track segment limits, the authorization must require each train to operate at restricted speed and protect against each other.

610.3 Do not remove blocking until the locomotive operator or conductor of the train reports clear.

611 - Blocked Sidings and Main Tracks

611.1 When sidings or main tracks are blocked by unattended equipment:

1. Apply track block to the affected track, including all applicable information in the track block, and
2. Properly position and block controlled switches, and
3. Issue a form EC-1 or dispatcher message to affected trains when controlled switches and signals are not available.

612 - Train Stopped by Emergency Brake Application

612.1 When a train has an emergency brake application, the train dispatcher must notify the assistant chief dispatcher with the following information:

1. Train ID,
2. Subdivision
3. Location, including track number,
4. Milepost location of the head end of the train after stopping,
5. Milepost one mile behind the rear of train when the emergency application began, and
6. The results of the train crew inspection.

612.2 The chief train dispatcher will notify the engineering department to inspect the track if the train is in emergency as a result of one of the following:

- a. A road crossing accident, or
- b. Drawhead failure, or
- c. Train crew indicated possible track damage.

612.3 When notified that a train has stopped by an emergency application of the air brakes, the train dispatcher must:

1. Inform the train crew of any adjacent controlled tracks that cannot be protected by the train dispatcher,
2. Advise the crew of the train stopped in emergency when other movements have been authorized to pass on adjacent controlled tracks, and
3. Not authorize first train to pass on adjacent controlled tracks until job briefing is completed to include location and type of hazardous materials on the stopped train.
4. Grant permission for the first train on adjacent controlled tracks to pass by issuing a form EC-1 instructing the passing train crew to operate at restricted speed, if no irregularities are found following trains may pass at authorized speed.

- 612.4** If necessary to move the next train through the affected track prior the engineering department inspecting and approving the track for authorized speed, issue the train an EC-1 instructing them to operate at restricted speed over the affected track. If no irregularities are reported by the train crew normal operations may resume.

613 - Managing Engineering Work

- 613.1** When controlled point signals and appliances are undergoing repair:

1. Code controlled Absolute signals to Stop,
2. Apply blocking to signals and appliances, and
3. Keep signals in Stop position with blocking applied until the employee granted the authority reports the repairs are completed.

- 613.2** The train dispatcher must provide protection before granting permission to place a control point in local control, maintenance lock-out, or no-check. Provide protection by:

1. Identifying the specific control point that is being requested,
2. Identifying the control points located on each side of the requested location,
3. Ensuring that the segment of track between the control points is clear of movements and authorities not connected with the employee requesting the permission and that no additional movements or authorities are authorized to proceed into the track segment,
4. Applying blocking devices at the control points located on each side of the requested location, and
5. Protecting train movements by issuing a Form EC-1 instruction if a control point located on each side of the requested location(s) cannot be verified by receiving indications from the field.

- 613.3** The train dispatcher must confirm the following information with the employee-in-charge before authorizing the work authority:

1. In signal territory, whether signal system will be affected,
2. When control points are within the work limits, how trains will move through the control point,
3. In multiple track territory, which track will be occupied by work forces and which track will be used to pass trains, and
4. The use and position of switches.

614 - Track Authorities

614.1 To issue and protect track authority, the train dispatcher must:

1. Obtain the requested limits, and
 - a. The specific milepost location of initial occupancy, or
 - b. Current milepost if making a continuous movement into a new authority;
2. Confirm milepost location is protected by the new or existing track authority,
3. Ascertain the limits being authorized are clear of:
 1. EC-1 track authorities issued to another employee;
 2. Any conflicting or authorized conflicting movements;
 3. Trains authorized to move in the opposite direction of the track authority
4. Ensure proper blocking is applied,
5. Maintain the authority until the employee granted the authority reports clear, even if the time has expired,
6. Ensure any Yard Limits (YL) being authorized are clear of EC-1 train authorities, and
7. Issue Form EC-1 track authorities from absolute signal to absolute signal In TC/CP territory.

614.2 Prior to authorizing a Form EC-1 track authority at a train dispatcher boundary, the train dispatcher must contact the adjoining train dispatcher to request and confirm the controlled Absolute signals at the dispatcher boundary are coded to the Stop position and necessary blocking is applied and maintained until the protection is no longer required.

614.3 Prior to authorizing an EC-1 track authority with a preceding train in the limits, the train dispatcher must:

1. Confirm the track authority is authorized in a single direction that matches the direction of travel of the train.
2. Contact the crew and confirm:
 1. The entire train has passed the milepost of initial occupancy,
 2. The train's lead engine and current milepost, and
 3. The train crew understands a track authority will be issued following their train.
3. Identify the train on form EC-1 in the following manner:
 1. Train ID,
 2. Lead locomotive number,
 3. Direction of travel, and
 4. Ahead at milepost.

614.4 If the segment of track to be used for a track authority is not clear and is occupied by a conflicting train, the train dispatcher must:

1. Control conflicting movements by:
 - a. Applying proper blocking, or
 - b. Issuing Form EC-1 "Do not move",
2. Confirm a clear understanding of the move to be made exists between the employee requesting the authority and the locomotive operator and other crew members, and
3. Identify the train on Form EC-1 in the following manner:
 1. Train ID,
 2. Locomotive number, and
 3. Stopped at milepost location.

614.5 The train dispatcher must determine the requested limits for local control, maintenance lock-out, or no-check functions are connected with the employee granted these functions.

614.6 If unable to contact the employee granted authority after the expiration time of that authority, the train dispatcher may issue an EC-1 track authority or EC-1 instruction to a train to enter the limits after:

1. Stating on Form EC-1 train is to move at restricted speed due to track occupancy by _____ (employee name) between _____ (controlled location) and _____ (controlled location), and
2. Instructing the employee with current authority to report any contact by employee with expired authority.

614.7 At remotely controlled railroad crossings at grade in which the dispatcher has control over all routes an EIC may request blocking protection to prevent conflicting signals from being lined by the dispatcher. When additional blocking protection is requested by the EIC, after issuing an EC-1 track authority, the train dispatcher must:

- a. Apply a track block, protecting the same limits, on top of the existing EC-1 Track Authority, ensuring the "Signal Block" radio button is selected, or
- b. Issue an EC-1 track authority to the same employee for any conflicting routes, or
- c. If the Dispatcher is unable to issue an EC-1 Track Authority on that section of track that they control, the EIC must be protected with a track block after ensuring the "Signal Block" radio button is selected and confirming the limits to be protected with the EIC.

614.8 The employee with track authority must release that authority for the track to be considered clear.

614.9 If the segment of track to be used for a track authority is not clear and is occupied by an unattended train or cut of cars, the train dispatcher must:

1. Identify the train or cut of cars on Form EC-1 in the following manner:
 1. Train ID or number of cars,
 2. Milepost location of the equipment, unless the employee has made visual confirmation of the location of the equipment.
 3. If equipped with a locomotive, identify which end of the equipment the locomotive is attached to.
2. If locomotive(s) are attached to the equipment, ensure the milepost of initial occupancy is behind the unattended train and not authorized to move in either direction ahead of the unattended train's location unless additional protection has been provided by:
 1. An engineering employee stationed on the locomotive to prevent inadvertent movement, or
 2. A conditional stop sign is placed immediately ahead of the lead locomotive.
3. Not allow train movements into the EC-1 limits to couple to equipment until after a job briefing is performed with the employee in charge to ensure the movement to couple up to the cut of cars will not conflict with the area where the work is being performed. Ensure the locomotive is only authorized to operate at restricted speed towards the cut of cars.

615 - Permission for Non-Insulated On-Track Equipment to Pass a Stop Signal at a Remotely Controlled Railroad Crossing at Grade

615.1 The train dispatcher may grant permission to pass a Stop signal when the:

- a. Train dispatcher has control of the intersecting lines, by coding controlled Absolute signals on the intersecting line to Stop, or when it is not possible to code the signals to Stop, after determining:
 - a. There are no conflicting movements, or
 - b. Conflicting movements are under train dispatcher control.
- b. Train dispatcher does not have control of the intersecting lines, by informing the on-track equipment operator that we do not control the intersecting line and to proceed as prescribed by on-track worker rules.

616 - Controlled Track Removed from Service

616.1 A controlled track can only be removed from service, after notifying the train dispatcher under one of the following conditions:

- a. Track is rendered inoperative by act of nature, or
- b. Track is disrupted for other cause and prompt restoration cannot be made, or
- c. Construction work necessitates temporary removal from service.

616.2 A track authority may be granted for out of service conditions when:

1. The track segment is clear of all authorities,
2. Trains within the track segment are protected,
3. Signals and power-operated switches within the work limits are under control of the train dispatcher unless other arrangements are made,
4. Blocking is applied to switches and signals leading to the affected track,
5. A job briefing is completed with the EIC concerning how movements will enter the work limits and be made over power-operated switches, and
6. The protection will be maintained until the employee-in-charge advises it is no longer necessary.

616.3 Prior to removing controlled track from service, the train dispatcher must receive the defined limits from the employee making the request. The train dispatcher must issue the authority on Form EC-1 using line 11 and define the limits on the authority to the requesting employee as follows:

- a. Control point to control point in signal territory, or
- b. Whole milepost to whole milepost in non-signal territory, or
- c. Other physical characteristic.

616.4 Do not return track to service until the employee who received the authority notifies the train dispatcher of the following:

1. Any restrictions necessary to ensure safe passage of trains or on-track equipment, and
2. That track is clear of all trains and on-track equipment.

616.5 In an emergency situation where track is removed from service due to an act of nature or track is disrupted for other cause and prompt restoration cannot be made, or construction work necessitates temporary removal from service, a qualified employee may be issued a 707 to take control of the out of service limits.

617 - Highway-Rail Crossings at Grade

617.1 When notified of an accident, malfunction or damage to crossing warning devices (including crossbucks), at a highway-rail crossing at grade, the train dispatcher must:

1. Provide necessary protection and apply blocking that will prevent trains from occupying the crossing,
2. Notify the chief train dispatcher who must notify the engineering department in the event of an accident,
3. Create an activation failure message, unless advised otherwise by the signal department to create a false/partial activation message,
4. Provide the message type and number to the electronic signal specialist (ESS),
5. Issue message to affected trains, and

6. This message may only be annulled by a signal department employee.

617.2 When provided, on PTC designated track, the DOT number must be used for activation failure or false/partial activation dispatcher messages. The prepopulated milepost associated to the DOT number must not be altered.

617.3 Reserved for future use.

617.4 When notified of a malfunction of a highway-rail crossing at grade automatic warning device on non-controlled track:

1. Notify the yardmaster or transportation manager on duty to protect,
2. Place blocking protection at all access points into the non-controlled track limits, and
3. Notify all movements entering the non-controlled track limits of the malfunction.

617.5 Modification to an activation failure message may be made as directed by the signal department provided notification is made to the ESS of the modification; however, a modification to use police or other non-railroad individuals as flaggers is prohibited.

618 - Defect Detectors Verification Process

618.1 When notified by a signal employee that a defect detector needs conditioning, the train dispatcher will restrict train speeds to 30 MPH over the defect detector by issuing a:

1. Dispatcher message and providing the number to the requesting signal employee, and
2. Form EC-1 instruction to affected trains.

618.2 Upon receiving confirmation of a hot axle, hot wheel or any unsafe condition in which the equipment must be set off, the dispatcher must:

1. Ascertain from the crew whether the equipment is safe to move, and
2. Apply necessary protection, and
3. Report to the chief dispatcher all required information.

619 - Removing Defect Detectors from Service

619.1 When a signal employee contacts the train dispatcher to remove a defect detector from service and turn off all audible and visual indication equipment, the train dispatcher will issue a:

1. Dispatcher message and provide the number to the employee removing detector, and
2. Form EC-1 instruction to affected trains.

620 - Restoring Defect Detectors to Service

- 620.1** When a signal employee contacts the train dispatcher to restore a defect detector to service, the train dispatcher will:
1. Annul dispatcher message and provide the number to the employee restoring detector, and
 2. Cancel the Form EC-1 instruction issued to take the defect detector out of service.

621 - Managing Unusual Situations

- 621.1** When managing the movement of equipment that may not shunt, control point signals may be cleared for movement to occupy the control point. After the movement enters the control point:
1. Code control point signals to Stop,
 2. Maintain control point signals in Stop until the movement has cleared the opposing control point signal, and
 3. Maintain a clear block behind the movement.
- 621.2** When managing rusty rail or other track conditions that could interfere with shunting the track:
1. Control point signals must be coded and maintained in Stop,
 2. Movements must be granted permission to pass the Stop to occupy the affected track, and
 3. A clear block must be maintained behind the movement.
- 621.3** When damage to track or appliances occurs, the train dispatcher must:
1. Code signals to Stop,
 2. Apply blocking devices, and
 3. Not permit any train movement until reported safe by the engineering department.
- 621.4** When a train dispatcher authorizes a switch to be left in other than normal position the permission must be recorded on line 11 of EC1. The train dispatcher must provide protection for a switch or derail left in other than the normal position by:
1. Issuing a dispatcher message, and
 2. Applying a track block to the affected area.

The dispatcher message must not be annulled and track block must not be removed until receiving verbal confirmation from the employee who lined the switch or derail back to its normal position.

621.5 If a vehicle is stuck on a highway/rail grade crossing without leaving the roadway:

1. Require approaching trains to stop short of the crossing until vehicle is removed,
2. After the vehicle is clear, if necessary to move a train through the affected area, unless the area has been inspected by the engineering department issue an EC1 instructing the train crew to operate at restricted speed until the leading end has passed the location of the incident. After the first train passes, if no irregularities are reported, following trains may operate at normal speed, and
3. A road crossing malfunction message is not required unless there is a report of damage to the highway-rail crossing warning devices

If a vehicle is stuck on the track at a location that is not a highway/rail grade crossing:

1. Require approaching trains to stop short of the stuck vehicle until released by the dispatcher,
2. Notify appropriate engineering/signal employees to inspect track, and
3. After the vehicle is clear, if necessary to move a train through the affected area issue an EC1 instructing the train crew to operate at restricted speed until the leading end has passed the location of the incident. This must be done until the area has inspected by the engineering department.

622 - Report of Track Irregularities or Rough Track

622.1 When notified of track irregularities, rough track, track damage or drawhead failure:

1. Prevent movements from occupying the affected track by applying blocking devices or withholding authority which must be maintained until the engineering department reports the track is safe for movement,
2. Notify the chief train dispatcher and the engineering department, and
3. If necessary to move a train over the reported track prior to the engineering department inspecting the track, issue Form EC-1 or dispatcher message to instruct the train crew to operate at restricted speed and report any irregularity to the train dispatcher.

623 - Signals Not Functioning Properly and Unexplained Occupancy Lights

623.1 When informed of an improper signal, the train dispatcher must:

1. Stop all train movements;
2. Notify the signal specialist of the location and the aspect observed by the train;
3. Not attempt to move trains beyond the location, change the signal aspect, or change signal appliances until a signal specialist arrives; and
4. Be governed by the instructions of the signal specialist.

623.2 A signal aspect that changes from one indication to another more than once is considered as functioning erratically and the train dispatcher must:

1. Discontinue operation of the signal,
2. Block control point signal, and
3. Promptly report the condition to the signal specialist.

623.3 Promptly report to the signal specialist when track occupancy lights:

- a. Are unexplained, or
- b. Remain on behind a train, or
- c. Remain on after track or signal work.

623.4 When a train leaves two or more track occupancy lights on or the last track occupancy light on when leaving signal territory, the train dispatcher must:

1. Stop the train, and
2. Instruct the crew to make a complete inspection of both sides of the train and report the results of the inspection to the train dispatcher. Instruct the crew to inspect the train by:
 - a. Walking inspection, or
 - b. Roll-by inspection not to exceed 5 MPH.

623.5 When the employee responsible for inspecting or repairing the reported problem gives notification of arrival at the location, the train dispatcher must promptly issue a track authority to the employee.

624 - Weather

624.1 The train dispatcher must contact the engineering department when conditions caused by weather may interfere with switches, derails, or movable-point frogs.

624.2 When an authorized employee provides notification that he or she is ready to perform heat inspections or flash flood warning inspections, the train dispatcher must promptly issue a track authority.

624.3 When a high wind alert is received from Accuweather indicating wind speeds of 55 MPH up to and including 60 MPH, the train dispatcher must instruct all trains carrying one or more auto-rack, passenger or loaded intermodal car not to exceed 40 mph.

624.4 When a high wind alert is received from Accuweather indicating wind speeds greater than 60 mph, the train dispatcher must immediately notify affected train crews and restrict movements as follows:

1. Only restrict trains during the time the warning is in effect;
2. Instruct trains not to exceed:
 - a. 20 MPH – Trains carrying any intermodal, autorack, or passenger equipment, or
 - b. 30 MPH – Mixed Manifest and Empty Unit Trains, or
 - c. Maximum Authorized Speed – Lite Locomotives and Loaded Unit Trains
3. Ensure trains do not stop on bridges or highway-rail crossings if possible,
4. When local conditions are observed to be severe;
 1. Trains must operate prepared to stop short of obstructions, and
 2. Trains carrying any intermodal or autorack equipment must not operate over open bridge spans larger than 500 ft.
5. Be governed by the Chief Train Dispatcher or Assistant Chief Train Dispatcher instructions when train are being moved prior to hurricane and/or Nor'easter.

625 - Key Trains

625.1 When a key train, or equipment that meets the definition of a key train, is left unattended on a controlled track outside of a yard or terminal the train dispatcher must verify and record the securement information. The CSX Record of documentation is the voice recording of the conversation between the dispatcher and employee providing the securement information.

625.2 When notified of a change of status to a Key Train or cut of cars the train dispatcher must:

- a. Update the train identification, or
- b. Update the track block to identify a cut of cars.

625.3 When notified an emergency responder was on, under, or between the unattended equipment:

1. The train dispatcher must inform the chief dispatcher and the network operations manager, and
2. The chief dispatcher or network operations manager will arrange for a qualified employee to ensure the equipment is properly secured.

625.4 Key Trains may be left unattended and properly secured on a controlled track outside of a yard or terminal under the following circumstances:

- a. Crew hours of service expired or no crew available, or
- b. Train is unsafe to move due to locomotive failure or defective railcar in train, or
- c. Route impassable or unsafe to traverse, examples include:
 - a. Derailment, or
 - b. Mechanical defect, or
 - c. Maintenance or structural defect, or
 - d. Pedestrian, vehicle, or equipment on/near railroad right of way, or
 - e. Weather condition, or
 - f. Natural or man-made disaster.
- d. Train staged due to terminal or yard congestion, train held in siding due to main track capacity limitations, or
- e. Trains staged for interchanges, or
- f. Unable to interchange due to track capacity limitations, or
- g. Customer track full or staged for loading/unloading.

626 - Providing Warning for Employees working on Adjacent Tracks

626.1 When notified by an employee of the need to position themselves between a controlled track and equipment on an adjacent track, the train dispatcher must:

1. Job brief with the employee regarding:
 1. The specific location, and
 2. Informing them of all closely approaching trains including direction
2. Ensure there are no conflicting train movements on the adjacent controlled track and none have been authorized
3. Apply a track block to the controlled track
4. Inform the employee that it is safe to commence work
5. Not authorize trains to pass the location until issuing an EC-1 instructing the train crew to operate at Restricted Speed not to exceed 10 MPH and inform them of employee(s) working on an adjacent track.
6. Not remove the track block until the employee confirms they are clear

626.2 When notified by an employee of the need to position themselves between a controlled track controlled by another railroad and equipment on an adjacent track, the train dispatcher must:

1. Job brief with the employee regarding the specific location
2. If known, contact the other railroad's dispatcher/control operator to:
 1. Inform them you have employee(s) working next to their controlled track
 2. Ask them to warn all trains approaching to pass at restricted speed, ringing the bell continuously, and sounding the locomotive horn frequently
3. Once confirmation is received by the other railroad, inform the employee that it is safe to commence work
4. When employee confirms they are clear, contact other railroad and inform them warning is no longer required
5. If unable to contact the other railroad's dispatcher/control operator, advise the employee that approaching trains on the foreign line will not be warned of their presence

Chapter 7 - Roadway Worker and On-Track Safety

700 - General Requirements of Engineering Department Employees

- 700.1** CSX has overall responsibility for ensuring employees understand and comply with the rules governing on-track safety. The following are the responsibility of each roadway worker:
1. Compliance with operating rules,
 2. Remaining clear of tracks until required by job task,
 3. Determining that the appropriate on-track safety has been established before fouling a track, and
 4. Attend an engineering department operating rules class and successfully complete all requirements.
- 700.2** Only one qualified roadway worker, referred to as the employee-in-charge, establishes and controls working limits for the purpose of on-track safety. CSX will monitor effectiveness of roadway worker compliance by conducting operational test. The specific operational tests to be conducted will be issued quarterly.
- 700.3** Do not perform any work that:
- a. Interferes with the safe passage of trains, or
 - b. Is not properly protected, or
 - c. Is not in accordance with operating rules, or
 - d. Interferes with the proper functioning of switch machines or code apparatus, or
 - e. Interferes with the proper functioning of signal control machines or code apparatus.
- 700.4** Do not operate any switch or derail on a controlled track without the permission of the train dispatcher.
- 700.5** An employee must obtain the required permission from the train dispatcher before taking a controlled location off line and maintain communication with the train dispatcher after receiving permission.
- 700.6** When no designated supervisor is on site and in cases of emergency, comply with the instructions of the chief train dispatcher.
- 700.7** Upon discovery of damage to a facility, make the necessary repairs then report the occurrence to the designated supervisor and the chief train dispatcher.

700.8 When applying or removing temporary speed restrictions, make certain to pronounce all numbers digit by digit and comply with the following:

Note: Signs are not required on PTC territory.

Step	Responsible Party	Action
1	Engineering	Make the request directly to the train dispatcher.
2	Train Dispatcher	Repeat the entire request and issue the restriction.
3	Engineering	Make certain that the proper signs are displayed, if operating on Non-PTC territory.

700.9 When handling gasoline or other flammables, make certain to keep material away from the following:

- a. Operating internal combustion engines, or
- b. Smoking, or
- c. Open flames.

700.10 All parked or secured equipment and vehicles must remain a minimum of seven feet from the nearest rail of any track unless protected by the appropriate track protection.

700.11 Reserved for future use.

700.12 Work performed by contractors must be directly monitored by a qualified CSX employee in order to ensure:

1. No work, activity, or equipment interferes with the safe passage of trains, and
2. Neither contractors nor their equipment fouls a track unless protection has been provided and contractors are piloted by a qualified roadway worker.

700.13 Employees operating switches or derails are responsible for the position of the devices and must:

1. Visually determine switches and derails are properly lined for the intended route,
2. Obtain permission from the train dispatcher, yardmaster, or other designated employee before switches and derails are spiked,
3. Return switches and derails to normal position before leaving unattended, and
4. Immediately fill out the SPAF form if in non-signaled main track territory.

700.14 When hand-operated switches are used on non-signaled main track outside of yard limits, before releasing an authority or reporting by a specific location the employee or employee-in-charge must:

1. Complete the Switch Position Awareness Form (SPAF)
2. Report the following to the train dispatcher:
 - a. If the authority is issued verbally or has been transferred to paper:
 1. Location of the switch operated,
 2. Time switch was initially reversed,
 3. Time switch was restored and locked in normal position, and
 4. Name of employee who operated the switch.
 - b. If the authority is issued electronically, then used ATAM to acknowledge that all switches were restored to normal and the SPAF is completed.
3. Retain the SPAF for seven calendar days.

700.15 Trains and on-track equipment approaching and passing roadway workers or roadway maintenance machines or high-rail equipment will sound the horn with two long, one short, one long sound sequence. When roadway workers are located in tunnels, the approaching equipment will sound the sequence prior to entering the tunnel. Once in the tunnel, the equipment will ring the bell, if equipped, continuously traversing the tunnel.

