BNSF Railway Safety Vision

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

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

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

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

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

This version contains the following updated pages:
August 1, 2026: Title page, i-4, 11-2, 11-3, 11-4, 11-5, 11-6.

BNSF RAILWAY

Maintenance of Way Operating Rules

In Effect at 0001
Central, Mountain and Pacific
Continental Time

March 1, 2026

(Including updates through
August 1, 2026)

A Serious Injury or Fatality (SIF) event is an incident or near miss that has the potential to, or does, result in a fatal or life-altering injury or illness. Where this icon is displayed, it represents a rule that has been identified to mitigate risk of a SIF for all BNSF employees.

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1.0 General Responsibilities

1.1 Safety ♦

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

Empowerment

All employees are empowered and required to refuse to violate any rule within these rules. They must inform the employee in charge if they believe that a rule will be violated. This must be done before the work begins.

Job Safety Briefing

Conduct a job safety briefing with individuals involved:

- Before beginning work.
- Before performing new tasks.
- When working conditions change.

The job safety briefing must include the type of authority or protection in effect.

1.1.1 Maintaining a Safe Course

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

1.1.2 Alert and Attentive ♦

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

1.1.3 Accidents, Injuries, and Defects

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

The employee on whom the responsibility most naturally falls must assume authority until the proper manager arrives.

When an accident occurs at a road crossing, do not cut trees, weeds or make any changes to the scene until representatives from the Claims Department have investigated.

1.1.4 Condition of Equipment and Tools

Check the condition of equipment and tools before using them to perform duties. Do not use defective equipment or tools until safe to do so. Report any defects to the proper authority.

1.1.5 Inspection After Derailment

After re-railing equipment, check the condition of the track to ensure it is safe for the equipment to proceed.

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1.2 Personal Injuries and Accidents

1.2.1 Care For Injured

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

1.2.2 Witnesses

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

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

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

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

1.2.3 Equipment Inspection ◆SIF

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

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

1.2.4 Mechanical Inspection

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

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

1.2.5 Reporting

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

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

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

1.2.6 Statements

Except when authorized by the proper manager:

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

1.2.7 Furnishing Information

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

1.3 Rules

1.3.1 Rules, Regulations and Instructions

Employees must be familiar with and comply with the following rules, regulations and instructions.

Maintenance of Way Operating Rules— Employees governed by these rules must have a current copy they can refer to while on-duty. Should the current copy of these rules become unavailable for reference while on-duty by an individual roadway worker who is not part of a work group, that employee may contact a supervisor to access the required information.

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

Safety Rules— Employees must have a copy of all applicable safety rules issued in a separate book.

Hazardous Materials— Employees who handle hazardous materials must have a copy of the instructions or regulations for handling these materials.

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

Maintaining Current Copies— Employees must have a current copy of general orders amending rules and special instructions, and a copy of general orders amending timetables that apply to the territory they will work on. Updated pages including amendments may be used in place of general orders. These documents may be stored and referenced in printed form or on an electronic device.

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

Classes— Employees must attend required classes. They must pass the required examinations.

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1.3.2 General Orders

General