701 - On-Track Safety and Job Briefing Requirements

701.1 A Roadway Work Group is any group of workers, regardless of class or craft, working on a common task that involves fouling a track. One designated roadway worker in each group, referred to as the employee-in-charge, provides on-track safety for all members of the group. The employee-in-charge is responsible for ensuring the working group receives a job briefing on the type of on-track safety to be established.

701.2 Prior to starting work that will require an employee to foul a track, the Employee-in-Charge or designated employee must perform a job briefing with the group to discuss:

1. Tasks to be performed and sequence of basic job steps,
2. Rules governing on-track safety being provided,
3. Confirmation that EIC will remain accessible at all times by radio or phone, and clear tracks if communication is lost.
4. Confirmation that all members of the group understand the job briefing.
5. Potential hazards and physical characteristics of work location,
6. Requirement to inspect tools and equipment before use,
7. Personal protective equipment required, including fall protection,
8. Type of on-track safety provided,
9. Roadway maintenance machine(s) that will foul any adjacent track,
10. Adjacent track or adjacent controlled track to include the type of on-track safety for those tracks if deemed necessary by the Employee-In-Charge,
11. Pre-determined Place of Safety (PPS) when required,
12. Track or tracks protected and time limits of protection,

701.3 Before any member of a Roadway Work Group fouls a track, the employee-in-charge must inform each roadway worker:

1. Of the on-track safety protection established at the work location, and
2. That there will be no change in the type of on-track safety protection without notification of the change to each roadway worker.

701.4 At the beginning of each tour of duty, or when as soon as possible when communication is not immediately available, a Lone Worker must conduct a job briefing with the supervisor or employee designated by the supervisor and communicate his or her:

1. Work plan,
2. Intended procedures for on-track safety, and
3. Verify access to the current CSX Employee Operating Manual and relevant System Bulletins

701.5 Roadway workers may cross tracks without track protection promptly using the shortest distance as long as no work is performed. Roadway workers must stop and look in both directions before:

- a. Fouling or crossing a track or set of tracks. It is permissible to cross more than one track without stopping at each track if safe to do so or,
- b. Moving from under or between equipment, or
- c. Getting on or off equipment, or
- d. Operating a switch or derail.

702 - Welding/Grinding

702.1 When welding/grinding will be performed on a frog or a switch point on controlled track the Employee-In-Charge must:

1. Contact the train dispatcher and hold a job briefing that must include:
 1. The mile post location of work,
 2. Amount of time needed to complete the work, and
 3. Line up of trains that may approach or travel the work location.
2. Obtain an EC-1E Line 1 authority, if possible,
3. If necessary to utilize watchman/lookout place a 10 MPH temporary speed restriction at the work location before the work begins until work is completed and the watchman must:
 1. Remain in position so they can physically touch the employee being protected, and
 2. Utilize maximum authorized timetable speed for the purposes of sight distance.

703 - Adjacent Controlled Track On-Track Safety

703.1 On-track safety is required for each adjacent track by establishing working limits or train approach warning when:

- a. Deemed necessary by the employee-in-charge, consistent with adjacent controlled track on-track safety rules,
- b. A roadway work group is on an occupied track and one or more roadway workers are on the ground engaged in a common task with on-track self-propelled or coupled equipment.

Note: Self-propelled equipment does not include automated inspection cars, Hi-rail vehicles, or Rail-bound vehicles engaged in a common task for inspection or minor correction purposes as defined in the CSX Glossary, provided that no vehicle is coupled to one or more rail cars.

703.2 When multiple Hi-rail or Rail-bound vehicles are engaged in a common task for inspection or minor repairs, the on-track safety job briefing must include discussion of addressing the nature of the work that will be performed to determine if adjacent controlled track on-track safety is required.

703.3 The employee-in-charge with adjacent controlled track protection may permit other on-track equipment movements not associated with the roadway work group onto the occupied track within the working limits after:

1. If sight or hearing is not impaired, conducting on-track safety job briefing with the employee-in-charge of the requesting on-track equipment, and
2. Recording onto the proper form the name of the employee-in-charge of the other roadway work group and the nature of work to be performed and/or requirements for additional adjacent controlled track protection if needed.

703.4 When notified that trains or on-track equipment are authorized to move on an adjacent controlled track at speeds greater than 25 MPH for freight trains and on-track equipment or greater than 40 MPH for passenger trains and passenger on-track equipment movements, each roadway worker must:

1. Ensure all work is stopped on the occupied track, including equipment movements, and between occupied track and the adjacent controlled track that movement is authorized, and
2. Move to the predetermined place of safety (PPS)

703.5 When notified that trains or on-track equipment are authorized to move on an adjacent controlled track at 25 MPH or less for freight trains and on-track equipment 40 MPH or less for passenger trains and passenger on-track equipment movements, each roadway worker must move to a predetermined place of safety (PPS). Work may only continue:

- A. On the side of the occupied track with no adjacent track, or
- B. On the side nearest an adjacent controlled track with working limits and no authorized movement, or
- C. Between the rails of the occupied track when all of the following conditions are met:
 1. On-track equipment on the occupied track will not foul the adjacent controlled track movement is authorized,
 2. Roadway workers performing on-ground work exclusively between the rails of the occupied track, do not break the plane of the rail nearest the adjacent controlled track movement is authorized, and
 3. No on-ground work is performed within 25 feet in front of or behind any on-track self-propelled equipment or coupled equipment permitted to move on the occupied track.

703.6 In territories with an occupied track between two adjacent controlled tracks, each roadway worker must ensure all work is stopped and move to the predetermined place of safety (PPS) when either adjacent controlled track has one or more trains permitted for speeds greater than 25 MPH for freight trains or on-track equipment or greater than 40 MPH for passenger trains and passenger on-track equipment movements.

703.7 Roadway workers required to stop work must not resume work and equipment movements until the trailing end of all trains or other on-track equipment moving on the adjacent controlled track has passed and remains ahead of that roadway worker.

703.8 When a train or on-track equipment stops on an adjacent controlled track before its trailing end has passed all of the affected roadway workers, work must not be performed ahead of the trailing end of the train or on-track equipment until:

- A. On-track safety through train approach warning has been established on the adjacent controlled track, or
- B. The employee-in-charge has directed the locomotive or on-track equipment operator that no further movements will be made until authorized by the employee-in-charge.

703.9 Adjacent controlled track on-track safety is not required when all of the on-ground roadway workers are performing work while exclusively positioned on a side of the occupied track as follows:

- A. Side with no adjacent track, or
- B. Side with one or more adjacent tracks provided that it has an inter-track barrier between the occupied track and the closest adjacent track on that side.

703.10 Adjacent controlled track on-track safety is not required when one or more roadway workers are performing maintenance or repairs alongside a roadway maintenance machine or coupled equipment when:

- A. The machine or equipment would effectively prevent the worker from fouling the adjacent controlled track on the other side of such equipment, or
- B. The maintenance or repairs are performed while positioned on the side of the occupied track as follows:
 - a. Side with no adjacent track, or
 - b. Side with one or more adjacent tracks when it has an inter-track barrier between the occupied track and the closest adjacent track on that side.

703.11 Adjacent controlled track on-track safety is not required when one or more roadway workers are performing maintenance or repairs requiring the employee to go on or under a roadway maintenance machine or coupled equipment, provided that no part of the employee breaks the plane of the rail of the occupied track towards the adjacent controlled track.

704 - EC-1/EC-1e Line 1 Authority

704.1 Before occupying or fouling a controlled track to perform short-term work or move on-track equipment, the employee-in-charge must:

- 1. Have a copy of the current day dispatcher bulletin for the territory involved, and
- 2. Receive authority to occupy or foul track and copy the authority onto line 1 of Form EC-1/EC-1e.

704.2 Utilize ATAM to request an EC-1e line 1 authority when possible, when requesting Form EC-1/EC-1e line 1 authority on a paper form, utilize radio communication when possible and provide the following to the control station:

- 1. Your name and ID number,
- 2. Specific location and milepost of initial occupancy,
- 3. Specific track name or number,
- 4. Beginning and ending limits of the request,
- 5. Direction of travel needed, and
- 6. Length of time necessary to complete work and clear the track.

704.3 Copy Form EC-1/EC-1e line 1 authorities onto the prescribed form in the prescribed format. When the end of authority limit is:

- a. A hand-operated switch, the end of the authority is the fouling point of the switch, or
- b. If multiple hand-operated switches are at the same location, the end of the authority is the fouling point of the first switch.

704.4 A Form EC-1/EC-1e line 1 authority may be issued in cases of emergency when a conflicting train is stopped within the required limits provided the train dispatcher confirms that the train is stopped. The employee requesting authority must:

1. Hold a job briefing with the crewmembers of the stopped train, and
2. Identify the train ID, locomotive number, and location and record that information on Form EC-1/EC-1e.

704.5 When receiving and copying Form EC-1/EC-1e line 1 authority, copy the following into the remarks section:

1. Required information not contained in dispatcher bulletin, and
2. The following required information on any preceding train:
 1. Locomotive number,
 2. Train number,
 3. Direction of travel, and
 4. Location.
3. The following required information on unattended train or cut of cars located in EC-1/EC-1e authority:
 1. Train ID or number of cars,
 2. Milepost location of the equipment, unless the employee has made visual confirmation of the location of the equipment.
 3. If equipped with a locomotive, document which end of the equipment the locomotive is attached to.
4. If locomotive(s) are attached to the equipment, ensure the milepost of initial occupancy is behind the unattended train and not authorized to move in either direction ahead of the unattended train's location unless additional protection has been provided by:
 1. An engineering employee stationed on the locomotive to prevent inadvertent movement, or
 2. A conditional stop sign is placed immediately ahead of the lead locomotive.

704.6 After receiving and copying Form EC-1/EC-1e line 1 authority:

1. Conduct a job briefing with all employees who will operate or work under the authority,
2. All employees must document the EC-1e protection on his or her own job briefing page or form,
3. In multiple track territory, ensure all employees covered by the protection acknowledge the specific track to be occupied or fouled,
4. Ensure all occupants of on-track equipment initial the copied Form EC-1/EC-1e when working in a group with three or less pieces of OTE, and
5. When working in a group with 4 or more pieces of OTE, the following conditions must be met:
 1. The EIC must conduct a job briefing with the foreman and obtain a copy of the EC-1E authority,
 2. The foreman must relay the EC-1E authority by radio to all affected employees,
 3. The leading and trailing machine must repeat the EC-1E authority back to the foreman,
 4. EC-1E authority must include an end of limits mile post, and
 5. Leading and trailing machines must call out milepost via radio when traveling. The operator will state. (Machine ID, Mile Post, and the end of limits mile post).
6. If it has been 30 minutes or more between the initial job briefing and time the track will be occupied or fouled, read Form EC-1/EC-1e aloud and conduct another job briefing.

704.7 When issued a form EC-1/EC-1E line 1 Authority to follow a preceding train, do not foul or occupy the track or grant another work group authority until confirming and documenting the preceding train has passed the initial point of occupancy by visually identifying the train by locomotive number or verbal confirmation from the train crew or train dispatcher.

704.8 The employee in charge who received EC-1/EC-1E line 1 authority may permit a separate roadway work group with at least one employee qualified as an EIC not associated with the working group within the limits of the authority after:

1. Establishing on-track safety for the employees, and
2. Recording onto the proper form the name of the designated employee of the other work group and the nature of the work to be performed,
3. If the authority was issued behind a train, the employee-in-charge in all work groups must verify the preceding train has passed the point of occupancy by visually identifying the locomotive number or verbal confirmation of the train crew or train dispatcher on each occurrence, and
4. Document on form EC-1E the lead engine number, verification of train location, and time for each work group fouling the authority.

704.9 Do not operate into any authority issued to another employee until that employee gives permission to occupy the track within the authority. If granted permission of opposing limits within the authority, operators of opposing equipment must:

1. Announce passing all mileposts, and
2. Confirm understanding of any do not pass limit.

704.10 When operating within the limits of an EC-1/EC-1e line 1 authority, employees must:

1. Stop at each control point and conduct a job briefing to verify authority extends beyond the control point before proceeding. This does not apply to rail grinders, switch grinders, shoulder ballast cleaners or Brandt Trucks towing cars,
2. Not pass a preceding train without the permission and protection of the train dispatcher,
3. Not occupy or foul any track not covered by the authority,
4. Not move in a direction other than the one authorized, unless:
 - a. While conducting an inspection and reverse movement is required, a reverse movement should not be made over 500 feet unless necessary to clear the track within the limits of the granted authority, or
 - b. A reverse movement over a switch is required in order to move in direction authorized, provided head room is within the limits of granted authority.
5. Not occupy a section of track after that section has been released or reported by, and
6. Be qualified on the physical characteristics of the territory or be piloted by a qualified employee while traveling in the limits, or have a qualified employee physically located at the end of the limits to protect equipment from traveling outside the limits.

704.11 Employees operating within the limits of EC-1/EC-1e line 1 authority must make radio announcements:

1. Stating initial occupancy location prior to fouling or occupying the track,
2. Prior to passing a control point, and
3. In non-signal territory, prior to passing each end of siding locations.

704.12 When making required radio announcements, employees must use positive identification and state:

1. Track name or number,
2. Direction of travel, and
3. Name and milepost of location.

- 704.13** When instructed by the train dispatcher to report by specific locations, make sure:
1. The entire movement is clear of the location in the specified direction before reporting by the location,
 2. To only utilize the ATAM functions to report by when the authority is electronic, and
 3. To receive a new authority for those limits prior to occupying any portion of track reported by.
- 704.14** Promptly release EC-1/EC-1e line 1 authorities to the train dispatcher after the entire movement clears the limits of the authority. Make every effort to clear the limits before the expiration of the time authorized, and do not consider the authority clear until the train dispatcher acknowledges his or her understanding. EC-1/EC-1e line one authorities on ATAM must only be released using the functions of ATAM.
- 704.15** If unable to clear the limits of an authority before the time limit expires, contact the train dispatcher and request a time extension. If unable to contact the train dispatcher or if the train dispatcher does not grant a time extension, do not exceed restricted speed until the authority is cleared.
- 704.16** If an authority received electronically is not viewable due to device failure or malfunction before occupying or fouling the track:
1. The authority must not be used to occupy or foul the track, and
 2. Contact the train dispatcher to receive a written EC-1E authority.
- 704.17** If an authority received electronically is not viewable due to device failure or malfunction after occupying the track, on-track movement must stop and not resume until:
- a. The device returns to normal operation and authority is viewable, or
 - b. The train dispatcher has been contacted and a written copy of the authority is obtained.
- 704.18** Anytime work activities require modifications to an authority that was received electronically and such modifications are not possible using the electronic functions, the EIC must:
1. Stop on-track movement, and
 2. Contact the train dispatcher to receive a written copy of the authority along with required modifications.
- 704.19** When required to transfer an electronic authority to a written EC-1E Authority, the electronic displayed authority must not be used.

705 - Individual Train Detection, Train Approach Warning, and Train Coordination

705.1 A lone worker may use Individual Train Detection for on-track safety when he or she:

1. Knows the required sight distance and has completed a Statement of On-Track Safety (SOTS1) before fouling the track;
2. Has access to a working radio;
3. Is performing routine maintenance or minor repairs that will not affect the safe passage of trains or on-track equipment;
4. Has completed a required job briefing, when communication is available;
5. Is not performing work in an interlocking, control point, or remotely controlled hump yard;
6. Has established a place of safety;
7. Has the ability to see and hear the approach of a train or on-track equipment and that ability is not impaired by noise, lights, weather conditions, passing equipment on adjacent tracks, or any other condition;
8. Is not prevented from hearing the approach of a train or on-track equipment and no power-operated tools or roadway maintenance machinery, or materials that cannot be readily removed by hand are in use; and
9. Maintains the required sight distance and has the unrestricted ability to reach the predetermined place of safety at least 15 seconds before a train moving at the maximum authorized track speed reaches his or her location.

705.2 When using Individual Train Detection:

1. Do not perform any work that interferes with the ability to see or hear the approach of a train or on-track equipment,
2. Maintain a constant lookout for approaching trains and on-track equipment,
3. Keep the completed SOTS1 form in your possession at all times when fouling the track, and
4. When a train or on-track equipment approaches, move to the predetermined place of safety as defined in the glossary at least 15 seconds before the train or on-track equipment reaches the location. If the predetermined place of safety is another track, working limits must be established on the track prior to beginning work.

705.3 Use Train Approach Warning for on-track safety only if:

1. At least two qualified roadway workers are working together and one of the employees is designated as the watchman,
2. All employees can reach an predetermined place of safety at least 15 seconds before a train or on-track equipment reaches the location, referencing maximum track speed, and the predetermined place of safety must be documented on the job briefing form,
3. A method of communicating the approach of a train is established,
4. Employees hold a job briefing and all confirm their understanding and responsibilities,
5. Employees are performing routine maintenance or minor repairs that will not affect the safe passage of trains or on-track equipment,
6. Watchman/lookout knows and maintains required sight distance,
7. Watchman/lookout has unrestricted ability to detect approaching trains or on-track equipment in either direction, and
8. Watchman/lookout has access to a working radio.

705.4 The employee protected by Train Approach Warning must:

1. Remain in a position that allows receiving a train approach warning from the watchman in any direction, and
2. Immediately move to the predetermined place of safety as defined in the glossary when a warning is received. If the predetermined place of safety is another track, working limits must be established on the track prior to beginning work.

705.5 When Train Approach Warning is used to protect more than one employee, the watchman must be equipped with and use the following devices to provide warning:

1. Whistle or air horn,
2. White disc or flag when visibility is good, and
3. White light or red fusee in low light areas.

705.6 When Train Approach Warning is used to protect only one employee, audible and visual warnings are not required when:

1. Advanced watchman is not required, and
2. Watchman can physically touch the employee being protected.

705.7 The employee providing watchman duties for Train Approach Warning must:

1. Not foul any track unless necessary to provide warning,
2. Not perform any tasks unrelated to providing warning or that interfere with providing warning to the employee being protected,
3. Provide warning as if every train or on-track equipment movement is approaching at the maximum authorized speed allowed, and
4. Provide warning sufficiently in advance to allow all workers and watchman to reach the predetermined place of safety at least 15 seconds before the train or on-track equipment reaches the location not fouling any other track without protection.

705.8 When necessary to establish on-track safety on controlled tracks with Train Coordination, the employee-in-charge must:

1. Visually determine the train is stopped,
2. Conduct a job briefing with the crew of the train,
3. Determine the limits of the train's authority,
4. Verify within track segment only one train holds exclusive authority for movement,
5. Determine which method of operation and related rules are in effect,
6. Instruct the train crew not to move unless directed by the employee-in-charge, and
7. Instruct the train crew not to release any authority until notified by the employee-in-charge that it is safe to do so.

705.9 Once Train Coordination is established, the employee-in-charge must ensure no members of the working group foul any track outside of the train's authority.

705.10 When Train Coordination on-track safety is no longer required:

1. Ensure all roadway workers are clear of the track, and
2. Inform the train crew that protection is no longer required and the instructions of the train dispatcher will govern their movements.

706 - Working Limits on Non-Controlled Tracks

706.1 To establish working limits on non-controlled tracks:

1. Make prior arrangements with the employee responsible for the track or tracks involved,
2. Ensure the tracks are not occupied by any equipment not under the control of the employee-in-charge, and
3. Make the tracks inaccessible to all trains, locomotives, and on-track equipment.

- 706.2** Make non-controlled tracks inaccessible to all trains, locomotives, and on-track equipment by one of the following methods:
- a. A flagman posted with instructions and the capability to hold all movements clear of the limits, or
 - b. Lining and locking switches with an effective locking device (craft specific lock and red tag) in a position that prevents movement into the tracks, or
 - c. Applying a derail that is locked with an effective locking device (craft specific lock and red tag) at a location that prevents movement into the working limits, or
 - d. Discontinuity of the rail to prevent movement into the working limits, or
 - e. A locomotive or train with a crewmember that will remain at the controls of the locomotive under the following conditions:
 1. Stopped,
 2. Visible, and
 3. EIC conducts a job briefing to ensure no movements are made unless under direction of the EIC, and locomotive with coupled cars has sufficient braking capabilities to control their movement and locomotive is facing roadway work group.
- 706.3** When remotely controlled switches provide access to non-controlled tracks, the employee-in-charge must verify and document on job briefing form all of the following with the employee responsible for operating the remotely controlled switches:
1. Switches are lined in a position that prevents access into the tracks,
 2. Locking devices or blocking has been applied to the switches to prevent operation, and
 3. Locking or blocking will not be removed until permission has been granted by the employee-in-charge.
- 706.4** Working limits are not required on non-controlled tracks when moving on-track equipment or work equipment from the clearing location to the work site or back. When moving equipment on non-controlled tracks:
1. Make prior arrangements with the employee who is responsible for movement on the tracks,
 2. Make all movements prepared to stop within one-half the range of vision, not exceeding 10 MPH, and
 3. OTE or work equipment must have a working radio.

706.5 On non-controlled track and tracks are not made inaccessible, on track roadway maintenance machines engaged in weed spraying or snow removal may work when the following conditions are met:

1. All on-track movements in the affected area are informed and communication can be maintained;
2. All movements in the affected area are to operate at restricted speed, except operating on other than yard tracks and yard switching leads, where on-track movements must be operated with capabilities to stop within one-half the range of vision not exceeding 25 mph;
3. Remotely controlled hump yard operations are not in effect, including kicking cars;
4. Employees may operate hand operated switches and derails for movement during operation in affected area; and
5. Not engage in any other type of on-track work without establishing another form of protection.
6. Any on track roadway maintenance machine used for weed spraying and snow removal utilizing above procedure must have all of the following safety appliances in working condition with no exceptions:
 - Operable headlights,
 - Operable strobe light,
 - Rear facing mirrors, brake lights, work lights.

Note: Roadway Workers have the right to make tracks inaccessible, if desired.

706.6 Portable derails will only be used when necessary to provide protection, if a switch can be used to make a work area inaccessible it must be done in all cases. Portable derail must only be applied or removed by the EIC or someone authorized under their direction. When necessary to use portable derails, make certain:

1. Job briefings are conducted with the person responsible for operations prior to installation (i.e. yardmaster, train or switch crew in the area or train dispatcher);
2. In the event of on-track equipment striking a derail, derails must be installed to ensure equipment is directed in a manner that minimized risk to adjacent tracks (i.e. away from main line, towards a track with greater clearance);
3. Place portable derails no closer than:
 1. 150 feet from standing equipment, and
 2. 150 feet from the work area,

On a designated engine service or shop track where the speed limit is not more than 5 mph;

1. 150 feet when practicable - minimum of 50 feet from standing equipment, and
2. 150 feet when practicable - minimum of 50 feet from work area

On a track that has no locomotives and has been made completely inaccessible additional protection may be provided by placing portable derail(s);

1. 150 feet when practicable - minimum of 50 feet from standing equipment, and
2. 150 feet when practicable - minimum of 50 feet from work area

4. Derail is clearly visible;
5. Derail Location Awareness Form is properly filled out and retained for seven days following the date the last derail was removed; and
6. When protection is no longer needed, derails are removed prior to releasing the track.
7. Portable derails should never be used as end of track protection.

707 - Working Limits on Controlled Tracks (Conditional Stop)

707.1 When long-term working limits will be necessary, the employee-in-charge must request a dispatcher message to be issued. The request must be made at least 15 hours in advance and include:

1. Subdivision;
2. Date;
3. Time limits;
4. Name and initials of the employee-in-charge;
5. Specific track limits of either milepost, control point, or main track yard limits; and
6. Any instructions related to the posting of signs.

707.2 Before any member of the working group fouls or occupies the track within the working limits, the employee-in-charge must:

1. Obtain a current dispatcher bulletin that contains the dispatcher message governing the working limits for that day;
2. Contact the train dispatcher and confirm the dispatcher bulletin date and dispatcher message number for the working limits;
3. Inform the train dispatcher if the signal system will be affected;
4. When control points are within the work limits, confirm with the train dispatcher how trains will move through the control point;
5. In multiple track territory:
 1. Brief and confirm with the train dispatcher which track will be occupied by work forces/equipment and which track will be used to pass trains,
 2. Instruct the train dispatcher to line and block all power switches away from the work forces when possible, and
 3. If blocking cannot be applied to the track being fouled and work will continue between trains the EIC will authorize trains at restricted speed by the work area.
6. Confirm with the train dispatcher the use and position of switches within the work limits;
7. Receive from the train dispatcher and copy on the dispatcher bulletin an authority number, train dispatcher OK and initials, and time authorized; and
8. Ensure signs are properly posted by:
 1. Posting warning signs first, and
 2. Posting stop signs after warning signs have been posted.

707.3 Signs are required in conjunction with long-term working limits and must be:

1. Clean and easily recognizable, and
2. Posted no more than 30 minutes in advance of the effective time, as long as the employee-in-charge has the ability to communicate with any train or equipment that approaches the working limits.

707.4 If permanent conditions prevent the display of wayside signs as directed by rule:

1. Train dispatcher must be notified, and
2. A dispatcher message must be issued stating how signs are displayed.

707.5 Unless stated otherwise in a dispatcher message or Form EC-1, wayside signs will be placed at the beginning and end of the restriction as indicated by the chart below:

Number of Tracks	Sign Placement
One	Place signs next to the affected track.
Two	Place signs on the field side (outside) of the affected track.
Three or more	Place signs to the field side of the affected track for the outside track(s) and next to the affected track for middle track(s).

- 707.6** Place Warning signs at least two miles, but not more than two and one-half miles, from the beginning of the working limits on each end.
- 707.7** Place Conditional Stop signs in the following locations:
1. The beginning of the limits on each end,
 2. Each junction point, and
 3. Other locations as specified in dispatcher message.
- 707.8** The employee-in-charge is responsible for all train and on-track equipment movements within the working limits and must make a written record on the prescribed form of all movements permitted to enter and move within the working limits. 707 Movement Report forms must be retained for 7 days.
- 707.9** Before granting permission for movements not part of the working group to enter or move within the working limits, the employee-in-charge must:
1. Ascertain that all roadway workers and equipment of the working group are clear of the limits to include all OTE and roadway workers recorded on the Report of Movement Form, or that portion of the limits on which the movement will be authorized to operate,
 2. Notify affected roadway work group the speed at which trains or on-track equipment will be authorized to operate through the working limits,
 3. Determine the track or portion of track is safe for movement,
 4. Review the 707 movement authority to determine all other movements are clear, and
 5. Review the SPAF form to verify all main track switches have been returned to normal.
- 707.10** The employee-in-charge must communicate the following information when granting permission for a train or on-track equipment to enter long-term working limits using the following verbiage:
1. Locomotive number of a train or name of on-track equipment operator,
 2. Name of the employee-in-charge of the working limits,
 3. Milepost location of the working limits or specific portion of the working limits the train or on-track equipment may occupy, and
 4. Permitted operating speed of the train or on-track equipment that must be one of the following:
 - a. A specific speed, or
 - b. Restricted speed, or
 - c. Authorized speed.
- 707.11** The employee-in-charge may permit a train or on-track equipment to proceed to one intermediate location within the working limits and stop. When safe to do so, the employee-in-charge must clear the movement through the entire remaining limits.

707.12 After granting permission to a train or on-track equipment that is not part of the working group to enter and move in the working limits, the employee-in-charge must not allow roadway workers and equipment in the working group to foul the affected track until the trailing end of all trains or other on-track equipment has passed and remains ahead of the affected roadway workers.

707.13 The employee-in-charge must plan to have all roadway workers and equipment clear of the working limits before the expiration time. Before clearing the authority, make certain:

1. All roadway workers and equipment of the working group are clear of the limits,
2. The track is safe for normal operation or the train dispatcher has been advised of any necessary restrictions for movement,
3. All trains and on-track equipment that were cleared to enter and move within the limits have cleared the limits, and
4. Promptly remove signs after the work authority expires or is canceled by:
 1. Removing stop signs first, and
 2. Removing warning signs after stop signs have been removed.

707.14 When employee-in-charge determines the track cannot be cleared before the expiration time, he or she must take one of the following actions at least five minutes before the expiration:

- a. Obtain a new authority from the train dispatcher, or
- b. Post a flagman at each Warning sign.

708 - Flag Protection to Establish Emergency Working Limits

708.1 If unable to contact the train dispatcher to establish working limits, use flag protection in the following circumstances:

- a. In emergency situations; or
- b. To protect defects in track, bridge, culvert, or other track structure; or
- c. In unusual situations such as being unable to clear an authority before it expires.

708.2 Do not use flag protection when weather conditions obstruct or affect visibility, except in an emergency.

708.3 When using flag protection, maintain it in both directions until:

- a. The condition is corrected, or
- b. Notified by the train dispatcher that protection has been provided and all affected trains have been notified.

708.4 Do not allow trains and on-track equipment to proceed beyond the point flagged until:

1. The employee-in-charge provides the flagman with written instructions, and
2. The flagman shows the instructions to the locomotive operator or equipment operator.

709 - Maintenance Lock-Out, No-Check Functions, and Local Control

709.1 The electronic signal specialist (ESS) must give permission to place a control point in maintenance lock-out or no-check functions. Provide the following information to the ESS who must then provide the information to the train dispatcher:

1. Title and name of employee receiving the permission,
2. Track designation,
3. Track limits, and
4. Time limits.

709.2 Before testing and inspecting the control point in maintenance lock-out or no-check functions:

1. The receiving employee must repeat the permission to the ESS,
2. The ESS must confirm the repeated information is correct, and
3. Proper on-track safety must be provided before fouling the track.

709.3 Once provided, maintain protection for maintenance lock-out or no-check functions until the employee who received the protection releases it to the ESS. Before removing blocking devices:

1. The ESS must communicate the following to the train dispatcher:
 1. Employee title and name,
 2. Track designation, and
 3. Limits being released.
2. The information must be repeated by the ESS and confirmed by the employee releasing the protection.

709.4 The train dispatcher must give permission to place a control point in local control. When making the request for permission, provide the following information:

1. Title and name of employee requesting the permission,
2. Track designation,
3. Track limits, and
4. Time limits.

709.5 Before testing and inspecting the control point in local control:

1. The receiving employee must repeat the permission to the train dispatcher,
2. The train dispatcher must confirm the repeated information is correct, and
3. Proper on-track safety must be provided before fouling the track.

709.6 Once provided, maintain protection for local control until the employee who received the protection releases it to the train dispatcher. Before removing blocking devices:

1. The employee must communicate the following to the train dispatcher:
 1. Employee title and name,
 2. Track designation, and
 3. Limits being released.
2. The train dispatcher must repeat the information and the employee releasing the protection must confirm it.

710 - Removing a Controlled Track from Service

710.1 Remove a controlled track from service only after receiving an authority from the train dispatcher under the following conditions:

- a. Track is rendered inoperative by act of nature, or
- b. Track is disrupted for other cause and prompt restoration cannot be made, or
- c. Construction work necessitates temporary removal from service.

710.2 If necessary to take a controlled track out of service, a qualified employee must request from the train dispatcher an authority with defined limits. The employee must copy the authority onto Form EC-1/EC-1e line 11.

710.3 All train and on-track equipment movements must obtain permission from the employee-in-charge of the out-of-service limits before fouling or occupying the limits.

710.4 The employee-in-charge of the out-of-service limits directs all train and on-track equipment movements within the limits. When granting permission for trains or equipment to enter and move within the limits, the employee-in-charge must make a written record of the following:

1. Name of employee operating the locomotive or the employee in charge of the equipment,
2. Time permission was granted, and
3. Time train or equipment cleared the limits.

710.5 Prior to returning track to service, the employee-in-charge must:

1. Notify the train dispatcher of any restrictions necessary to ensure safe passage of trains or on-track equipment,
2. Ensure track is clear of all trains and on-track equipment, and
3. If track is not clear of trains or on-track equipment, be governed by the train dispatcher's instructions before returning the track to service.

711 - Railroad Crossings at Grade and Drawbridges

711.1 At automatic and remotely controlled railroad crossings at grade, insulated on-track equipment that does not shunt the track circuit must:

1. Stop before fouling the railroad crossing at grade, and
2. Not proceed after stopping until the way is seen to be clear and it is safe to proceed.

711.2 Non-insulated on-track equipment that does shunt the track circuit will proceed on signal indication at automatic and remotely controlled railroad crossings at grade. If the signal governing movement over the railroad crossing at grade is STOP and no conflicting move is evident, stop before fouling the crossing and contact the train dispatcher.

- a. If the train dispatcher has control of the intersecting line:
 1. Receive permission from the train dispatcher to make the desired movement,
 2. Provide the specific amount of equipment that will make the movement to the train dispatcher, and
 3. Report clear to the train dispatcher only after all of the equipment has cleared the crossing.
- b. If the train dispatcher does not have control of the intersecting line and the signal is equipped with a time release and no immediate conflicting movement is evident:
 1. The on-track equipment operator or employee-in-charge must operate the time release in accordance with instructions,
 2. The leading unit of the equipment must be stopped before reaching, but not more than 250 feet from, the Stop signal and remain at that location during the time-release interval,
 3. If the signal does not change its indication at the expiration of the time-release interval, the lead unit of on-track equipment will pull by the Stop signal at least 30 feet, stopping clear of the intersecting line, and
 4. The on-track equipment will wait a period of time equal to the time-release interval and, if no immediate conflicting movement is evident, the on-track equipment may proceed.
- c. If the train dispatcher does not have control of the intersecting line and the signal is not equipped with a time release and no immediate conflicting movement is evident:
 1. The lead unit of on-track equipment will pull by the Stop signal at least 30 feet, stopping clear of the intersecting line,
 2. Wait 10 minutes, and
 3. If after the 10 minute wait, no immediate conflicting movement is evident and it is safe to do so, the on-track equipment may proceed.

711.3 At railroad crossings at grade that are not automatic or remotely controlled, on-track equipment must:

1. Stop before fouling the crossing;
2. Properly line gates, switches, or derails in accordance with special instructions;
3. Proceed after the way is seen to be clear and it is safe to do so; and
4. Restore gates, switches, or derails to normal position or in accordance with special instructions.

711.4 On-track equipment and/or employees must not stand or work between the opposing signals governing movement over a railroad crossing at grade unless protection has been established by one of the following:

- a. EC-1 or Blocking Protection on all applicable routes from the Dispatcher/Operator that controls movement, or
- b. Train Approach Warning.

711.5 Obtain permission of the drawbridge tender before:

- a. Passing the home signal of a signaled drawbridge, or
- b. Fouling the movable span of a non-signaled drawbridge.

712 - Operating Machines and On-Track Equipment

712.1 Employees who operate roadway maintenance machines must:

1. Receive annual on track worker training and a passing grade certifying employee understands how to apply proper on-track safety procedures for roadway maintenance machines, and fouling the track as an EIC, lone worker or a watchman lookout;
2. Be qualified as a roadway maintenance machine operator;
3. Anyone not meeting this requirement must only operate the machine under the direct supervision of a qualified operator; and
4. Have access to and understand the machine's operating manual and comply.

712.2 On-track equipment must be inspected before it is operated to make certain it is safe and in compliance with CSX standards and federal regulations.

712.3 Each on-track roadway maintenance machine and hi-rail vehicle must:

1. Be inspected each calendar day before use, and
2. Have the operator's manual located on the equipment.

712.4 When inspecting on-track roadway maintenance machines and hi-rail vehicles, make certain each is equipped with the following:

1. Effective brakes;
2. Operable horns/audible devices and change-of-direction alarms;
3. Operable headlights and strobe lights;
4. Fire extinguisher, first aid kit, and flagging kit;
5. Safety glass and operable windshield wipers;
6. Locking pins, if it is equipped with turntables; and
7. Operable heater and ventilation system.

712.5 When inspecting on-track equipment that is not a roadway maintenance machine or a hi-rail vehicle, make certain it is equipped with the following:

1. Effective brakes,
2. Lock-up devices that are in place, and
3. Audible warning device unless operator is equipped with a whistle.

712.6 The following roadway maintenance machines must have a pressurized cab:

1. Tampers,
2. Ballast regulators,
3. Tie bed scarifiers,
4. Undercutters, and
5. Cribber Adzer

712.7 If a component listed as an FRA safety required component is defective and the condition will not make the equipment unsafe to operate, then:

1. Complete and attach an FRA safety exception tag to the defective machine or hi-rail vehicle at or near the operator's control panel,
2. Report the condition to the employee-in-charge, and
3. Document the defect on the Machine Failure Report Form.

712.8 If a defective condition makes the machine unsafe to operate:

1. Do not operate the equipment until repaired,
2. Affix an out-of-service tag to the ignition switch or similar device, if the equipment cannot be repaired, and
3. Report the condition to the employee-in-charge and document on the daily inspection report.

712.9 If a defective condition does not make the machine unsafe to operate, the machine may be operated for up to seven days with the defect so long as the necessary parts are in inventory. If the replacement parts are not in inventory but are ordered by the close of the next business day, the machine can be operated for 30 days. If the parts are not ordered by the close of the next business day, the machine can only be operated for seven days.

712.10 When machine repairs are completed:

1. Document repairs in the machine's logbook, and
2. Remove the pre-addressed FRA safety exception tag and mail to Bryan Park Shop at 1 CSX Road, Richmond, VA 23286-5055.

712.11 Any piece of equipment or vehicle large enough to carry its instructional manual must have the document(s) on the equipment or vehicle.

712.12 Before occupying a controlled track, the leading and trailing pieces of on-track equipment working or traveling together as a group must have the flagging devices listed below. A single piece of on-track equipment operating independently, including hi-rail vehicles, must also have these flagging devices:

1. Four red fusees,
2. Two red flags, and
3. One white light.

712.13 On-track equipment required to have operable lights must have those lights on when the equipment is moving.

712.14 On-track equipment not equipped with lights must have a white light to the front and a red light on the rear when operating:

- a. At night, or
- b. In tunnels, or
- c. In fog or other weather conditions that limit visibility.

712.15 When operating on-track equipment, employees must:

1. Ensure all occupants are seated in permanently installed seats,
2. Instruct occupants to look out in both directions,
3. Specify each employee's duties when the equipment must be removed from the track,
4. Apply brakes gradually unless a condition requires stopping in the shortest possible distance,
5. Communicate to workers on or about tracks before getting closer than 25 feet to them,
6. Perform required maintenance, tests, and other adjustments in accordance with the manufacturer's recommendations, and
7. Make sure booms and extendable parts of OTE are maintained in a safe position while working or traveling - from obstructions above or along the right of way.

712.16 When operating on-track equipment, employees MUST NOT:

- a. Use the equipment for any purpose other than company business, or
- b. Permit tools or materials to obstruct the operation of the brakes or warning devices, or
- c. Restrict or interfere with the intended function of any device or equipment, or
- d. Permit employees to ride in or on the equipment unless authorized to do so by the proper authority and the employees are riding as part of their assigned duties, or
- e. Apply any device to any on-track equipment unless approved by the Director Work Equipment, or
- f. Tow equipment if doing so exceeds the braking capacity of the towing machine, or
- g. Operate equipment that is loaded beyond its maximum capacity.

712.17 When operating on-track equipment, operate at a speed that permits stopping within one-half the range of vision. Do not exceed the speed authorized for trains on the same track or listed in the table below, whichever is less.

Type of Equipment or Operation	Must Not Exceed
Rail Detector Car	40MPH
All on-track equipment moving over self-guarded frogs or through the spring rail side of the frog	1 MPH
Operating through the limits of long-term working limits or when more than one vehicle is operating within the limits of a single EC-1/EC-1e line 1 authority	20 MPH unless a higher speed is authorized by the employee-in-charge
Operating through turnouts, over facing point hand-operated switches or facing point frogs, over power-operated switches, over RR crossings at grade, over bridge lift rails/expansion joints, passing people working around the tracks, passing passengers waiting for trains at passenger stops	5 MPH
Rail-Highway vehicle less than 10,001 GVW	Forward - 40 MPH Reverse - 20 MPH
Rail-Highway vehicle more than 10,000 GVW	Forward - 30 MPH Reverse - 10 MPH
Rail Grinders	50 MPH
Ballast Shoulder Cleaner	50 MPH
Loram Ditcher	40 MPH
Tampers, ballast regulators, and other self-propelled on-track equipment not previously designated	30 MPH
Burro Cranes	20 MPH
When pulling a push car	30 MPH
When pushing a push car	Straight Track - 10 MPH Curves - 5 MPH

712.18 When using pushcarts:

1. Do not load beyond rated capacity, and
2. Unload before ramping on or off flat cars.

712.19 Transport heavy materials only on push cars or trailer cars coupled behind self-propelled on-track equipment. Do not permit riders on push cars loaded with heavy materials except in cases of emergency and only after taking the necessary safeguards.

712.20 When using personnel carriers:

1. Comply with all instructions of the safety decals,
2. When pulling a personnel carrier, do not pull other pushcarts with the same equipment,
3. Position them in gang consists to enable pulling the carrier in either direction, and
4. If they must be pushed, place the carrier in the trailing position at the first opportunity.

712.21 Maintain the following minimum distances between the machine you are operating and the machine ahead for the described activity, when:

- a. Working: 50 feet unless a different distance is specified. Ballast regulators must maintain 200 feet, or
- b. Traveling: 200 feet. Ballast regulators must maintain 400 feet, or
- c. Bunching: 50 feet unless speed is 5 MPH or less, then maintain sufficient distance to prevent an accident.

712.22 The Red Zone for on-track equipment that does not have extendible parts is as follows:

1. From 25 feet in front of the equipment to 25 feet behind the equipment, and
2. From the sides of the equipment as defined in the job briefing.

712.23 Red Zone for on-track equipment that has extendible parts is as follows:

- a. From 25 feet in front of the equipment to 25 feet behind the equipment, or
- b. A minimum of 25 feet beyond the maximum reach of the extendible parts of the equipment on all sides.

712.24 Employees must not enter the Red Zone of other equipment until the operator:

1. Notifies employees that it is safe to enter the Red Zone,
2. Establishes eye contact, and
3. Receives verbal notification that employees wish to enter the Red Zone.

712.25 Operators of on-track equipment must not resume work when employees are located within the Red Zone of the equipment until holding a job briefing to establish safe work procedures. The roadway worker must remain in clear view of the machine operator at all times. If at any time the view is obstructed, the machine operator will stop operations immediately.

712.26 Employees and operators of equipment with extendable parts (to include a backhoe) must take the following actions before employees enter the Red Zone of the equipment:

1. The operator and the employee(s) must establish eye contact,
2. The operator must receive verbal communication from the employee(s) stating that the employee(s) wish to enter the Red Zone,
3. The operator must notify the employee(s) when it is safe to enter the Red Zone and employee(s) must not enter until it is safe to do so,
4. The operator must stop all movement of the equipment and extendable parts.
5. Operator must raise hands and remove feet from controls of the extendable parts.

712.27 When operating on-track equipment and it is necessary to inspect a switch:

1. Stop before reaching the switch,
2. Inspect the switch,
3. Restore the switch to the normal position,
4. Make certain switch points fit properly,
5. Lock the switch, and
6. Then proceed over the switch.

712.28 When a main track switch has been lined for movement of on-track equipment or for other reasons, the switch must be:

1. Restored to the normal position,
2. Locked and the lock tested, and
3. Spring switches must be hand lined before operating through them.

712.29 When approaching a highway-rail crossing at grade:

1. Be prepared to stop short of the crossing,
2. Do not operate on-track equipment over the crossing unless the way is known to be clear, and
3. If necessary, use a flagman wearing a lime yellow or orange vest to stop highway traffic.

712.30 Do not operate on-track equipment between a passenger train that is receiving or discharging passengers and the station or station platform.

712.31 When operating behind a train, employees must not:

- a. Follow a moving train closer than 600 feet, or
- b. Approach a standing train closer than 200 feet unless necessary to clear the track.

712.32 When operating equipment or hi-rail vehicles on a track that will be passed by a train on an adjacent track:

- a. If safe to do so, stop and exit the vehicle in order to visually inspect the passing train, or
- b. If it is not safe to stop and exit the vehicle, reduce speed to 10 MPH and perform a visual inspection.

712.33 When a train is approaching a work location on an adjacent track:

1. Ensure all employees and equipment are clear of the adjacent track,
2. Secure rotating machinery to prevent it from fouling the adjacent track, and
3. Lower all buckets and boom attachments to rest with the boom parallel to the track and load line tightened.

712.34 When being passed by a train on an adjacent track, visually inspect the passing train for defects as follows:

1. Stand in a safe location, no closer than 10 feet from the passing train,
2. Remain clear of any adjacent tracks,
3. If two or more employees are present, position at least one employee on each side of the train,
4. Promptly notify the train crew of the results of the inspection, and
5. While performing the visual inspection be on the lookout for:
 - a. Hot bearings, or
 - b. Sticking brakes, or
 - c. Sliding wheels, or
 - d. Dragging equipment, or
 - e. Evidence of fire, or
 - f. Shifted or insecure lading, or
 - g. Any damage or defect likely to cause accident or injury.

712.35 When handling rail cars, make certain to:

1. Only handle two cars at a time unless using a Brandt-type vehicle or car mover, and
2. Test the rail car air brakes when required as specified by CSXT Air Brake and Train Handling Rules.

712.36 A qualified CSX employee must directly supervise and instruct any non-CSX person operating equipment on CSX track. The CSX employee is responsible for establishing on-track safety, obtaining required authorities, and complying with all rules.

712.37 A component of a roadway maintenance machine must not foul an adjacent controlled track unless:

1. Working limits have been established on the adjacent controlled track, and
2. No movements are permitted within the working limits on the adjacent controlled track.

712.38 When traveling to and from work locations and a piece of equipment stops, comply with the following:

- a. Operator of the equipment stopping:
 1. Positive radio communication must be established with the operator directly behind you including the mile post location stopped,
 2. Once acknowledged, all occupants must safely dismount the equipment until the operator behind you has come to a safe stop,
 3. If you cannot make positive radio communication, all occupants should immediately dismount equipment and operator should begin walking toward the trailing equipment signaling that you have stopped, and
 4. Once dismounted, you are prohibited from re-mounting or fouling the machine in any way until visually confirming the machine following has stopped.
- b. Operator of following equipment:
 1. When notified of equipment stopping in front of you, immediately reduce to 10 MPH if within 1 mile of the equipment,
 2. Make a complete stop no closer than 40 feet behind the equipment stopped ahead, and
 3. Any movement required inside the 40 foot buffer zone must be done at a walking speed not to exceed 5 MPH.

Note: When stopping/bunching at a road crossing you are not required to dismount your equipment.

712.39 On-track roadway maintenance machine operators must conduct a "Distance to Stop" test each calendar day during initial movement to work location to understand the braking capacity of the equipment as follows:

1. Test should be performed as soon as practically possible from initial movement.
2. While operating at a safe speed not exceeding 10 MPH stop the equipment then document the following on the daily inspection form:
 1. The time,
 2. Approximate speed when test was performed,
 3. Distance it took machine to stop, and
 4. Rail condition.
3. Operator must make a radio announcement of test completion.

Note: Only one distance to stop test is required per machine if occupied by more than one operator.

713 - Operating Cranes

713.1 When operating cranes, employees must not:

- a. Operate a crane the employee is not qualified to operate unless under the direct supervision of a qualified operator, or
- b. Move a load over people, or
- c. Permit anyone to be under a load or between a load and a magnet attachment.

713.2 The following signals must be given before a crane is moved:

- a. Two short blasts of the whistle before making a forward move, or
- b. Three short blasts of the whistle before making a reverse move.





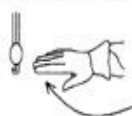

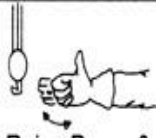
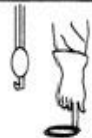


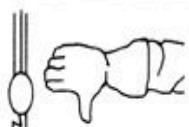









713.3 Do not allow any part of the boom, cable, or equipment to come within 12 feet of any power line or other overhead aerial cables until all of the following safety precautions have been taken. Signal, communications, and cable lines may remain in operation at the discretion of the responsible and qualified person on-site after precautions have been taken to protect the lines from physical damage.

1. The owner of the power lines is present on-site and:
 1. Determines the voltage and required procedure to de-energize and ground the lines,
 2. De-energizes and grounds the lines, and
 3. Verifies the power lines are de-energized and it is safe to work.
2. After the power lines are de-energized, grounded, and verified to be safe by the qualified person on-site, the work may continue provided all other safety aspects are covered, and
3. After the work has been completed, make certain all booms, cables, and equipment are at least 12 feet clear of power lines before power is restored to the lines.

713.4 Only the designated employee is allowed to give signals to the crane operator. When giving signals:

1. Use standard crane and derrick signals,
2. Have a clear understanding with the crane operator regarding the meaning of signals to be used, and
3. Remain in position that is in clear view of the crane operator.

713.5 Use the following hand signals when directing crane movements:

 Main Hoist	 Auxiliary Hoist	 Hoist Load	 Hoist Load Slowly	 Stop
 Raise Boom	 Raise Boom & Lower Load	 Lower Load	 Lower Load Slowly	 Emergency Stop
 Lower Boom	 Lower Boom & Raise Load	 Swing Boom	 Swing Boom Slowly	 Travel (mobile eqpt)
 Retract Boom 2 hands	 Retract Boom 1 hand	 Extend Boom 2 hands	 Extend Boom 1 hand	 Dog Everything

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Chapter 8 - On-Track Worker Qualifications

800 - Prerequisites for Engineering Employee Qualification

800.1 Prior to seeking qualification, engineering employees must:

1. Have a valid driver's license appropriate for the vehicle to be operated, and
2. Attend an engineering department operating rules class and successfully complete all requirements.

801 - Responsibilities of Employee Seeking Qualification

801.1 Employees must be qualified on the physical characteristics of the territory. To become qualified, the employee must make two trips on two separate days:

1. With an employee who is qualified on the territory, and
2. Over the entire territory on which employee is to be qualified. If qualifying on the complete subdivision, the trip must be over the complete subdivision. If qualifying on a portion of a subdivision, the trip must include a minimum of four control points.

801.2 When making a qualifying trip, the employee must:

1. For practice purposes only, copy the movement authority onto the prescribed form. The authority received and copied by the employee-in-charge will be the document used to occupy and move,
2. Observe the job briefing between the train dispatcher and the employee-in-charge,
3. Conduct job briefings during the trip,
4. Demonstrate the ability to operate the on-track equipment throughout the trip,
5. Observe and receive instruction from the employee-in-charge on the physical characteristics, and
6. Demonstrate capabilities and understanding of ATAM authorities.

801.3 The employee seeking qualification must demonstrate knowledge and ability on the following procedures:

1. Basic operation of hi-rail equipment and on-track equipment,
2. Electronically requesting an authority for long-term working limits,
3. Obtaining the authority using a dispatcher bulletin and 707 forms,
4. Conducting a job briefing with the train dispatcher,
5. Placing signs,
6. Conducting a job briefing with the working group,
7. Complying with operating rules governing the operation of switches on controlled tracks,
8. Managing others using long-term working limit protection, and
9. Clearing trains and on-track equipment movements through working limits.

- 801.4** During the qualification trips, the employee must demonstrate proficiency and knowledge of timetable and special instructions and physical characteristics of the territory.

802 - Responsibilities of Examining Employee

- 802.1** The examining employee must obtain an Initial Operating Rules Qualification Form and Territory Qualification Form before beginning a qualification trip. He or she must also make certain the qualifying employee demonstrates proficiency on:

1. Electronically requesting an authority for long-term working limits, and
2. Properly requesting and copying an authority from the train dispatcher.

- 802.2** The examining employee must verbally test the qualifying employee on his or her knowledge of the:

1. Timetable and method of operation on the territory,
2. Operating rules, and
3. On-track worker rules.

- 802.3** During the qualification trip, the examining employee must:

1. Permit the employee to operate the on-track equipment, and
2. Record the employee's performance against the criteria contained on the Initial Operating Rules Qualification Form.

- 802.4** During the qualification trip, the examining employee must confirm the employee's ability to:

1. Properly apply the operating and on-track worker rules,
2. Communicate effectively with the train dispatcher,
3. Apply understanding of the applicable rules and procedures for obtaining authorities,
4. Conduct a job briefing with the team regarding the method of on-track safety, and
5. Describe the sign placement requirements.

803 - Responsibilities of Supervisor

- 803.1** Only a non-contract supervisor may determine if an employee is qualified on a territory. The manager must accompany the employee on a trip over the territory and supervise the employee's performance of the following:

1. Identifying the specific method(s) of operation for the territory,
2. Obtaining the movement authority from the train dispatcher,
3. Operating the on-track equipment, and
4. Demonstrating knowledge of the physical characteristics of the territory.

- 803.2** An engineering department manager qualified on rules and the territory must verbally test the qualifying employee on timetable special instructions and physical characteristics for the desired territory. After the employee has successfully demonstrated knowledge of the territory and proficiency in the application of the appropriate operating and on-track worker rules, the manager must complete the Territory Qualification Form, file it with the employee's supervisor, and provide a copy to the employee.
- 803.3** If the qualifying employee successfully completes all the requirements, the manager will complete the Initial Operating Rules Qualification Form and enter the qualification into the appropriate computer system.

804 - Qualification As Employee-in-Charge

- 804.1** Do not perform service as an employee-in-charge until qualified as an employee-in-charge and:
1. Completing a trip over the territory in the previous 36 months or being re-qualified on the territory, and
 2. Attending an engineering rules class and successfully completing all requirements:
 1. Procedures governing good faith challenges,
 2. Establishment of working limits,
 3. Establishment of train approach warning, and
 4. Procedures identifying qualification on physical characteristics of the territory.
- 804.2** Do not perform service as a roadway worker or roadway maintenance machine operator or machine operator equipped with a crane unless you have received a passing score on annual on-track worker rules certification covering:
1. Proper protection while on or about tracks,
 2. Responsibilities of a roadway work group,
 3. Following EIC instructions governing on-track safety,
 4. Procedures identifying in which an employee in charge of a work group remains accessibility,
 5. Warning signals and procedures by a watchman/lookout, and
 6. Hazard identification while on or about tracks.
- 804.3** Do not perform service as a lone worker unless you have received a passing score on annual on-track worker rules certification covering:
1. Detection of approaching trains or OTE,
 2. Recognition of the predetermined place of safety,
 3. Application of sight distance chart, and
 4. Rules and procedures governing individual train detection.

804.4 Do not perform service as a watchman/lookout unless you have received a passing score on annual on-track worker rules certification covering:

1. Detection of approaching trains or OTE,
2. Recognition of the predetermined place of safety,
3. Application of sight distance chart,
4. Warning signals and procedures by a watchman/lookout, and
5. Rules and procedures governing train approach warning.

805 - Short-Term Project Procedure

805.1 If necessary to provide short-term qualification for an employee-in-charge, the designated supervisor is responsible for:

1. Qualifying the employee-in-charge on the required portion of the territory,
2. Entering the qualification of the employee in the appropriate system, and
3. Removing the qualification when the project ends.

805.2 The employee-in-charge of a short-term project must be qualified on:

1. The physical characteristics of the specific work location to include a minimum of two additional control points or, in TWC-D territory, a minimum of two additional miles on each side of the project limits; and
2. CSX operating rules and on-track safety rules.

805.3 The employee-in-charge is responsible for the following:

1. Obtaining current timetable and dispatcher bulletins for the territory,
2. Placing signs for establishing long-term working limits, and
3. Conducting a job briefing with the supervisor responsible for the territory that includes addressing the physical characteristics of the territory.

Chapter 9 - Remote Control Operations

900 - General Requirements

900.1 Operator control units must be:

1. Operated by an employee wearing an approved remote control harness,
2. Attached to the approved harness at all four corners, and
3. Worn in the approved harness so that the tilt feature activates as intended.

900.2 Do not alter remote control equipment and if any equipment is found to be damaged or defective, it must be:

1. Immediately removed from service, and
2. Reported to a supervisor.

900.3 Locomotive operators must not:

- a. Control more than one remote consist at a time, or
- b. Operate any other equipment while operating remote control equipment, or
- c. Control a remote control consist while riding in any other equipment or vehicle.

900.4 Immediately contact a supervisor or the yardmaster on duty for instructions concerning any operator control unit found unattended.

900.5 Do not leave operator control units unattended; when not in use, turn them off, and:

- a. Leave in the possession of a locomotive operator working in remote control service, or
- b. Store in a secure location as directed in special instructions.

900.6 On RCO assignments that have been designated to have two operators, both OCU's must be linked and operational during the tour of duty, unless one OCU fails. When an OCU failure occurs on a two-person RCO assignment, the defective OCU must be replaced prior to resuming the operation. If a replacement OCU is unavailable, crewmembers must contact a supervisor for further instruction, or authorization to relink and operate as a single operator.

901 - Required Safety Tests

901.1 Safety tests are required when:

- a. Operator control unit is linked to a remote control locomotive or platform, or
- b. Beginning a tour of duty.

901.2 Perform a separate safety test for each operator control unit linked to a remote control locomotive or platform.

901.3 When transferring an OCU to another remote control operator and safety tests are not required, employees must:

1. Conduct a job briefing to confirm the linked locomotive number, direction of the locomotive, location of the equipment, number of cars, and status of RCZ, if applicable;
2. The receiving employee must activate the status switch and confirm the locomotive number to be used; and
3. The transferring employee must confirm the correct locomotive number.

901.4 To perform the Tilt Test:

1. Confirm the appropriate radios are on and set to the proper channel,
2. Use positive identification to announce by radio that a tilt test will be performed,
3. Ensure the operator control unit being tested is properly attached to the harness and the harness is properly worn,
4. Test only one operator control unit at a time by tilting the operator control unit more than 45 degrees,
5. Confirm a steady alarm is sounded by the operator control unit,
6. Confirm an emergency brake application is initiated by the remote control locomotive or platform,
7. Confirm the man-down emergency radio message is broadcast,
8. Confirm with another railroad employee that the man-down emergency radio message was received on the proper channel,
9. Repeat the test for each operator control unit linked to the remote control locomotive or platform, and
10. Use positive identification to announce by radio that the tilt test(s) is completed.

901.5 To perform the Vigilance/Reset Test:

1. Select forward or reverse,
2. Press vigilance/reset switch,
3. Select Coast B,
4. Confirm vigilance alarm sounds after 50 seconds,
5. Confirm a full service penalty application occurs after 60 seconds,
6. Recover full service penalty application, and
7. Repeat test for each operator control unit linked to the remote control locomotive or platform.

901.6 If remote control equipment fails a safety test:

1. Do not use the equipment in remote control service, and
2. Report the failure to the proper authority.

- 901.7** When required to perform air brake or hand brake tests, follow the procedures in the Remote Control Operation Instructions Manuals.
- 901.8** While on duty, each Remote Control Foreman Operator working a single person remote control assignment must possess and complete the RCO Foreman Job Briefing Checklist. The checklist must be completed at the beginning of each shift, updated throughout the shift and maintained until the end of the shift.

902 - Remote Control Zones

- 902.1** Special instructions identify remote control zones and must include:
1. Location of zone(s),
 2. Limits of zone(s),
 3. Whether remote control zone signs are used and how they must be displayed,
 4. Requirements of any switches or derails that must be locked, and
 5. Method used to make public highway-rail and pedestrian crossings at grade inaccessible, if applicable.
- 902.2** When a yardmaster is on-duty, the remote control operator foreman must receive permission from the yardmaster to activate a remote control zone.
- 902.3** Prior to activating a remote control zone, a member of the crew that will utilize the zone must visually determine:
1. Tracks are clear,
 2. No roadway worker protection or blue signal protection is active on the tracks,
 3. Switches and derails are properly lined and locked, if required,
 4. All public highway-rail crossings are made inaccessible, and
 5. Remote control zone signs are displayed, if used.
- 902.4** Once activated, a remote control zone is under the control of the remote control operator foreman. The remote control crew who activated the zone may make movements within the limits of the zone without providing protection.
- 902.5** In active remote control zones, only the remote control operator foreman can grant permission for equipment to:
- a. Foul or occupy tracks, or
 - b. Cross a road or pedestrian crossing.

902.6 After the remote control operator foreman grants permission for a movement to enter an active remote control zone, all remote control movements must be protected until the zone is clear and the employee who was granted permission reports clear of the zone. A remote control crew may resume utilizing the zone after the following:

- a. If permission was granted to a train or locomotive crew, direct communication from the ranking employee of the crew granted permission verifying the:
 1. Tracks are clear, and
 2. Switches and derails are lined as directed by the remote control operator foreman.
- b. If permission was granted to an engineering or mechanical department employee, visual inspection by a member of the remote control crew to determine:
 1. Tracks are clear,
 2. Portable derails or blue flags have been removed, and
 3. Switches and derails are properly lined and locked, if required.
- c. If permission was granted to cross a public highway-rail crossing within the remote control zone, visual inspection by a member of the remote control crew to determine the crossing has been made inaccessible.

902.7 The remote control operator foreman must deactivate the remote control zone when going off duty unless the zone is directly transferred to another remote control foreman by:

1. Performing a face-to-face job briefing, and
2. If applicable, notifying the yardmaster that the remote control zone has been transferred.

902.8 If a remote control operator foreman fails to deactivate a remote control zone, a yardmaster or supervisor can de-activate the zone after all of the following have been verified:

1. Remote control operator foreman who last controlled the zone is off duty,
2. Remote control locomotive used by the crew is in manual mode, and
3. The remote control zone was not transferred to another remote control crew.

903 - Positive Stop Protection (PSP)

903.1 When using Positive Stop Protection (PSP), the remote control locomotive must:

1. Be equipped with PSP, and
2. Be the leading end of each movement.

903.2 Test PSP before initial use:

- a. On each shift, or
- b. Of a PSP locomotive.

903.3 To perform a PSP test, the locomotive operator must:

1. Be in position to visually verify when the lead locomotive reaches the first and second track transponders (pucks),
2. Operate the locomotive towards the track transponders (pucks), and
3. Verify the operator control unit provides an audible alert and displays the expected message when the locomotive reaches the first and second transponders (pucks).

903.4 If PSP equipment fails to respond properly when performing a PSP test, do not use the PSP system.

903.5 When using PSP, the locomotive operator must:

1. When operating in a 10 MPH, 7 MPH, 4 MPH or 1 MPH PSP Zone, match transponder (puck) speed commands, or use a lower speed, on the operator control unit;
2. Not use Coast or Coast B; and
3. Protect the leading end or receive protection from a qualified employee, if necessary to override PSP.

904 - Operating Remote Control Equipment

904.1 Procedures and instructions contained in Remote Control Operation Instruction Manuals are mandatory when operating remote control equipment.

904.2 All remote control movements outside of an active RCO Zone are considered to be shoving movements, and must be protected accordingly. The RCO on the leading end of the movement must be in primary control, except when the remote control locomotive is the leading end and located within an active remote control zone.

904.3 When initiating a movement, the primary locomotive operator or other crewmember must visually determine movement occurs in the desired direction and must:

1. Not rely on the visual determination of any other employee who is not a member of the crew,
2. Note LED screen on the RCL II Units displays speed, and
3. Immediately place the Speed Select to STOP if movement is not visually determined.

904.4 While movement is occurring, at least one member of the crew must maintain visual contact with a portion of the equipment.

- 904.5** Before transferring (pitching) primary control of remote control equipment to another locomotive operator:
1. Primary operator must verbally inform the secondary operator that control will be transferred, and
 2. The secondary operator must verbally confirm he or she is ready to receive control.
- 904.6** Unless performing a direct handoff of remote control equipment, when going off duty remote control locomotives or platforms must be:
1. Secured, and
 2. Placed in manual mode.
- 904.7** Remote control locomotive or platform with or without cars attached is not considered unattended if:
1. In remote mode with 3 step applied,
 2. At least one crewmember maintains visual contact with the equipment, unless the employee is being immediately transported in order to reposition to facilitate the movement, and
 3. Operator control unit is powered on and properly worn by the person who is maintaining visual contact with the equipment.

Chapter 10 - Electronic Devices and Radio Communication

1000 - Use of Electronic and Electrical Devices - General Rules

1000.1 No individual shall use a personal or railroad supplied electronic or electrical device if the use would interfere with the employee's or any other employee's safety or performance of safety related duties.

1000.2 In addition to other rules, personal electronic and electrical devices and all accessories must be powered off and stored out of sight when:

- a. Within yardmaster, train dispatcher, or operator offices; or
- b. When designated by rule, signage or special instructions.

1000.3 If the radio on the controlling locomotive fails en route. Personal or railroad supplied electronic and electrical devices may be used in order to communicate or respond to:

- a. Train Dispatcher; or
- b. Supervisor; or
- c. Emergency Responders in the event of a railroad emergency situation.

Use will be in compliance with operating rules governing the use of railroad radios.

1000.4 Personal or railroad supplied electronic and electrical devices may be used to communicate with the following help desks provided that the movement is stopped and no crewmember is riding on equipment or on the ground performing switching operations:

- a. Mechanical, or
- b. WABTEC, or
- c. PTC

1000.5 The use of the following electrical and electronic devices is not restricted:

- a. A medical device that has been prescribed by a medical professional and approved for use by the CSX Medical Department; or
- b. A digital watch whose only purpose is as a timepiece; or
- c. A stand-alone calculator; or
- d. Electronic control systems and information displays, either fixed or portable, within the cab or equipment; or
- e. Remote control transmitter necessary to operate a train or conduct switching operations; or
- f. Railroad issued radios; or
- g. Railroad approved electronic devices to monitor air quality, noise, or other environmental conditions.

1000.6 Employees are not required to access or respond to notifications or alerts from company supplied electronic devices during periods of undisturbed rest. These devices may be turned off or silenced at the employee's discretion during rest periods.

1001 - Use of Electronic and Electrical Devices Transportation Employees

1001.1 Transportation employees must not use personal or railroad provided cameras or the camera feature of a personal or railroad provided electronic or electrical device when on duty. Railroad supplied electronic device camera feature may not be used off duty. Cameras or the camera feature of a personal or railroad provided device may only be used by authorized personnel when the use is necessary to document a condition or for analysis. Authorized personnel are:

- a. Supervisors, or
- b. Mechanical department employees, or
- c. Contractors assigned to perform work for CSX, or
- d. Employees utilizing the MRT camera function in order to document safety conditions at customer locations.

1001.2 Except when the use is allowed by rule, transportation employees' personal electronic and electrical devices and all accessories must be:

- 1. Powered off,
- 2. Stored out of sight, and
- 3. Not on your person.

1001.3 Transportation employees may use personal electronic and electrical devices on locomotives or on the ground when all of the following conditions are met:

1. Locomotive is stopped;
2. No crewmember is performing duties on the ground;
3. No person is engaged in the repair, fueling, or other preparation of the train or locomotive for movement;
4. All crewmembers conduct a job briefing and all agree the use is safe and will not distract or interfere with the performance of safety related duties;
5. Is utilized by only one crew member at a time; and
6. If located on the ground, employee must not be closer than 25 feet from the nearest rail.

Notes:

- Device must be powered off and properly stored following use.
- Employees assigned to Yard Jobs must not have these devices on their person unless on break or relieved of responsibility.

1001.4 Railroad operating employees may use the digital storage and display function of a railroad supplied electronic device to refer to a railroad rule, special instruction, timetable, or other directive if that use does not interfere with any employee's performance of safety related duties.

Except as listed above, the use of railroad supplied electronic devices by employees at the controls of a locomotive is prohibited when:

- a. On a moving train, or
- b. Any crew member is working on the ground, or riding equipment during a switching operation, or
- c. Another employee(s) of the railroad is assisting in the preparation of the train, i.e., utility employees.

Employees operating the controls of a locomotive may not utilize the digital storage and display function of a railroad supplied electronic device during any circumstances or conditions that require a sterile cab.

1001.5 The use of railroad supplied electronic devices by other employees not at the controls of a locomotive is prohibited on a moving train or on-track equipment, unless authorized for company business, and:

- a. A safety briefing is conducted and all crew members agree it is safe to use the device, or
- b. Employee is located within the body of a passenger train or business car.

1001.6 The use of railroad supplied electronic devices by other employees located outside the cab of a locomotive or on-track equipment, is prohibited unless:

1. Employee is not fouling a track, and
2. A safety briefing is conducted and all crew members agree that it is safe to use the device.

1001.7 Railroad Operating Employees may use railroad supplied electronic devices to send or receive work related information with:

1. Railroad supervisors,
2. Railroad customers,
3. Railroad train dispatchers,
4. Railroad customer service employees, and
5. Other railroad employees as necessary in the performance of their duties.

1001.8 Railroad operating employees must not use a railroad supplied electronic device:

- a. For purposes other than which it was intended, or
- b. While riding rolling equipment, other than in the cab of a locomotive or other on track equipment, or
- c. While actively engaged in operating an OCU, or
- d. To verbally obtain or release mandatory directives when railroad radio communication is available.

1002 - Use of Electronic and Electrical Devices Engineering and Mechanical Employees

1002.1 Engineering and Mechanical Department employees must have personal electronic and electrical devices powered off and stored out of sight when:

- a. At the controls of moving on-track equipment or occupying on-track equipment used for track maintenance and repair, except hi-rail vehicles, or
- b. Operating mechanized equipment, or
- c. Located within the defined red zone of on-track or mechanized equipment; or
- d. Located within four feet of the nearest rail except when the appropriate protection for the type of worker has been established.

- 1002.2** Engineering and Mechanical department employees may use personal electronic and electrical devices for business purposes when all of the following conditions are met:
1. Employee is not at the controls of moving equipment or working mechanized equipment,
 2. Employee is not located within the defined “red zone” of operating mechanized equipment,
 3. Employee is not fouling a track unless the appropriate protection for the type of worker has been established, and
 4. Use will not distract or interfere with the performance of safety related duties.

- 1002.3** Personal electronic and electrical devices may be used for minimal personal voice communication after all of the following conditions are met:
1. Not occupying on-track equipment or working mechanized equipment:
 2. No member of the crew or work group is riding on equipment or involved in a switching operation;
 3. No employee is engaged in repair, fueling, or preparation of the equipment including cars or locomotives;
 4. The employee is not located within the defined red zone of operating mechanized equipment;
 5. The employee is not fouling a track or otherwise located within four feet of the nearest rail; and
 6. A job briefing is held and all agree the use is safe and will not distract or interfere with the performance of safety related duties.

- 1002.4** Railroad supplied electronic and electrical devices may be used in the operating cab of on-track or mechanized equipment for business purposes after a job briefing is held and all agree the use is safe and will not distract or interfere with the performance of safety related duties.

1003 - General Radio Rules

- 1003.1** Use radios only:

- a. To perform company business, or
- b. To contribute to safety.

- 1003.2** Employees must not knowingly transmit any:

- a. False emergency communications; or
- b. Obscene, indecent, or profane remark; or
- c. Unnecessary, irrelevant, or unidentified communication.

- 1003.3** Do not use radio communications to convey instructions that would have the effect of overriding the indication of a fixed signal, except in the case of a train dispatcher providing permission to pass a Stop indication in accordance with the operating rules.
- 1003.4** Only a member of the same crew may transmit information about the position or aspect displayed by a fixed signal to train and engine employees.
- 1003.5** Employees must keep radios:
1. In the ON position with volume adjusted to receive communications, and
 2. Set for the proper channel, and
 3. In their possession while performing work on the ground (provided a portable radio has been issued).
- 1003.6** Special instructions designate:
1. Location of base and wayside stations,
 2. Hours of operation, and
 3. Channels assigned to stations.
- 1003.7** If non-railroad communication interferes with radio or other wireless communications, the employee must attempt to determine the origin or identity of the interference and report the occurrence to the proper authority. The report must include:
1. Exact date and time,
 2. Nature of the interference, and
 3. Origin or identification of the interference.
- 1003.8** Only persons authorized by the Federal Communications Commission (FCC) can make internal adjustments to a radio.
- 1003.9** Employees must permit FCC representatives to inspect radio equipment and required FCC documents.

1004 - Radio Requirements for Trains and On-Track Equipment

1004.1 Before departing an originating terminal, each train must be equipped with the following:

1. A working radio in the occupied controlling locomotive, and
2. One of the following:
 - a. Working radio on another locomotive in the consist, or
 - b. Other means of wireless communications.

1004.2 When roadway workers are present and trains have access to work locations or adjacent tracks, the following apply:

- a. Each employee-in-charge and lone worker must:
 1. Have immediate access to or be equipped with a working radio, and
 2. Monitor transmissions from train movements in the vicinity.
- b. Maintenance of way equipment traveling together under the same authority without locomotive assistance must have:
 1. A working radio on at least one piece of equipment,
 2. Capability to communicate between the equipment traveling together, and
 3. Intra-group communications capability upon reaching the work site.

1005 - Testing Radio Equipment

1005.1 Test each radio and wireless voice communication device prior to beginning a work assignment by:

1. Initiating a voice transmission with another radio, and
2. Receiving a confirmation of clarity.

1005.2 When a radio or wireless voice communication device fails a required test, the employee must:

1. Remove the device from service,
2. Report the failure to the dispatcher or yardmaster, and
3. Establish other means of communication to ensure safety and reduce delay.

1005.3 If a working radio on an occupied, controlling locomotive fails en route, the train can continue until the earlier of the following:

- a. Next calendar day inspection is performed, or
- b. Reaching the next forward location where facilities are available to repair or replace the radio.

1006 - Positive Identification

1006.1 When required to provide positive identification, the employee must provide the name or initials of the railroad and:

- a. Name and location of base or wayside station, yard office, or unique designation, or
- b. Mobile radio unit by:
 1. Words that identify the precise mobile unit,
 2. Individual's title and name, and
 3. If applicable, the location of the equipment, including track.
- c. Train or consist by the initials and number of the lead locomotive.
- d. On-track equipment by:
 1. The letters OTE,
 2. Initials and number, and
 3. Location of the equipment, including track.

1006.2 Employees may use the lead locomotive number without initials as abbreviated identification in switching, classification, and similar operations when wholly within a yard and after establishing positive identification.

1006.3 Reserved for future use.

1007 - Transmitting by Radio

1007.1 Before transmitting by radio:

1. Listen to ensure the channel is not being used,
2. Use positive identification procedures to identify yourself and who you are calling, and
3. Receive acknowledgment before proceeding with the transmission.

1007.2 To clarify pronunciation, use the appropriate procedure below:

a. Words:

1. Pronounce then spell, and
2. If needed, spell again using the phonetic alphabet table.

b. Initials:

1. Pronounce, and
2. If needed, use phonetic alphabet.

Letter	Phonetic Word	Letter	Phonetic Word	Letter	Phonetic Word	Letter	Phonetic Word
A	Alpha	H	Hotel	O	Oscar	V	Victor
B	Bravo	I	India	P	Papa	W	Whiskey
C	Charlie	J	Juliet	Q	Quebec	X	X-ray
D	Delta	K	Kilo	R	Romeo	Y	Yankee
E	Echo	L	Lima	S	Sierra	Z	Zulu
F	Foxtrot	M	Mike	T	Tango		
G	Golf	N	November	U	Uniform		

1007.3 State numbers by:

1. Digit,
2. Decimal point by the word point or dot, and
3. Exact multiples of hundreds and thousands.

1008 - Receiving, Acting Upon, and Ending Radio Transmissions

1008.1 Do not act on a radio communication if:

- a. Misunderstood, or
- b. Not completed, or
- c. Not in compliance with operating rules.

1008.2 Promptly acknowledge radio transmissions by using positive identification unless doing so would interfere with safety. Repeat the transmission, except when it:

- a. Relates to yard switching operations (unless transmission relates to shove movement instructions), or
- b. Is a recorded message from an automatic alarm device, or
- c. Is general in nature and does not contain any information, instructions, or advice affecting railroad safety or train movement.

1008.3 Repeat radio communications from the train dispatcher that govern the movement of trains or on-track equipment on controlled tracks. Before acting upon any instructions, both parties must:

1. Confirm their mutual understanding of the communication, and
2. Give their initials to the other party.

1008.4 End all radio transmissions not related to yard switching with the following:

- a. The word OVER when a response is required, or
- b. Positive identification followed by the word OUT when a response is not required.

1009 - Information That Must Be Copied

1009.1 Employees operating moving trains or equipment must not copy mandatory directives and may only repeat the limits being released or reported by to the train dispatcher for confirmation.

1009.2 Information that is required to be copied must only be transmitted to moving equipment when:

1. It can be received and copied without impairing safety,
2. Receiving employee is not operating the controls of the equipment, and
3. Restriction is not within 3 miles unless:
 1. Movement has been stopped, and
 2. Employee operating the controls of the equipment has been advised of the situation and can comply.

1009.3 Follow the procedure below for transmitting and repeating mandatory directives:

Step	Responsible Party	Action
1	Train Dispatcher	Call the employee or train addressed and state the intention to transmit a mandatory directive.
2	Receiving Employee	State title, name, and location. Confirm being prepared to receive mandatory directive.
3	Train Dispatcher	State name of person copying mandatory directive. Transmit the mandatory directive.
4	Receiving Employee	Copy the mandatory directive in writing on the prescribed form and in the prescribed format. Read back to the train dispatcher what has been written.
5	Train Dispatcher	Ensure accuracy of repeated directive. State time and initials of employee authorized to issue mandatory directives.
6	Receiving Employee	Record the time and initials given. Acknowledge the train dispatcher by repeating that information. State receiving employee's initials.

1009.4 Only those addressed by mandatory directives may act on them. Before acting on a mandatory directive, the employees affected must:

1. Each have a written copy, and
2. Make certain all members of the crew or work group read and understand it.

1009.5 When mandatory directives have been fulfilled, annulled, or canceled, employees must:

1. Clearly mark the directive with an X, and
2. Retain Form EC-1 for a period of 7 days.

1009.6 Prior reporting by or releasing an EC1 Train Authority:

1. The employee copying and repeating the information must confirm that all information repeated by the train dispatcher is correct or advise the dispatcher to make the appropriate changes, and
2. The locomotive operator must confirm with the train dispatcher that the limits being released or reported by are correct.

1010 - Emergency Transmissions

1010.1 Emergency transmissions have priority over all other transmissions. Employees not involved in transmitting or responding to emergency transmissions must keep the channel clear for the duration of the emergency communications.

1010.2 When making an emergency transmission:

1. The employee will immediately broadcast an emergency message on the current operating channel:
 1. Transmit the words EMERGENCY, EMERGENCY, EMERGENCY,
 2. Describe the situation and location, and
 3. If no response is received, take necessary actions to ensure safety.
2. The following procedure will be used to initiate an emergency call-in to the train dispatcher:
 1. Select the appropriate train dispatcher channel and when using:
 - a. Locomotive VHF Radios - Key-In DTMF digit 9 for approximately one second, or
 - b. Mobile and Portable Radios equipped with a DTMF Keypad - depress and hold the Push-To-Talk button and Key-In digit 9 for approximately one second
 2. When call-in code 9 has been transmitted an answer-back tone is provided, an emergency call indication will appear and remain on the train dispatcher's console until the call-in is acknowledged.

1010.3 Use emergency transmissions to report:

1. Accidents;
2. Emergency applications of the air brakes;
3. Storms, washouts, or flooding that affect safe rail operations;
4. Fires on the right-of-way, bridges, or track structure;
5. Obstructions to the track; and
6. Any other conditions that could cause:
 - a. Injury to employees or the public, or
 - b. Derailment or damage to property.

1010.4 The station transmitting the emergency message must broadcast the words EMERGENCY MESSAGE TERMINATED when normal radio communications can resume.

Chapter 11- Protection in Bowls and Blue Signal Protection

1100 - Required Protection in Bowl Tracks

1100.1 Request protection in bowl tracks of a hump yard before:

- a. Entering a bowl track with equipment, or
- b. Fouling equipment located in a bowl track, or
- c. Traversing a road crossing within the bowl in a motorized vehicle of any type.

1100.2 The employee requesting the protection must contact the operator of remotely controlled switches and:

1. State the type of work to be done,
2. State the track or tracks on which protection is needed, and
3. Receive confirmation that the protection is provided.

1100.3 The employee controlling remotely controlled switches must:

1. Line each switch against movement into the track or tracks being protected,
2. Apply blocking devices to the switches,
3. Notify the requesting employee that the protection is provided, and
4. Not remove the protection until informed by the requesting employee that protection is no longer needed and it is safe to do so.

1100.4 Maintain a written record for 15 days for each occurrence when protection is provided. The record must contain:

1. Name and craft of employee requesting protection,
2. Name and craft of employee providing the protection,
3. Track or tracks involved,
4. Date and time employee was notified that protection was provided, and
5. Date and time operator of the switches was informed that work was completed and employees were clear of affected tracks.

1100.5 After receiving protection and prior to fouling bowl tracks for the purpose of coupling, inspecting, or other necessary tasks; evaluate any hazards that may be present due to continued humping operations in adjacent tracks and plan work so that those hazards are minimized or eliminated. Prior to coupling, employees must:

1. Communicate with the yardmaster controlling hump operations concerning the amount/location of rolling equipment that may occur on the adjacent tracks;
2. Remain vigilant for rolling equipment on the adjacent tracks; and

3. Do not foul adjacent tracks unless absolutely necessary and only after visually determining it is safe to do so.

1101 - Blue Signal Protection General Rules

1101.1 When using the following terms in reference to blue signal protection, the associated definitions below apply:

- a. **Blue Signal:** A clearly distinguishable blue flag or blue light by day and blue light at night. When attached to the operating controls of a locomotive, it need not be lighted if the inside of the locomotive cab area is sufficiently lighted so as to make the blue signal clearly distinguishable.
- b. **Car Shop Repair Track Area:** One or more tracks within an area in which the testing, servicing, repair, inspection, or rebuilding of railroad rolling equipment is under the exclusive control of mechanical department personnel.
- c. **Effective Locking Device:** When used in relation to a manually operated switch or a derail, means one that is vandal resistant, tamper resistant, and capable of being locked and unlocked only by the class, craft, or group of employees for whom the protection is being provided. When used in relation to a remotely controlled switch, means a blocking device that effectively prevents the lever or button controlling the switch from being operated.
- d. **Group of Workmen:** Two or more workmen of the same or different crafts assigned to work together as a unit under a common authority and who are in communication with each other while the work is being done.
- e. **Locomotive:** A self-propelled unit of equipment designed for moving other equipment in revenue service, including a self-propelled unit designed to carry freight or passenger traffic or both, and may consist of one or more units operated from a single control.
- f. **Locomotive Servicing Track Area:** One or more tracks within an area in which the testing, servicing, repair, inspection, or rebuilding of locomotives is under the exclusive control of mechanical department personnel.
- g. **Rolling Equipment:** Locomotives, railroad cars, and one or more locomotives coupled to one or more cars.
- h. **Switch Providing Access:** A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.
- i. **Workmen:** Railroad employees assigned to inspect, test, repair, or service railroad rolling equipment or their components, including brake systems. Train and yard crews are excluded except when assigned to do such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate or when performing brake tests on any equipment connected to a source of air which is not their controlling locomotive (i.e. yard/ground air, standalone air compressor, etc.).

Note: Testing does not include visual observations made by an employee positioned inside or alongside a locomotive or passenger car, or marker inspection when the rear of the train is on a main track and the employee making the inspection has personally contacted the employee at the controls of the locomotive to verify that the train is and will remain secure against movement until the inspection has been completed.

Note: Servicing does not include supplying locomotives or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

1101.2 Establish blue signal protection before workmen go on, under, or between rolling equipment except in the case of train and yard crews assigned to the equipment.

1101.3 Blue signals indicate that workmen are on, under, or between rolling equipment. When blue signals are displayed:

1. They may only be removed by an employee of the same craft or group that displayed them,
2. Equipment must not pass a blue signal,
3. Do not couple to or move equipment protected by blue signals, except as provided for in the rules that govern designated locomotive servicing track areas and car shop repair track areas, and
4. Do not place other rolling equipment on the same track if doing so reduces or blocks the visibility of blue signals, except as provided for in the rules that govern designated locomotive servicing track areas and car shop repair track areas.

1102 - Establishing Blue Signal Protection

1102.1 To establish blue signal protection on a main track, display blue signals:

1. At each end of the equipment, and
2. On the controlling locomotive in a location readily visible to the locomotive operator, if a locomotive is attached.

1102.2 To establish blue signal protection on other than a main track:

1. Display a blue signal at or near each manually operated switch that provides access to the track;
2. Line each switch that provides access to the track against movement and lock with an effective locking device
3. If unable to protect the track via switch position, place a derail capable of restricting access to that portion of the track, provided that the derail is positioned no less than 150 feet from the end of the equipment and is locked in a derailing position with an effective locking device and a blue signal is displayed. In such instances, a job briefing regarding the application and location of the derail must be held with the group of workmen and yardmaster or supervisor in charge of workmen;
4. If remotely controlled switches are involved, the employee in charge of the workmen must notify the operator of remotely controlled switch(es) that work is scheduled and receive confirmation from the switch operator that each remotely controlled switch that provides access into the track on which the equipment is located has been lined against movement to that track and locked;
5. If rolling equipment is on a track equipped with one or more crossovers, line both switches of each crossover against movement through the crossover toward that rolling equipment and line the switch of each crossover that provides coupling access to the rolling equipment against movement to that track and lock with an effective locking device; and
6. Attach a blue signal to the controlling locomotive, if any, in a location readily visible to the locomotive operator at the controls of that locomotive.

- 1102.3** When emergency repair work must be performed and blue signals are not available, the locomotive operator must be notified and effective measures taken to protect the workmen. This does not apply within designated locomotive servicing track areas or car shop repair track areas.

1103 - Remotely Controlled Switches

- 1103.1** When notified that blue signal protection is required for workmen on tracks equipped with remotely controlled switches, the operator of the switches must take the following actions:

1. Line each switch connected to the affected track(s) against movement and apply an effective locking device,
2. Inform the employee in charge of the workmen that protection has been provided only after the switches have been lined and locked, and
3. Remove the locking device only when informed by the employee in charge of the workmen that it is safe to do so and all employees are clear of affected tracks.

- 1103.2** The operator of remotely controlled switches must record the following information and retain the information for 15 days:

1. Name and craft of employee requesting protection,
2. Number or name of track(s) involved,
3. Date and time the employee in charge of the workmen was notified that protection was established,
4. Date and time the operator of the switch(es) was informed that protection was no longer required, and
5. Name and craft of employee who notified the operator that protection was no longer required.

1104 - Locomotive Servicing Track Area

- 1104.1** To establish blue signal protection in a designated locomotive servicing track area:

1. Display a blue signal at or near each switch that provides entrance to or departure from the area;
2. Line each switch that provides entrance to or departure from the area against movement and lock with an effective locking device, or if the authorized speed within the area is not more than 5 MPH, a derail capable of restricting access to that portion of a track, provided it is positioned at least 50 feet from the end of the equipment to be protected by the blue signal, is locked in a derailing position with an effective locking device, and displays a blue signal; and
3. Attach a blue signal to each controlling locomotive in a location readily visible to the locomotive operator at the controls of that locomotive.

- 1104.2** To move a locomotive onto a locomotive servicing track displaying blue signal protection, remove the blue signal from the entrance switch to the area before granting permission to the employee controlling the locomotive, and then restore blue signal protection immediately after the locomotive clears the switch.

- 1104.3** To move a locomotive off a locomotive servicing track displaying blue signal protection, remove the blue signal from the controlling locomotive and the switch of the track the locomotive will exit before granting permission to the employee operating the locomotive. Restore blue signal protection immediately after the locomotive clears the switch.
- 1104.4** When operated by an authorized employee under the direction of the person in charge of the workmen, a locomotive protected by blue signals may be repositioned within a locomotive servicing track area only after the blue signal has been removed from the locomotive to be repositioned and the workmen on the affected track have been notified of the movement.
- 1104.5** Train or yard crews may couple locomotives inside a locomotive servicing track area only after:
1. Blue signal has been removed from the entrance switch to the area; and
 2. The employee responsible for the workmen has informed the locomotive operator that no workman is on, under, or between equipment on the affected track(s) and blue signals have been removed from the affected locomotives.

1105 - Car Shop Repair Track Area

- 1105.1** To establish blue signal protection in a designated car shop repair track area:
1. Display a blue signal at or near each switch providing entrance to or departure from the area; and
 2. Line each switch providing entrance to or departure from the area against movement to the area and lock with an effective locking device, or if the authorized speed within the area is not more than 5 MPH, a derail capable of restricting access to that portion of a track, provided it is positioned at least 50 feet from the end of the equipment to be protected by the blue signal, is locked in a derailing position with an effective locking device, and displays a blue signal.
- 1105.2** When operated by an authorized employee under the direction of the employee in charge of the workmen, a car mover may be used to reposition rolling equipment within a car shop repair track area after workmen on the affected track have been notified of the movement.

Chapter 12 - Signal Aspects and Indications

1280 to 1298 - Standard

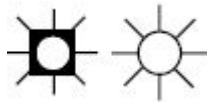
1280 Rules 1281 through 1298 show aspects that are displayed on color light signals, color position light signals, and semaphore signals. The aspects of semaphore signals are displayed by the position of the blade and/or the color of the light. The shape and color of semaphore blades have no significance.

Except as indicated in Rules 1281B(e), 1281C(d), 1291(a)(b)(c)(d)(e)(f)(h)(i)(j), 1293, 1294, and 1295, the presence of a number plate, C marker, P marker, or yellow triangle marker does not change the indications of the signal.

Except as indicated in Rules 1281B, 1282, 1282A, 1284, and 1290, the offset lower units of a signal will not be illuminated.

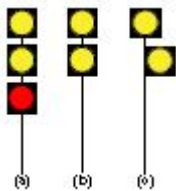
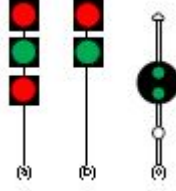
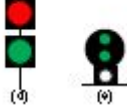
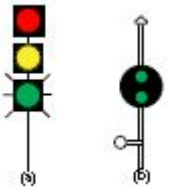

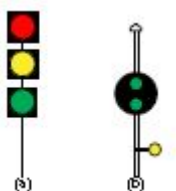



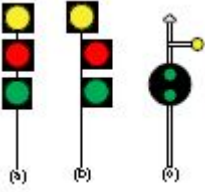

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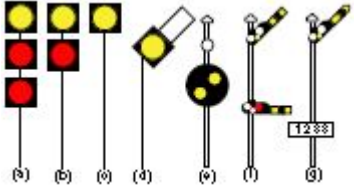


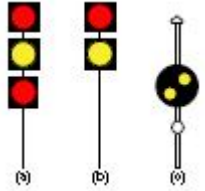
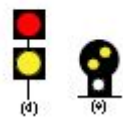
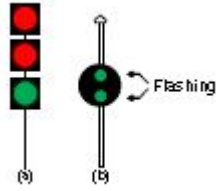
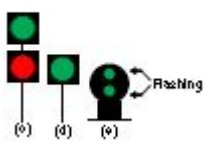
1. Numbers shown on number plates are illustrations only.
2. The following light illustration will indicate the signal is flashing.





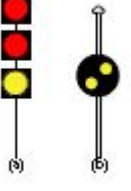
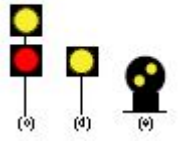
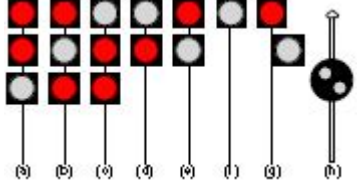
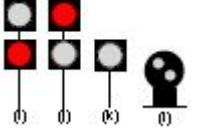
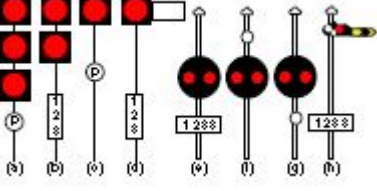
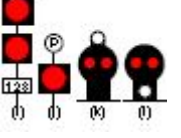
RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1281			CLEAR	Proceed.
1281B			APPROACH LIMITED	Proceed, approaching next signal not exceeding Limited Speed.
1281C			LIMITED CLEAR	Limited Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.
1281D			LIMITED APPROACH	Limited Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, prepared to stop at next signal.
1282			APPROACH MEDIUM	Proceed, approaching next signal not exceeding Medium Speed.

1282A

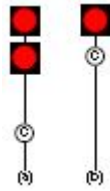

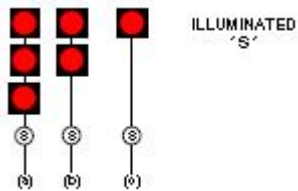
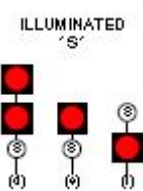
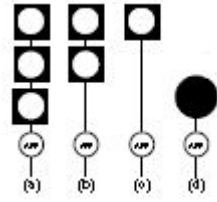

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1282A	 (a) (b) (c)		ADVANCE APPROACH	Proceed, prepared to stop at second signal.
1283	 (a) (b) (c)	 (d) (e)	MEDIUM CLEAR	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.
1283A	 (a) (b)	 (c)	MEDIUM APPROACH MEDIUM	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, approaching next signal not exceeding Medium Speed.
1283B	 (a) (b)	 (c)	MEDIUM APPROACH SLOW	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, approaching next signal not exceeding Slow Speed.
1283C	 (a)	 (b)	MEDIUM ADVANCE APPROACH	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, prepared to stop at second signal.
1284	 (a) (b) (c)	 (d)	APPROACH SLOW	Proceed, approaching next signal not exceeding Slow Speed.

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1285			APPROACH	Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must immediately begin reduction to Medium Speed as soon as the locomotive passes the Approach signal.
1285A			DISTANT SIGNAL	Approach next signal prepared to stop. Note: This signal provides information only about the next signal, not conditions of the track ahead.
1286			MEDIUM APPROACH	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, prepared to stop at next signal.
1287			SLOW CLEAR	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.

1287A

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1287A			SLOW APPROACH SLOW	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, approaching next signal not exceeding Slow Speed.
1288			SLOW APPROACH	Slow speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, prepared to stop at next signal.
1290			RESTRICTING	Proceed at Restricted Speed.
1291			RESTRICTED PROCEED	Proceed at Restricted Speed.

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1292			STOP	Stop.

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1293			STOP AND CHECK	<p>Stop and check position of drawbridge, spring switch, derails, or gates protecting railroad crossings. If way is clear and drawbridge, spring switch, derails, or gates are in proper position, proceed at Restricted Speed.</p> <p>NOTE: Stop and Check signal is designated by C Marker.</p>
1294			STOP AND OPEN SWITCH	<p>Stop and open hand-operated switch.</p> <p>Note: Stop and Open Switch signal is designated by an illuminated S marker.</p>
1295			APP MARKER	<p>Proceed, approaching next signal or switch position indicator as authorized by the aspect displayed. If the signal is dark, proceed, prepared to stop at the next signal or switch until it can be plainly seen that indication of next signal or switch indicator allows train to proceed.</p> <p>Note: A signal equipped with APP marker provides information only about the next signal, not conditions of the track ahead.</p>

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
1296			DOLL ARM	EXPLANATION: A track intervenes between the signal and the track governed by the signal. When more than one track intervenes, the number of doll arms, with or without blue lights, is correspondingly increased.
1297			ADJACENT OR BRACKETED SIGNALS	EXPLANATION: Right-hand signal governs right-hand track and left-hand signal governs left-hand track.
1298			GRADE	INDICATION: Proceed at Restricted Speed. Note: Grade signal is designated by a G marker.

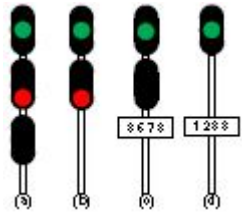

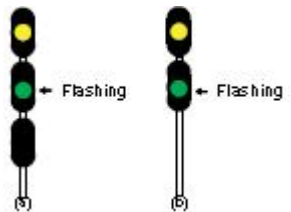
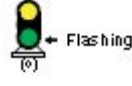
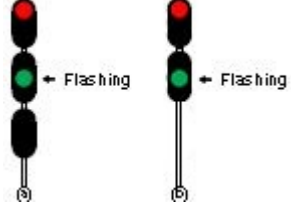
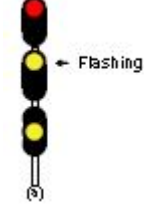


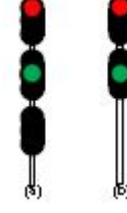

C1280 to C1298 - Chessie

C1280 Rules C1281 Through C1298 show aspects that are displayed on color light signals.

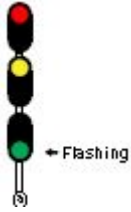

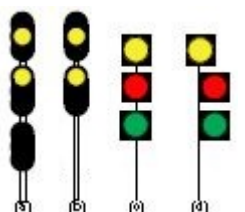
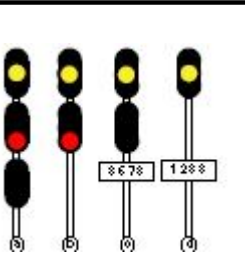





Except as indicated in Rules C1281(e), C1285(e), and C1291(a)(b)(c)(d), the presence of a number plate does not change the indication of the signal.

Note: Numbers shown on number plates are illustrations only.

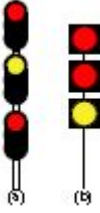

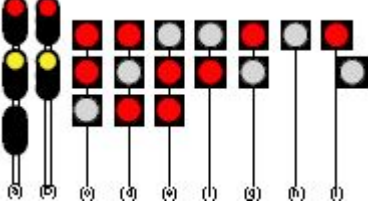
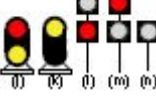
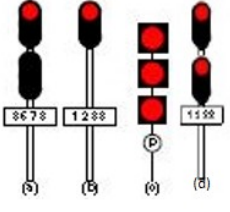

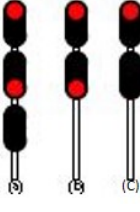

C1281

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
C1281			CLEAR	Proceed.
C1281B			APPROACH LIMITED	Proceed, approaching next signal not exceeding Limited Speed.
C1281C			LIMITED CLEAR	Limited Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.
C1281D			LIMITED APPROACH	Limited Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, prepared to stop at next signal.
C1282			APPROACH MEDIUM	Proceed, approaching next signal not exceeding Medium Speed.
C1283			MEDIUM CLEAR	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.


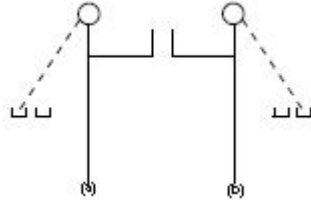
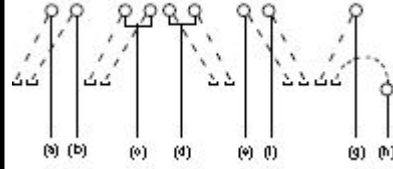
C1283A

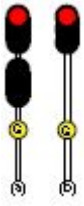

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
C1283A			MEDIUM APPROACH MEDIUM	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, approaching next signal not exceeding Medium Speed.
C1283B			MEDIUM APPROACH SLOW	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed, approaching next signal not exceeding Slow Speed.
C1284			APPROACH SLOW	Proceed, approaching next signal not exceeding Slow Speed.
C1285			APPROACH	Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must immediately begin reduction to Medium Speed as soon as the locomotive passes the Approach signal.
C1286			MEDIUM APPROACH	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed prepared to stop at next signal.
C1287			SLOW CLEAR	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed.

C1288

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
C1288			SLOW APPROACH	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches then proceed prepared to stop at next signal.
C1290			RESTRICTING	Proceed at Restricted Speed.
C1291			RESTRICTED PROCEED	Proceed at Restricted Speed.
C1292			STOP	Stop.

C1295

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
C1295			APP MARKER	<p>Proceed, approaching next signal or switch position indicator as authorized by the aspect displayed. If the signal is dark, proceed, prepared to stop at the next signal or switch until it can be plainly seen that indication of next signal or switch indicator allows train to proceed.</p> <p>Note: A signal equipped with APP marker provides information only about the next signal, not conditions of the track ahead.</p>
C1296			DOLL ARM	<p>EXPLANATION:</p> <p>A track intervenes between the signal and the track governed by the signal. When more than one track intervenes, the number of doll arms, with or without blue lights, is correspondingly increased.</p>
C1297			ADJACENT OR BRACKETED SIGNALS	<p>EXPLANATION:</p> <p>Right-hand signal governs the right-hand track and left-hand signal governs the left-hand track.</p>

RULE	HIGH SIGNAL ASPECTS	DWARF SIGNAL ASPECTS	NAME	INDICATION
C1298			GRADE	INDICATION: Proceed at Restricted Speed. Note: Grade signal is designated by a G marker.

CR1277 to CR1295 - Conrail

CR1277 The signal aspects and indications illustrated in rules CR1279 through CR1295 govern the movement of trains. Other aspects must not be used unless shown in the timetable with location, indication, and name.

Aspects are shown by one or more of the following methods:

- The color lights, or
- The flashing of lights, or
- The position of lights, or
- The position of semaphore arms, or
- The shape of the signal background on a position light dwarf or pedestal signal, or
- The shape, color, or lettering of signs.

The following figure is used with signal aspects to indicate a flashing light.



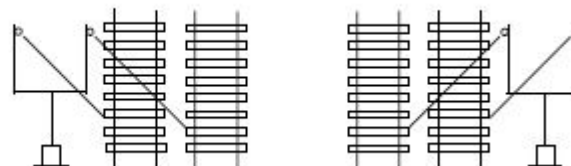
The following figure is used with signal aspects to indicate a number plate.



A number plate attached to a signal's mast or in an adjacent location signifies that the signal's most restrictive indication is more favorable than Stop. Number plates are illustrated in these rules only when they are needed to qualify the signal aspect.

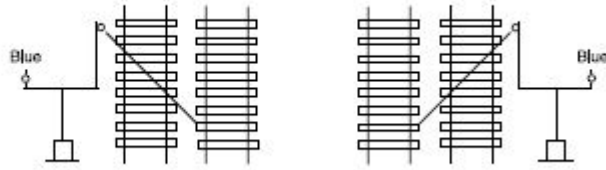
Where signals are located on a bracket post to display aspects for two tracks, the right-hand signal governs the track to the right, and the left-hand signal governs the track to the left.

Example:































Where a track intervenes between the signal and the track governed, a dummy mast, marked by a blue light or reflector, will be placed to the field side of the signal.

Example:



;

CR1279 In accordance with CSX Rules regarding cab signals conforming to fixed signals, the following chart illustrates the cab signal aspect that must conform to the applicable fixed signal.

Name	Aspects	SDU Display
Clear	  	The center speedometer numerals in green.
Cab Speed	  	A green band 0 to 80 MPH.
Approach Limited	     	A green band 0 to 45 MPH.
Approach Medium	     	A green band 0 to 45 MPH.
Approach	  	A green band 0 to 30 MPH.
Restricting	   	A green band 0 to 20 MPH, yellow band at 0.
Stop Signal	  	A green band 0 to 20 MPH, yellow band at 0.
Some locomotives are equipped with a Speed Display Unit (SDU) that displays an authorized speed, rather than an aspect representation of a fixed signal.		



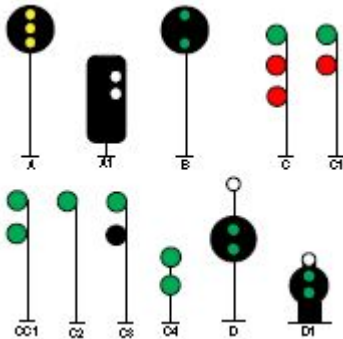
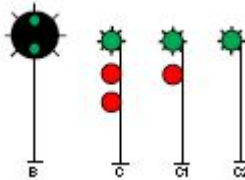
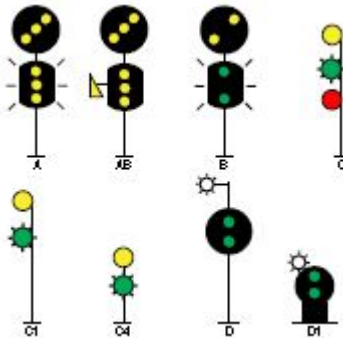
The following chart identifies the cab signal(s) that must be displayed to conform to each fixed signal in accordance with CSX Rules regarding cab signals conforming to fixed signals.

Fixed Signal	Conforming Cab Signal(s)
Clear	Clear
Cab Speed	Clear, Cab Speed, Approach Limited, Approach Medium
Limited Clear	Approach Limited, Approach Medium
Medium Clear	Approach Medium
Approach Limited	Approach Limited, Approach Medium
Approach Medium	Approach Limited, Approach Medium
Advance Approach	Approach Limited, Approach Medium
Medium Approach	Approach
Approach	Approach
Approach Slow	Approach
Slow Clear	Restricting
Slow Approach	Restricting
Restricting	Restricting
Stop & Proceed	Restricting
Stop Signal	Restricting

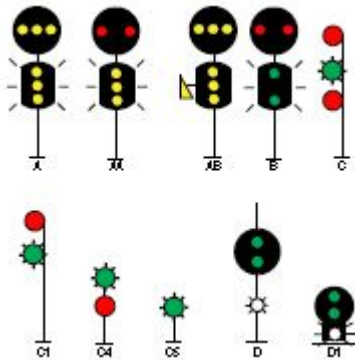
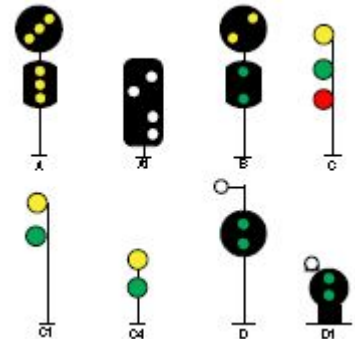
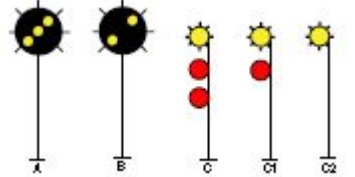
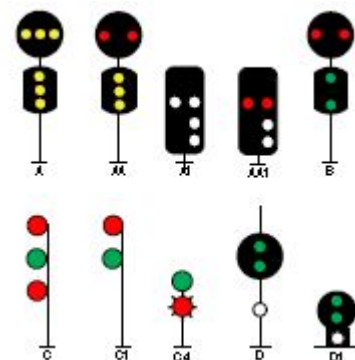
When the movement of a train is governed solely by the cab signal, the indication of the fixed signal with the same indication (i.e. Clear, Cab Speed, Approach Limited, Approach Medium, Approach, or Restricting) will apply. Movements are governed solely by cab signals when:

- a. The train is operating in territory where cab signals are used without fixed automatic block signals, or
- b. The cab signal changes between fixed signals, or
- c. The cab signal is more restrictive than the fixed signal when the train enters a block.

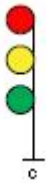
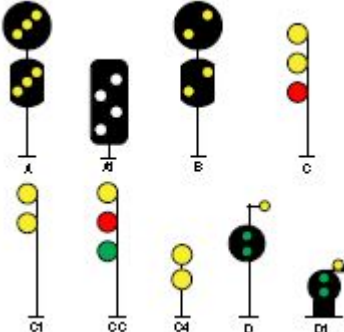
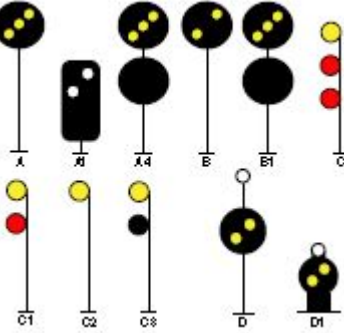
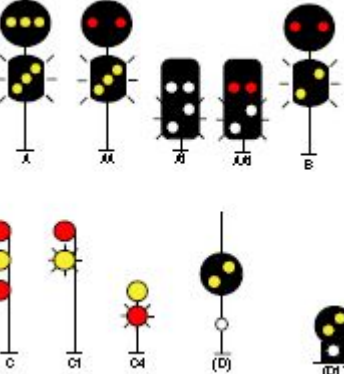
CR1280

RULE	ASPECTS	NAME	INDICATION
CR1280A		CLEAR TO NEXT INTERLOCKING	Trains without operative cab signals must proceed on fixed signal indications not exceeding 79 MPH, approaching next home signal prepared to stop.
CR1280B		APPROACH NORMAL	Trains without operative cab signals must proceed on fixed signal indications not exceeding 79 MPH.
CR1281		CLEAR	Proceed.
CR1281A		CAB SPEED	Proceed in accordance with cab signal indication. Reduce speed to not exceeding 60 MPH if Cab Speed cab signal is displayed without a signal speed or if cab signals are not operative.
CR1281B		APPROACH LIMITED	Proceed, approaching the next signal at Limited Speed.

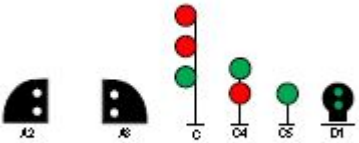
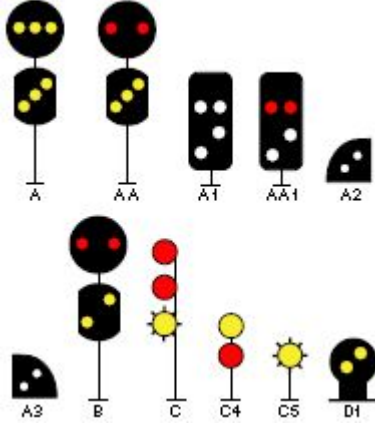
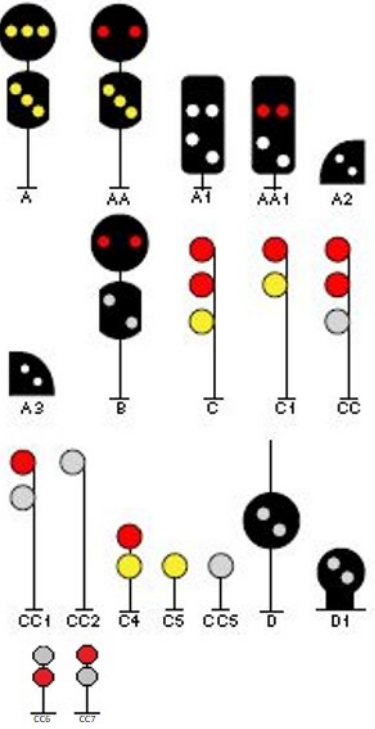
CR1281C

RULE	ASPECTS	NAME	INDICATION
CR1281C		LIMITED CLEAR	<p>Proceed at Limited Speed until entire train clears all switches then proceed.</p> <p>In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Limited Speed.</p>
CR1282		APPROACH MEDIUM	<p>Proceed, approaching the next signal at Medium Speed.</p>
CR1282A		ADVANCE APPROACH	<p>Proceed, prepared to stop at the second signal. Trains exceeding Limited Speed must begin reduction to Limited Speed as soon as the locomotive passes the Advance Approach signal.</p>
CR1283		MEDIUM CLEAR	<p>Proceed at Medium Speed until entire train clears all switches then proceed.</p> <p>In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed.</p>

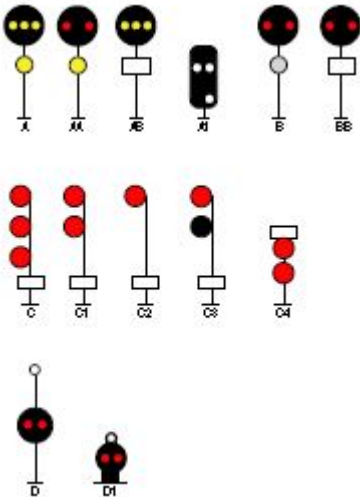
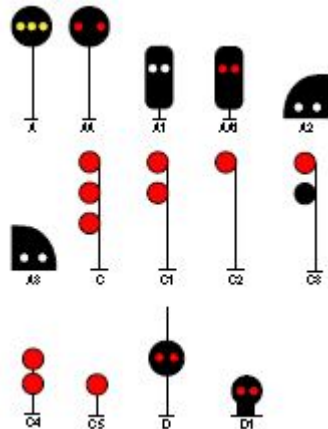
CR1283A

RULE	ASPECTS	NAME	INDICATION
CR1283A		MEDIUM APPROACH MEDIUM	Proceed at Medium Speed until entire train clears all switches then approach the next signal at Medium Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach Medium signal is clearly visible.
CR1284		APPROACH SLOW	Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the locomotive passes the Approach Slow signal.
CR1285		APPROACH	Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the locomotive passes the Approach signal.
CR1286		MEDIUM APPROACH	Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach signal is clearly visible.

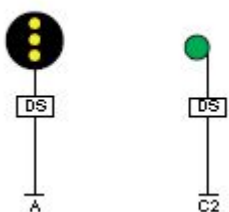
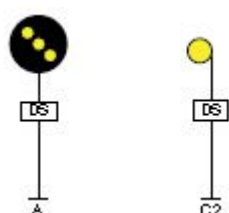
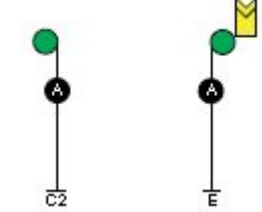
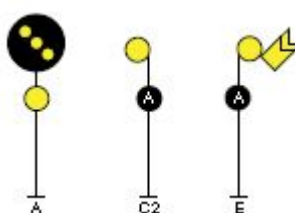

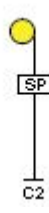
CR1287

RULE	ASPECTS	NAME	INDICATION
CR1287		SLOW CLEAR	<p>Proceed at Slow Speed until entire train clears all switches then proceed.</p> <p>In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed once they have left CP limits.</p>
CR1288		SLOW APPROACH	<p>Proceed, prepared to stop at next signal. Slow Speed applies until entire train clears switches then Medium Speed applies.</p>
CR1290		RESTRICTING	<p>Proceed at Restricted Speed until the train has cleared all switches (if signal is CP signal) and the leading wheels have:</p> <ul style="list-style-type: none"> a. Passed a more favorable fixed signal, or b. Entered non-signaled DCS territory. <p>In CSS territory, trains with operative cab signals must not increase speed until the train has run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.</p>


CR1291

RULE	ASPECTS	NAME	INDICATION
CR1291		RESTRICTED PROCEED	<p>Proceed at Restricted Speed until the train has cleared all switches (if signal is CP signal) and the leading wheels have:</p> <ol style="list-style-type: none"> Passed a more favorable fixed signal, or Entered non-signalized DCS territory. <p>In CSS territory, trains with operative cab signals must not increase speed until the train has run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.</p> <p>Where a letter G (grade marker) or a letter R (restricting marker) is displayed in addition to a number plate as part of these aspects, they will not change or affect the indication.</p>
CR1292		STOP	Stop.

CR1293

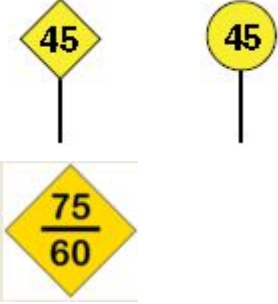

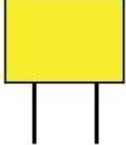
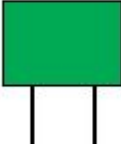
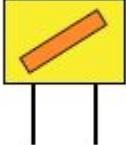
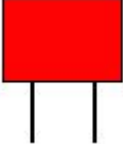
RULE	ASPECTS	NAME	INDICATION
CR1293		SWITCH CLOSED	Proceed.
CR1293A		SWITCH OPEN	Proceed, prepared to stop short of open switches.
CR1293B		APPROACH CLEAR	Proceed. Note: Does not convey block or track information.
CR1293C		APPROACH RESTRICTING	Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the locomotive passes the Approach Restricting signal. Note: Does not convey block or track information.
CR1294		CLEAR SLIDE DETECTOR	Proceed, slide detector not actuated.
CR1294A		SLIDE DETECTOR	Approach actuated slide detector prepared to stop short of obstruction.

CR1295

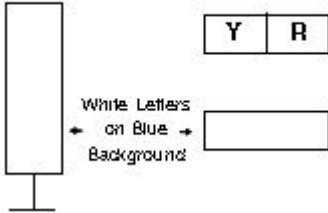
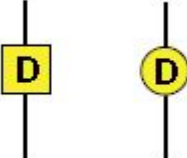
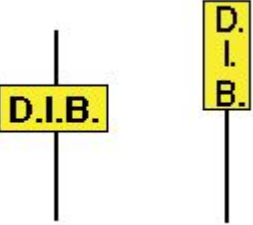
RULE	ASPECTS	NAME	INDICATION
CR1295		APP MARKER	<p>Proceed, approaching next signal or switch position indicator as authorized by the aspect displayed. If the signal is dark, proceed, prepared to stop at the next signal or switch until it can be plainly seen that indication of next signal or switch indicator allows train to proceed.</p> <p>Note: A signal equipped with APP marker provides information only about the next signal, not conditions of the track ahead.</p>

Wayside Signs

Wayside Signs 1

SIGN	NAME	INDICATION
	PERMANENT REDUCE SPEED SIGN	Reduce speed as required in special instructions. When one speed is shown, it indicates the speed for all trains. When two speeds are shown, the higher speed indicates the speed permitted for passenger trains and the lower speed indicates the speed permitted for other trains. If the same speed restriction applies to all tracks, only one sign may be used.
	PERMANENT END RESTRICTION SIGN	Resume speed after rear of train has passed.
	TEMPORARY REDUCE SPEED SIGN	Reduce speed as required.
	TEMPORARY END RESTRICTION	Resume speed after rear of train has passed.
	WARNING SIGN	Prepare to stop or reduce speed as required.
	CONDITIONAL STOP SIGN	Stop before entering limits unless permission to enter limits is obtained.

Wayside Signs 2

SIGN	NAME	INDICATION
<p>TWC station sign with station name in blue background with white letters.</p> <p>Note: Yellow portion of sign is next to the track governed.</p> <p>ADDITIONAL SIGNS</p> 	TWC STATION SIGN	<p>Limit of Authority in TWC Territory when designated on Form EC-1.</p> <p>Note: Location of TWC stations are indicated by (D) in Timetable Station page.</p> <p>Note: TWC station signs may be mounted on a post or on a signal house.</p> <p>The presence of yellow and red banner does not change the indication.</p>
	DISTANT SIGNAL MARKER	<p>Visual reminder to push-pull trains.</p> <p>Note: Located on or near the mast of distant signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.</p>
	DELAY IN BLOCK SIGN	<p>Visual reminder to push-pull trains that the rules governing being delayed or stopped in a block apply to station stops made at this station.</p> <p>Note: Located at or near the end of passenger stations in blocks between distant signals and home signals in territory push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.</p>

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Chapter 13 - Positive Train Control

1300 - Positive Train Control

1300.1 All trains departing initial terminal with PTC territory in their intended route must have an operational PTC system on the controlling locomotive. If the PTC system fails to initialize prior to departure, the train is not allowed to depart until initialization is successful. Trains that have a PTC equipped locomotive must initialize and run with positive train control on all PTC active controlled tracks. Unless stated otherwise by special instructions or permission is received from the train dispatcher, all crew members must verify the following before entering or making initial movement on controlled designated as PTC territory.

1. The locomotive operator has entered the correct dispatcher bulletin number,
2. Controlling locomotive PTC system is operative and has been initialized, and
3. Mandatory Directives contained in dispatcher messages and Form EC-1 instructions correspond to the mandatory directives listed in the PTC on board system. If a discrepancy is discovered, the train dispatcher must be notified and any discrepancy must be corrected.

Only locomotives with the PTC cutout switches (horn, emergency brake and penalty brake) that are sealed and cut in should be used as PTC locomotives.

1300.2 Crews operating PTC equipped trains are required to conduct a job briefing regarding the PTC equipment. The job briefing must include, but is not limited to the following:

1. Identify the locomotive as a PTC equipped locomotive,
2. Verify all PTC circuit breakers are in the 'ON' position, and
3. Verify PTC safety devices have not been cut out.

1300.3 All Crew members must communicate to one another the current state of PTC, anytime the system transitions to anything other than active.

1300.4 Reserved for future use.

1300.5 Reserved for future use.

1301 - PTC Initialization/Horn Protection Feature

1301.1 Trains that will be required to operate PTC and will operate over PTC active track at any point during their tour of duty must initialize PTC at the originating location. Any train required to operate with active PTC must not enter limits of PTC controlled track until the onboard displays an active state.

- 1301.2** The locomotive operator must initialize the PTC System when any of the following occurs:
- Crew is ready to depart their initial terminal, or
 - Crew receives a new dispatcher bulletin, or
 - Crew changes, or
 - Train ID changes, or
 - Lead locomotive changes, or
 - The PTC cut-in function is utilized, or
 - Instructed by the train dispatcher.
- 1301.3** During initialization, all crew members must confirm that the most current information regarding the train's consist is displayed by the PTC system and verify:
- Lead locomotive orientation,
 - Number of locomotives in the consist,
 - Total number of loaded and empty cars in the train,
 - Train's tonnage and length,
 - Equipment restrictions,
 - Speed Restrictions,
 - Axle count, and
 - Operative brake count.
- 1301.4** A departure test / audible alert test must be performed anytime a 'yellow' depart flag is displayed during initialization.
- NOTE: A minimum of 80 PSI brake pipe pressure is required on the controlling locomotive to initiate and perform a departure test. If the audible alert test fails, the locomotive must not be used as a lead locomotive.
- 1301.5** When transitioning from non PTC track, the locomotive operator must select location/ track prior to entering PTC active track.
- 1301.6** Locomotive operators must not rely on the PTC horn protection feature to sound the horn when approaching any crossing at grade. Should the system begin to sound the horn, the locomotive operator must immediately begin to manually sound the horn to override.
- 1301.7** Locomotive operators are prohibited from selecting and using the unmapped track functionality.

1302 - Restrictions, Authorities and PTC Prompts

1302.1 After successful initialization and before departing, all crew members must:

1. Compare restrictions and authorities viewed on the PTC display with the paper copy of the dispatcher bulletin issued to the train, and
2. Report any discrepancy to the train dispatcher for correction prior to departing.

1302.2 If the PTC System on the controlling locomotive fails, transitions to the disengaged state, non-sync or is cut out after departing the initial terminal, immediately notify the train dispatcher.

1302.3 Inputs and responses to PTC prompts must be accurate and timely to prevent an unnecessary PTC enforcement and delay. The locomotive operator must operate the train in response to a PTC warning to prevent a penalty brake application, consistent with good train handling. If an improper input or response to a prompt is made, it must not be acted upon until corrected or resolved.

1303 - En Route Conflicts

1303.1 The most restrictive will govern if there is a conflict between information displayed by the PTC onboard display and:

- a. Wayside or cab signal indication, or
- b. Dispatcher message or Form EC-1 instructions, or
- c. Authorized speeds, or
- d. Special instruction.

1303.2 Consider the PTC System on the controlling locomotive as failed any time the PTC screen displays:

1. Failed, or
2. Cut Out, or
3. A warning message that displays the system will be disabling enforcement for the following reasons:
 1. Unknown locomotive position,
 2. Position uncertainty,
 3. Unknown direction of travel, and
 4. Synchronization error

1303.3 If a wayside or cab signal indication conflicts with the indication displayed on PTC, notify the train dispatcher with the following information:

1. Time of the occurrence,
2. Signal name or milepost,
3. Indication displayed by the wayside signal,
4. Conflicting indication displayed by PTC on-board, and
5. Milepost location when PTC initially provided conflicting information

1303.4 If a conflict is discovered en route between mandatory directives contained in dispatcher messages or on Form EC-1 and the mandatory directives listed on PTC:

1. Stop the train using good train handling techniques unless a condition requires an emergency application,
2. Notify and describe the conflict to the train dispatcher, and
3. Do not move until directed by the train dispatcher.

1303.5 If the PTC system fails to provide a warning when it should, the locomotive operator must promptly report the occurrence to the train dispatcher.

1304 - Operating with Speed Not Displayed

1304.1 All PTC active trains operating at speeds above 0 MPH that encounter the current speed to display 3 asterisks must contact:

- a. The train dispatcher, or
- b. The PTC support desk.

NOTE: If this occurs, the train does not need to be stopped. PTC will not provide enforcement protection until the speed is again shown in numeric form on the PTC display.

1305 - En Route Failure and Operating with PTC Cut Out

1305.1 The PTC System can only be cut out when permission is received from the train dispatcher. When permission from the train dispatcher is received to physically cut out PTC, the locomotive operator must:

1. Break seal on PTC cut out switch box, and
2. Break seals on PTC cut out switches.

NOTE: A locomotive with a failed or cut out PTC system must have the system repaired or replaced at the next designated PTC repair location.

1305.2 When notified by dispatcher message that PTC must be cut out between specific limits, the locomotive operator must:

1. Stop the train prior to reaching the limits,
2. Cut out PTC using the soft key cut out button, and
3. Comply with rules governing en route failures.

NOTE: After the entire train has cleared the specified limits, PTC must be cut in promptly. The locomotive operator must slow the train speed to 19 MPH or less and cut PTC in by selecting the soft key cut in button and selecting the current track location

1305.3 A train will be considered to have failed en route when operating on PTC active track and any of the following occurs:

- a. PTC system transitions to the Failed, Disengaged or Cutout states, or
- b. PTC system fails to transition to the Active state after entering PTC active track, or
- c. The locomotive operator has been directed to cutout PTC by the soft key cutout or cutting out the penalty brake cutout switches.

1305.4 If a train experiences an en-route failure, the locomotive operator must reduce speed to the applicable speed and contact the train dispatcher.

1305.5 If a failure of the PTC system occurs or when instructed to cut-out for any reason, while the train is operating on PTC active track, the train may continue in accordance with the following speeds, unless further restricted:

- a. Where no block signal system is in use (TWC Territory), the train may proceed at a speed not to exceed 40 mph. If the train is carrying 1 or more loaded cars of PIH/ TIH, the train may proceed at a speed not to exceed 30 mph, or
- b. Where a block signal system is in use, freight trains may proceed at a speed not to exceed 49 mph. If the train is carrying 1 or more loaded PIH/TIH cars, the train may proceed at a speed not to exceed 40 mph. Passenger trains may proceed at a speed not to exceed 59 mph, or
- c. Where a cab signal system is in use, trains may proceed at a speed not to exceed 79 mph, unless governed by a slower speed.

1306 - Penalty/Emergency Braking

1306.1 Locomotive operators must not rely on PTC as a means of train braking. When the PTC system determines enforcement is necessary, PTC will apply the train brakes with a penalty brake application. Controlling the train, including proper braking, remains the responsibility of all crew members.

1306.2 When the train is stopped by a PTC enforcement, the locomotive operator must notify the train dispatcher and not make further movement until permission is received. The following information must be provided to the train dispatcher:

1. Lead locomotive initials and number,
2. Time and milepost location when the enforcement was initiated,
3. Reason for enforcement,
4. Milepost location of the head and rear of train when stopped, and
5. Type of enforcement, penalty or emergency application.

1307 - Enter Main Track at Electric Lock Switch

1307.1 Active PTC trains that enter the main track at an electric lock switch, must stop within 1500 feet of the switch in order to receive the prompt to enter the main track. Once stopped and the prompt appears, the locomotive operator must:

1. Receive verbal permission from train dispatcher to handle switch,
2. Answer the prompt to enter the main track, and
3. Verify the position of the switch once the train gets within 750 feet of the switch.

1308 - Restricted Mode

1308.1 When required to perform pickups, set-offs or other switching activities including shove movements, trains required to initialize and operate with active PTC must:

1. Stop the train / locomotive,
2. Utilize restricted mode, and
3. Operate at restricted speed when PTC is in RESTRICTED mode.

NOTE: All movements that require headroom onto PTC active track must initialize PTC and be in Restricted Mode prior to entry if so equipped. When in Restricted Mode, PTC will not recognize or enforce signal indications. Crew members must remain vigilant and comply with signal indications in accordance with operating rules.

1308.2 Before beginning any switching operations with PTC, all crew members must verbally confirm that PTC is in restricted mode.

1308.3 After completing the setting off or picking up of cars or locomotives, all crew members must verify and update the following information in the PTC system prior to departing location:

1. Total number of loaded or empty cars in the train,
2. Train's tonnage and length,
3. Equipment restrictions or equipment speed restrictions,

4. Axle count, and
5. Operative brake count

1308.4 Immediately after completing all switching moves and updating all required consist changes, all crew members must ensure restricted mode is turned off prior to making initial movement to depart location.

1309 - Permission through Work Zones Prior to Moving

1309.1 When prompted by PTC for permission into active work zones, locomotive operators must not select the received and confirmed soft keys until verbal permission from the employee in charge has been received.

If required to stop either within or at the beginning of an active work zone, PTC will prompt the crew for permission to continue through the work zone. After permission is received from the EIC, the locomotive operator must answer and confirm the permission prompt prior to moving the train or PTC will enforce.

1310 - Reverse Movements with PTC

1310.1 Active PTC trains that are required to make a reverse move outside the limits of the block must be operated at restricted speed until the next signal. When permission is received from the train dispatcher and the train is within 2000 feet of the signal, the locomotive operator must confirm on the PTC display that permission was received by selecting the "received" soft key, followed by the "confirm" soft key.

NOTE: PTC will display a zero target red fence at the next facing signal regardless of what signal is being displayed. If the received and confirm keys are not selected, PTC will warn and possibly enforce based on not answering the required prompts.

1311 - PTC Outages

1311.1 The dates and times of PTC scheduled system outages are listed at the top of dispatcher bulletins. During the listed outages:

1. Do not attempt to initialize during a listed outage date/time, and
2. When the scheduled outage occurs, trains operating with active PTC will receive a prompt ?synchronization error?. The locomotive operator must acknowledge that enforcements will be disabled. The system will transition to "disengaged," and
3. Comply with rules governing en route failures.

1312 - Interoperability

1312.1 Any train required to operate PTC that has one of the following PTC equipped foreign locomotives in the lead must initialize PTC.

1. BNSF
2. CN
3. NS:
 - NS does not require PTC cutout switches to be sealed.
 - If, during inspection, the locomotive operator discovers the cutout switches are not sealed and cut in,
 - The locomotive operator must cut in the switches.
4. UP
5. CP
 - Locomotives with PTC cutout switches cut out, must be manually cut in to initialize PTC
6. KCS

1312.2 Only foreign locomotives with the following PTC cutout switches cut in should be used as a PTC locomotive:

- a. Horn, or
- b. Emergency brake, or
- c. Penalty brake.

1313 - Pusher/Helper Train Service

1313.1 Pusher/Helper service crews must ensure PTC is not in the Active state while attached to the rear of a train being pushed. Trains must go to Cut-Out when pushing another train. After completing the move and detaching, the locomotive operator must Cut-In PTC to travel to desired location.

1313.2 When adding a helper to the head end of train:

1. Train being assisted is to select Cut-Out on the CDU screen. Do not log off,
2. Cut-in the brake pipe between helper and train,
3. The train is to set the air brakes to Lead Cut-out, Independent left cut-in,
4. The automatic brake valve must be cut-in on helper engine,
5. Helper unit is to be initialized, and
6. Update helper consist to the new totals including train.

Once the helper is no longer required:

1. Helper power is to cut away from train,
2. Helper engine is to modify consist with current totals,
3. Train is to select Cut-In on the CDU,
4. Verify consist totals for train, and
5. Modify totals if necessary.

NOTE: Headend helpers cannot be added to trains operating with DP power unless MU'ed behind lead locomotives.

NOTE: If a PTC enforcement occurs with lite helper power, the independent brake must be applied.

1314 - Logging Off

- 1314.1** Locomotive operators must log off the PTC system before departing the locomotive cab at the end of the tour of duty, or when changing locomotives. The locomotive operator must not be logged into more than one locomotive at a time.

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Appendix A - Transportation Good Faith Challenge

Transportation Good Faith Challenge

Employees have the right to challenge in good faith any directive which would, in the employee's good faith, violate federal regulations found in 49 CFR, Part 218, Subpart F governing:

- a. Shoving or pushing equipment, or
- b. Leaving equipment in the clear, or
- c. Hand-operated switches and crossovers, or
- d. Hand-operated fixed derails.

Making a Good Faith Challenge

An employee makes a good faith challenge by informing his or her supervisor of the employee's determination that a supervisor's directive would cause the employee to violate federal regulations in 49 CFR, Part 218, Subpart F.

Until the good faith challenge is resolved, the employee is not required to comply with the directive; however, the supervisor may assign the employee to other duties until resolution.

The supervisor may direct another employee to perform the work under challenge before resolution of the challenge provided the other employee:

- 1. Is informed of the challenge,
- 2. Is provided a synopsis of the challenge, and
- 3. Does not make a good faith challenge to the directive.

Resolving a Good Faith Challenge

When an employee makes a good faith challenge, the supervisor works with the employee to resolve the matter promptly and equitably in conformity with the relevant rules and regulations. The challenge is resolved by:

- a. Supervisor acceptance that the directive would cause the employee to violate relevant rules and regulations and agreement of an acceptable alternative that is in compliance with relevant rules and regulations, or
- b. Employee acceptance that the directive does not violate relevant rules and regulations and agreement to perform the task.

When a good faith challenge is not resolved after discussion due to supervisor's determination that challenge was not in good faith or when no reasonable alternative to the directive exists, the supervisor must contact the Director of Safety and Operating Practices (DSOP) or the Senior Road Foreman of Engines (SRFE) for the division for immediate review of the challenge.

The reviewing officer may resolve the challenge by:

- a. Acceptance that the directive would cause the employee to violate relevant rules and regulations and agreement of an acceptable alternative that is in compliance with relevant rules and regulations, or
- b. Employee acceptance that the directive does not violate relevant rules and regulations and agreement to perform the task, or
- c. Determining that the challenge is not valid and, if applicable, directing the employee to perform the challenged task. The reviewing officer must explain to the employee that federal law may protect the employee from retaliation if the employee refuses to do the work and if the employee's refusal is a lawful, good faith act. *Continued on next page*

Transportation Good Faith Challenge *continued*

The reviewing officer's decision is not subject to further immediate review. The supervisor must give the employee the opportunity to fill out and keep a copy of the Good Faith Challenge Form, located in current system notices, before going off duty. The employee uses the form to document any protest to the reviewing officer's decision.

Upon written request of the employee by means of the Good Faith Challenge Form and within 30 days after the expiration of the month of the challenge, the appropriate Division Manager must review the original reviewing officer's decision and issue a written decision to the employee. The decision must verify the proper application of the regulation, procedure, or rule in question and provide enough background information to understand the challenge, cite applicable rules and procedures, and provide an in-depth explanation.

A good faith challenge is not intended to abridge any rights or remedies available to the employee under a collective bargaining agreement or any federal law, including but not limited to the anti-retaliation protections in 29 USC 651 ET SEQ., 6 USC 1142, or 49 USC 20109.405.1

Appendix B - Engineering Department On-Track Safety Good Faith Challenge

Engineering Department On-Track Safety Good Faith Challenge

CSXT employees have the absolute right to challenge, in good faith, whether:

- a. The On-Track Safety procedures applied at the job location comply with CSXT Rules, or
- b. Roadway maintenance machine or hi-rail vehicle in use complies with FRA regulations or has a condition that prevents its safe operation.

Making a Good Faith Challenge

Prior to initiating a challenge, the employee shall discuss the issue at the job location with the employee-in-charge to clarify any misunderstanding that may exist.

When making a good faith challenge:

1. Do not foul the track or operate the equipment until resolution of the challenge,
2. Refuse any directive to violate any on-track worker rule or FRA regulation, and
3. Notify the employee-in-charge (or the employee's immediate supervisor) of the challenge.

Receiving a Good Faith Challenge

When an employee makes a good faith challenge, the employee-in-charge must:

1. Instruct all employees to not foul the track, if on-track protection is the basis for the challenge,
2. Instruct the operator of the equipment not to operate the equipment, if an unsafe roadway maintenance machine or hi-rail vehicle is the basis for the challenge; and
3. Attempt to resolve the challenge.

If the employee-in-charge agrees with the concerns expressed, take the appropriate steps to correct the situation before permitting employee(s) to foul the track or operate the machinery.

If the employee-in-charge does not agree with the concerns expressed, inform the employee that there is no agreement and instruct employee to complete a CSXT Good Faith Challenge Form.

Resolving a Dispute Involving a Good Faith Challenge

In the event the roadway worker maintains the good faith challenge, the employee-in-charge must submit the completed CSXT Good Faith Challenge Form to the appropriate officer and request resolution. Submit challenges concerning:

- a. On-track safety procedures to CSXT's Operation Center, or
- b. Roadway maintenance machine or hi-rail vehicle to the plant manager at the Bryan Park Equipment Shop.

The officer with jurisdiction determines the outcome of the challenge and takes the following action:

- a. If the challenge is valid, instruct the employee-in-charge to make whatever corrections are necessary, inform the employee(s) of the corrections, and instruct the employee(s) to return to work, or
- b. If the challenge is not valid, instruct the employee(s) to return to work.

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Glossary

Terms

Absolute Signal - A color light, color position light, or semaphore signal that conveys Stop as its most restrictive aspect and does not have a number plate, P marker, APP marker, C marker, or G marker.

Activation Failure - A condition when the highway-rail crossing at grade automatic warning devices fail to indicate the approach of a train.

Adjacent Controlled Track - When used for the purpose of adjacent controlled track on-track safety, it is a controlled track whose track center is spaced 19 feet or less from the track center of the occupied track.

Adjacent Tracks - Two or more tracks with track centers spaced less than 25 feet apart.

Authority for Movement - The means by which a train or on-track equipment is granted the right to occupy a portion of track and is protected against other movements.

Authorized Speed - The maximum speed a train or on-track equipment is authorized to operate. The speed will be designated by rule, special instruction, train documentation, dispatcher message, Form EC-1, or signal indication.

Automatic Block Signal (ABS) System - A series of consecutive blocks whose use is governed by train-actuated block signals or by certain conditions affecting the use of a block. Unless specified, such signals do not authorize the movement of trains.

Automatic Railroad Crossing - A railroad crossing at grade protected by signals that are actuated automatically by the approach of a train.

Auxiliary Track - A track other than a main track.

Block - A track section of defined limits. In signaled territory, a block is the track section between two consecutive block signals governing movements in the same direction. It is also the track section from a block signal to the end of signaled territory.

Block Signal - A fixed signal displayed to trains at the entrance of a block to govern use of the block.

Blocking Device - A lever, plug, ring, or other method of control that restricts the operation of switch or signal.

Blocking Protection - A method of control used by Dispatchers/Control Operators that restricts the operation of switch or signal, providing protection to employees fouling/working on the track.

Blue Signal - A clearly distinguishable blue flag or blue light by day and blue light at night. When attached to the operating controls of a locomotive, it need not be lighted if the inside of the cab area of the locomotive is sufficiently lighted to make the blue signal clearly distinguishable.

Bolt Lock Switch - A hand-operated switch equipped with a pipe connected locking device designated to shunt the signal system before the switch points are operated.

C&E - The conductor and locomotive operator assigned to a specific train.

Cab Signal System (CSS) - The CSS interconnects with the fixed signal system to provide the locomotive operator with continuous information on the occupancy and/or condition of the track ahead.

Car Shop Repair Track Area - One or more tracks within an area in which the testing, servicing, repair, inspection, or rebuilding of railroad rolling equipment is under the exclusive control of mechanical department personnel.

Centralized Train Dispatching System (CTDS) - A system by which controlled signals or instructions of a train dispatcher from a centralized location or both govern train and on-track equipment movements.

Chock - A wedge or block placed against a wheel to prevent movement.

City Ordinance - A speed restriction enacted by municipal authorities and identified in special instructions that defines the authorized speed and how the speed applies.

Clearance Point - The location near a turnout beyond which it is unsafe for passage on an adjacent track and unsafe for an employee to ride the side of equipment on the adjacent track.

Close Clearance - A permanent or temporary object or structure that prevents the safe passage of an employee riding the side of the equipment.

Color Light Signal - A fixed signal that displays aspects by the color of a light. It may also display aspects by a combination of colored lights.

Color Positions Light (CPL) Signal - A fixed signal that displays aspects by the color or position of two or more lights.

Conductor - An employee who is certified as a conductor and works in a designated conductor position.

Constant Warning Time Devices - Shall be capable of monitoring the speed of an approaching train and predicting the arrival of the train at a crossing to provide a relatively uniform warning time at various speeds. Trains must not accelerate in the approach of a crossing equipped with a grade crossing predictor.

Control Station - A designated office or location from which a designated employee authorizes and directs the movements of trains and on-track equipment by issuing mandatory directives or operating signal and switch appliances.

Controlled Point or Control Point (CP) - A station designated in the timetable where signals are remotely controlled from the control station.

Controlled Point System (CPS) - A signal system consisting of controlled points in which controlled point rules are in effect.

Controlled Siding - A track designated as a controlled siding in special instructions used for the purposes of meeting and passing trains. In signal territory, signals do not govern movement on the siding. Entrance and exit signals only authorize trains to enter or leave the siding.

Controlled Signal - A fixed signal operated from a control station used to govern the movement of trains.

Controlled Track - A track designated in special instructions where a train dispatcher authorizes all movements.

Crossing Island Circuit - That portion of the highway-rail crossing at grade where the highway directly crosses the railroad tracks. For detection purposes, a train is considered to be occupying the island when it is a minimum of 100 feet from either edge where the highway crosses the tracks. Island may or may not be defined by insulated joints. Crossing will not recover if a train is occupying this circuit.

Crossover - A track connection between two adjacent, but not necessarily parallel, tracks consisting of two switches whose primary purpose is to allow crossing from one track to the other.

CSX Procedural Instruction Manual (PIM) - Written instructions issued to train dispatchers by Network Operations concerning the safety or movement of trains and employees.

CSX Train Documentation - A computer-generated or hand-written document consisting of some or all of the following:

- a. Tonnage Graph, or
- b. Restricted and Special Handling List, or
- c. CT-168 Report, or
- d. Clearance Bureau Instructions, or
- e. Train Listing and Hazardous Endorsement, or
- f. Hazardous Special Handling Instructions, or
- g. Hazardous Materials Radio Waybill Form.

Current of Traffic (COT) - The movement of trains on a main track, in one direction, as specified by the rules or special instructions.

Defect Detector - A wayside device used to detect mechanical malfunctions of equipment or equipment that is too high or wide to move safely.

Derail - A track safety device designed to guide equipment off the rails at a selected spot as a means of protection against collisions or other accidents.

Dispatcher Bulletin - A computer-generated form issued by the train dispatcher containing current operating instructions that apply to the train addressed as well as information relating to the most recently issued system and division bulletins.

Dispatcher Message - Part of a dispatcher bulletin containing instructions and mandatory directives issued by the train dispatcher that govern the operations of trains.

Drawbridge - A bridge made to be raised up or down or drawn to the side to permit or prevent passage.

Dual-Controlled Switch - A power-operated switch also equipped for hand operation.

Effective Locking Device - Manually Operated Switch - A device that is vandal and tamper resistant and is also designed to be locked and unlocked only by the class, craft, or group of employees for whom protection is being provided. Engineering department locks will be painted orange. Blue locks are used for Blue Signal Protection.

Effective Locking Device - Remotely Controlled Switch - A blocking device that effectively prevents the lever or button controlling the switch from being operated.

Electric Lock - An electrical locking device applied to a hand-operated switch, derail, or gate.

Electric Lock Switch - A hand-operated switch with an electric locking device applied.

Emergency Inspection or Repairs - Inspection or repairs required to ensure the safe movement of trains and on-track equipment due to unforeseen circumstances such as, but not limited to, a derailment or forces of nature.

Employee-In-Charge (EIC) - A designated roadway worker/lone worker qualified on Operating and On-Track Worker Rules and physical characteristics who is responsible for all movements and on-track safety for a roadway work group within working limits.

End-of-Train Device (EOT) - A portable sensory transmitter unit mounted on the last car of a train.

Engine - A term that is synonymous with locomotive. *See also* Locomotive.

Equipment - When used in the operating rules this refers to locomotives, railroad cars, and any maintenance of way equipment designed to be placed on or operate on the rail.

Excepted Track - A segment of track that is identified in special instructions, where:

- a. No train shall be operated at speeds more than 10 MPH, or
- b. No revenue passenger train shall be operated, or
- c. No freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations (49 CFR).

Exclusive Authority to Move - A condition that exists when a train or on-track equipment is the only movement authorized to occupy and move within a block or within the limits of an EC-1 or EC-1e authority.

Exclusive Track Occupancy - A method of establishing working limits on a controlled track in which movement authority of trains and other equipment is withheld by the train dispatcher or, in case of emergency, restricted by flagman.

False Activation - A condition when the highway-rail crossing at grade automatic warning devices indicate to motorists that it is not safe to cross when, in fact, it is safe to do so.

Field Side of Rail - The face pointing away from the track or the outside face.

Fixed Signal - A permanent signal or sign indicating a condition affecting train movement.

Flagger (Crossing) - A person other than a train crewmember who is equipped with a vest, shirt, or jacket of a color appropriate for daytime flagging such as orange, yellow, strong yellow, green, or fluorescent versions of these colors or other generally accepted high visibility colors. For nighttime flagging, similar outside garments shall be retroreflective. Acceptable hand signal devices for daytime flagging include STOP/SLOW paddles or red flags. For nighttime flagging, a flashlight, lantern, or other lighted signal shall be used.

Flagman - A designated employee whose only responsibility is to direct or restrict the movement of trains at a specific point to provide on-track protection for roadway workers. Employee must be trained and capable of showing proficiency in duties as flagman.

Form EC-1 - A form used to record specific instructions or dispatcher messages from the train dispatcher regarding movements on controlled tracks.

Fouling a Connecting Track - When equipment is standing so that the end of the equipment is between the clearance point of the track and the switch points of a connecting track, or when an individual is within four feet of the field side of the nearest rail or between the rails of a track.

Fouling an Improperly Lined Switch - When equipment is standing or proceeds past the clearance point of an improperly lined switch.

Fouling Equipment - To be within 25 feet of the end of standing equipment with any part of the body in a manner that if the equipment were to move, the employee would be struck. It does not include:

- a. Operating a bleed rod or a cut lever, or
- b. Operating a side mounted hand brake, or
- c. Mounting or dismounting equipment.

Frog - A device made of rail section constructed and assembled to permit the wheels on one rail of a track to cross another rail of an intersecting track. When viewed from above, it resembles an X.

Ground Air - A device with associated air lines designed to provide a supply of air to the air brake system of rail equipment located near tracks.

Group of Workmen - Two or more workmen of the same or different crafts assigned to work together as a unit under a common authority and who are in communication with each other while working.

Hand-Operated Switch - Any type of switch when operated by manual manipulation. Push button or radio control operated switches are governed by the rules for hand operated switches if the switches are not equipped with a signal or switch position indicator light.

Head-of-Train Device (HTD) - A device on a locomotive that receives information from and transmits to an end-of-train device.

Hi-Rail Vehicle - A roadway maintenance machine that has been:

1. Equipped with retractable, flanged wheels to permit operation on highways or railroad tracks, and
2. Manufactured to meet federal motor vehicle safety standards.

Highway-Rail Crossing at Grade - A location where a highway, road, street, or pedestrian walkway crosses one or more railroad tracks at grade.

Home Signal - An absolute fixed signal, capable of displaying a Stop indication, governing the entrance to a route, block, or interlocking.

Hump Classification Yard - The area where cars can roll freely into tracks; i.e., the area from the crest of the hump through and including the ladder tracks at the pull-out end of the class yard including the class tracks.

Immediate Access to a Radio - When a radio is sufficiently close to an employee to allow him or her to make and receive radio transmissions.

Improper Signal Aspect - A signal aspect that permits a train to proceed when the condition of the block does not justify such an aspect.

Inaccessible Track - A non-controlled track where entry to the track by trains or on-track equipment has been physically prevented by a method of establishing working limits.

Individual Train Detection - An on-track safety procedure where a lone worker has the ability to see approaching trains and the ability to leave the track before they arrive.

Industry - A customer that is serviced by the railroad.

Inspection - A careful review or examination for conditions that affect safe movement. Inspections may be:

- a. Visual - An inspection performed by a qualified employee using sense of sight to look for readily visible defects or damage.
- b. Roll-by - An inspection performed by a qualified employee located on the ground in which the train pulls by the employee not exceeding the designated speed.
- c. Walking - An inspection of a standing train performed by a qualified employee on the ground who walks the required portion of the train.

Inter - A continuous barrier of a permanent or semi-permanent nature that spans the entire work area, that is at least four feet in height, and that is of sufficient strength to prevent a roadway worker from fouling the adjacent controlled track.

Interlocking - An arrangement of interconnected signals and signal appliances that succeed each other in proper sequence and for which interlocking rules are in effect.

Interlocking Limits - The tracks between the opposing home signals of an interlocking.

Interlocking Signals - Fixed signals of an interlocking.

Intermediate Signal - A block signal equipped with a number plate, a G marker, or a P marker that conveys Restricted Proceed as the most restrictive aspect.

Key Train - Any train as described in either a, b, or c below:

- a. One or more loads of spent nuclear fuel (SNF) or high level radioactive waste (HLRW) moving under the following Hazardous Materials Response Codes 4929142, 4929143, 4929144, or 4929147, or
- b. One or more loaded tank cars containing materials that require the phrase POISON/TOXIC - INHALATION HAZARD on the shipping papers (Hazard Zone A, B, C, or D), anhydrous ammonia (UN 1005), or ammonia solutions (UN 3318), or
- c. Twenty (20) or more loaded hazardous materials shipments or intermodal portable tank loads having any combination of hazardous materials.

Limited Speed - A speed not exceeding 45 miles per hour.

Locomotive - A self-propelled unit of equipment designed for moving other equipment in revenue service, including a self-propelled unit designed to carry freight or passenger traffic or both, and may consist of one or more units operated from a single control.

Locomotive Consist - A locomotive or combination of locomotives properly coupled for multiple unit operation and operated from a single control.

Locomotive Operator - An employee who is certified as a locomotive engineer or remote control operator and works in a designated locomotive operator, engineer, or remote control operator position.

Locomotive Servicing Track Area - One or more tracks within an area in which the testing, servicing, repair, inspection, or rebuilding of locomotives is under the exclusive control of mechanical department personnel.

Lone Worker - An individual roadway worker who is not:

1. Being afforded on-track protection by another employee,
2. A member of a roadway worker group, and
3. Engaged in a common task with another employee.

Main Track - A controlled track designated in special instructions as a main track. Main tracks extend through yards and between stations.

Mandatory Directive - Any instruction issued by the train dispatcher or control station required to be recorded in writing that grants authority for occupancy of a controlled track or requires a train or on-track equipment to take a defined action.

Maximum Authorized Speed - The maximum speed authorized by Timetable or Special Instructions.

Medium Speed - A speed not exceeding 30 miles per hour.

Minor Correction - One or more repairs of a minor nature, including but not limited to welding, spiking, anchoring, hand tamping, and joint bolt replacement that is accomplished with handheld, hand supported, or hand guided power tools. The term does not include machine spiking, machine tamping, or similarly distracting repairs.

Motion Detection Equipment - Shall provide sensitivity capable of assuring a warning time of 20 second minimum for constant train speeds of 2 MPH or greater.

Non-Controlled Track - Any track not designated as a controlled track upon which trains are permitted by rule or special instruction to move without receiving authorization from a train dispatcher or control operator.

Occupied Track - A track occupied by authorized or permitted self-propelled or coupled equipment engaged in a common task with a roadway work group and at least one of the roadway workers is on the ground.

On-Track Equipment - Vehicles equipped with hi-rail attachments, rail detector cars, or other engineering equipment.

On-Track Equipment Operator - The operator of on-track equipment or the employee-in-charge of on-track equipment.

On-Track Roadway Maintenance Machine - A self-propelled, rail-mounted maintenance machine whose light weight exceeds 7,500 pounds. An on-track roadway maintenance machine is not designed for highway use or for use in rail inspection.

On-Track Safety - A state of freedom from the danger of being struck by a train or other equipment provided by operating and safety rules that govern track occupancy by personnel, train, and on-track equipment.

On-Track Safety Manual - Operating rules, Safety Rules, and Special Instructions designed to prevent roadway workers from being struck by trains or other on-track equipment. On CSX, Operating and Safety rules are found in the current CSX Employee Operating Manual. Changes and additions are contained with System Bulletins.

Operator - The railroad employee who is not working a designated train dispatcher position but is in charge of a remotely controlled switch, derail, interlocking or controlled point, or a segment of controlled track.

Operator Control Unit (OCU) - A device through which a remotely controlled locomotive or platform is operated.

Operator Control Zone (OCZ) - When activated, a designated portion of track in which a remote control locomotive or remote control platform may operate without protecting the leading end of the movement. Special instructions identify an operator control zone and the control station affording protection.

Partial Activation - A condition when the highway-rail crossing at grade automatic warning devices indicate the approach of a train; however, the full, intended warning is not provided.

Passenger Station - A location identified in special instructions where passengers are loaded and unloaded from passenger trains.

Personal Electronic or Electrical Devices - Any electronic or electrical device not provided to employees by CSX for authorized business purposes.

Pilot - An employee assigned to a train or track car when the locomotive operator, conductor, or track car driver is not qualified on the physical characteristics or the operating rules of the territory to be traversed.

Place of Safety - When on the ground, a location that is clear of all tracks and ensures employee cannot be struck by rolling equipment. When riding on equipment, the employee is properly positioned on the equipment with three points of contact and facing the direction of movement.

Positive Stop Protection (PSP) - An electronic device that uses both GPS and physically located track mounted units that prohibit a remote control locomotive from passing a geographic point on the track.

Power-Operated Switch - A remotely controlled switch operated electrically or electro-pneumatically.

Predetermined Place of Safety (PPS) - A predetermined location identified in the job briefing that roadway workers must occupy when notified of an approaching train or on-track equipment on an adjacent controlled track. If necessary, the PPS can be the occupied track so long as working limits are established on that track prior to fouling.

Primary Operator - Operator that is controlling locomotive movement. The primary OCU will have the capability to direct all functions of the locomotive.

Private Highway-Rail Crossing at Grade - A highway-rail crossing at grade which does not meet the definition of a public highway-rail crossing.

Public Highway-Rail Crossing at Grade - A highway-rail crossing at grade where the highway, road, street, or pedestrian walkway is maintained on both sides by a public authority.

Push-Pull Train - A passenger train with a multiple unit (MU) or control car on either end.

Qualified Employee - An employee who has successfully completed all required training for, demonstrated proficiency in, and is authorized to perform the duties of a particular position or function.

Quiet Zone - A segment of track identified in special instructions that contains consecutive highway-rail crossings at grade where the locomotive horn is not routinely sounded.

Railroad Bridge Worker - An employee, or employee of a contractor, of a railroad who is responsible for the construction, inspection, or maintenance of a bridge and whose assigned duties, if performed on the bridge, include inspection, testing, maintenance, repair, construction, or reconstruction of the:

- a. Track; or
- b. Bridge structural members; or
- c. Operating mechanisms and water traffic control systems; or
- d. Signal, communication, or train control systems integral to that bridge.

Railroad Operating Employee - Any employee engaged in or connected with the movement of a train, including a hostler or engine mover, or any employee subject to the hours of service requirements governing train service employees.

Railroad Supplied Electronic and Electrical Devices - Any electronic or electrical device provided or reimbursed by CSX for authorized business purposes.

Ranking Employee - The member of the train crew who is responsible for the administration of the train. When more than one employee is assigned to a crew, the ranking employee is the conductor or yard foreman.

Red Zone - The area surrounding working equipment, employees using tools, and lifting operations which, if entered by an individual(s), creates the potential for injury as a result of being struck by equipment, tools, or material. A red zone may be specifically defined by rule.

Release Form - A computer-generated form advising of a dispatcher bulletin number and the number of train messages it must contain. Its address must correspond to the associated dispatcher bulletin.

Release Line - The last line of a dispatcher bulletin containing the:

1. Dispatcher bulletin number,
2. Total number of dispatcher's messages,
3. The train dispatcher's initials, and
4. Date and time released.

Remote Control Locomotive (RCL) - A locomotive equipped and configured to be controlled by a remote control operator utilizing an operator control unit.

Remote Control Operator (RCO) - An employee who has control of remote control locomotive or platform by means of an operator control unit.

Remote Control Operator Foreman (RCOF) - The ranking crewmember of a remote control crew.

Remote Control Platform (RCP) - A car or locomotive body equipped with remote technology and configured to be controlled by a remote control operator utilizing an operator control unit. A remote control platform does not have propelling motors and must be coupled and properly connected to a conventional locomotive to function properly.

Remote Control Zone (RCZ) - When activated, a designated portion of track in which a remote control locomotive or remote control platform may operate without protecting the leading end of the movement. Signs and special instructions identify a remote control zone.

Remotely Controlled Railroad Crossing - A railroad crossing at grade operated by a control station.

Restricted Speed - A speed that permits stopping within one-half the range of vision. It also permits stopping short of a train, a car, on-track equipment, an obstruction, a Stop signal, a derail, or an improperly lined switch. It permits looking out for broken rail. It is not to exceed 15 MPH until the entire movement clears turnouts, crossovers, and power-operated switches; otherwise it does not exceed 20 MPH.

Roadway Maintenance Machine - Powered equipment, other than by hand, in use on or near the track for maintenance, repair, construction, or inspection of track, bridges, roadway, or signal, communication, or electric traction systems. These machines may have road or rail wheels or may be stationary.

Roadway Maintenance Machine with a crane - Any roadway maintenance machine equipped with a crane or boom that can hoist, lower, and horizontally move a suspended load.

Roadway Maintenance Machines Equipped with a crane - Means any roadway maintenance machine equipped with a crane or boom that can hoist, lower and horizontally move a suspended load.

Roadway Maintenance Work Train - A train operated within working limits in conjunction with roadway maintenance, construction, or repairs, under the direction of a designated employee-in-charge.

Roadway Work Group - Two or more roadway workers working together on a common task.

Roadway Worker - Any employee of a railroad, or a contractor to a railroad, whose duties include and who is engaged in the inspection, construction, maintenance, or repair of the following:

- a. Railroad track, or
- b. Bridge, or
- c. Roadway, or
- d. Signal and communications systems, or
- e. Electric traction systems, or
- f. Roadway facilities, or
- g. Roadway maintenance machinery on or near the track or with the potential of fouling a track.

Roadway worker also includes any employees responsible for on-track protection, flagmen, and watchmen/lookouts.

Roll-by Inspection - An inspection performed by a qualified employee, located on the ground, where the train pulls by such employee not exceeding the designated speed.

Rolling Equipment - Locomotives, railroad cars, and one or more locomotives coupled to one or more cars.

Rule Book - Operating rule book, Safe Way, Air Brake Train Handling and Equipment Handling Rule Book or the corresponding books of a foreign carrier.

Safety Stop - A stop of at least 50 feet, but not more than 250 feet, made prior to coupling to equipment.

Secondary Operator - Operator not controlling locomotive movement who has the ability to control horn, bell, and emergency brake application and who also has tilt protection.

Shoving Platform - A rail car that has been modified for the purpose of providing employees a means to ride the leading end of equipment on a shoving move.

Siding - An auxiliary track designated in special instructions for meeting or passing trains.

Signal Aspect - The appearance of a fixed signal as viewed from the direction of an approaching train.

Signal Imperfectly Displayed - A block or interlocking signal, displaying lights that are:

- a. Not in conformity with the rules, or
- b. Absence a light where a color light should be, or
- c. Absence a signal at a place where a signal is usually displayed, or
- d. A high color light signal displaying more than one light per signal unit.

Signal Indication - The information conveyed by the aspect of a signal.

Signaled Siding - A siding equipped with block signals that govern train movements on the siding.

Signaled Track - A track equipped with block or interlocking signals that govern train movements.

Single Track - A main track upon which trains operate in both directions.

Slow Speed - A speed not exceeding 15 miles per hour.

Special Instructions - Information contained in timetables, system bulletins, subdivision bulletins, and CSX procedural instruction manuals.

Spring Switch - A switch equipped to restore the switch points to normal position after having been trailed through.

Static Drop - Where gravity provides sufficient energy to move equipment without any assistance from a locomotive or other equipment when hand brakes are released.

Station - A place designated in special instructions by name and milepost location.

Steep Grade - A section of controlled track where the average grade is 1% for three continuous miles or 2% for two continuous miles.

Sterile Cab - The operating cab of the controlling locomotive or other equipment specified by rule when employees have established and maintained an environment where their attention and conversation is restricted exclusively to the actions governing the safe movement of the equipment.

Subdivision - A portion of the railroad designated by timetable.

Subdivision Bulletin - Written or electronically transmitted special instruction concerning the safety of employees and the movement of trains over a specific subdivision

Subdivision Notice - Written or electronically transmitted notice containing information and instructions not affecting the movement of trains for a specific subdivision.

Switch - A device consisting of necessary rails and connections designed to change the direction of a movement from the track on which it is moving to another track.

Switch Providing Access - A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

System Bulletin - Written or electronically transmitted special instructions issued by the Operating Rules Department concerning the safety of employees and the movement of trains.

System Notice - Written or electronically transmitted notice issued by the Operating Rules Department containing information and instructions not affecting the movement of trains.

Tangent Track - Straight track.

Telemetry - The combination of a head-of-train device (HTD) on the controlling locomotive and an end-of-train device (EOT) mounted on the rear car of the train that has the ability to communicate train-related information to and from the controlling locomotive.

Temporary Speed Restriction - A portion of a controlled track with defined limits where the authorized speed has been reduced as specified by dispatcher message, Form EC-1, special instruction, or verbal notification by an engineering department employee.

Thru Truss Bridge - A bridge span in which the steel framework extends above and over the top of the rail.

Timetable - A publication containing instructions and other essential information relating to the movement of trains or equipment.

Track Barricade - A designated sign or obstruction fastened to a track that prevents access to the track.

Track Centers - The distance from the centerline of one track to the centerline of an adjacent track.

Track Warrant - Authorization to use a controlled track received in writing or copied on the prescribed forms and repeated at the direction of the train dispatcher or control station using radio or other communication.

Track Warrant Control (TWC) - A method of authorizing movements or protecting employees or on-track equipment in signaled or non-signaled territory on controlled track within specified limits. Movement within TWC territory is under the jurisdiction of the train dispatcher.

Train - A locomotive, with or without cars, displaying a marker.

Train Approach Warning - An on-track safety procedure where one or more watchmen/lookouts warn roadway workers performing routine inspections or minor corrections of the approach of trains in ample time to move to a place of safety.

Train Coordination - A method of establishing working limits on tracks where the crew of a train that holds exclusive authority to move yields that authority to a roadway worker to perform materials distribution with a work train, snow duty, or track work at a derailment site.

Turnout - An arrangement of a switch and a frog with closure rails by which equipment can be diverted from one track to another.

Unattended Equipment - Equipment left standing and unmanned in such a manner that the brake system of the equipment cannot be readily controlled by a qualified person.

Unmanned - Locomotives or on-track equipment left standing with no assigned employee close enough to take safe and effective action to control its movement.

Utility Employee - An employee who must be attached to a single crew to perform duties specified by rule or may perform work independently of a train crew when properly protected by blue signal protection when required.

Visual - An inspection performed by a qualified employee using sense of sight to look for readily visible defects or damage.

- **Roll-by** - An inspection performed by a qualified employee located on the ground in which the train pulls by the employee not exceeding the designated speed.
- **Walking** - An inspection of a standing train performed by a qualified employee on the ground who walks the required portion of the train.

Warning Tag (S-105) - A tag used to indicate that equipment is out of service and should not be operated. The following are examples of warning tags and the information that must be indicated on each, if applicable:

- S 105 Rev 1-93
 - DANGER
- OUT OF SERVICE
 - EQUIPMENT/APPARATUS
 - REASON
 - NAME
 - TIME DATE
- DO NOT OPERATE
- NOTIFY OTHERS
- REVIEW PROCEDURE
- IDENTIFY ENERGY SOURCES
 - ELECTRICAL
 - HYDRAULIC
 - PNEUMATIC
 - GRAVITY OR SPRING
- NEUTRALIZE ALL ENERGY
- LOCK OUT POWER
 - Warning Tag (S-105)

Work Train - A train assigned to serve the maintenance-of-way department in track repair and maintenance.

Working Limits - A segment of track with definite boundaries established in accordance with the rules upon which trains, locomotives, and on-track equipment may move only as authorized by the roadway worker having control over that defined segment of track.

Working Radio - A radio that can communicate with the train dispatcher of the railroad, or the host railroad if in joint operations (through repeater stations if necessary), from any location within the rail system, except:

1. In tunnels or other localized places of extreme topography, and
2. During temporary lapses of coverage due to atmospheric or topographic conditions.

Workmen - Railroad employees assigned to inspect, test, repair, or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded except when assigned to do such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

Yard - A system of tracks other than main tracks and sidings. A yard is used for making up trains, for storing cars, and for other purposes.

Yard Engine - A locomotive being used in yard service.

Yard Limits - A portion of main track designated in special instructions and defined by signs.

Zone - That portion of a Railroad assigned to the supervision of a Superintendent.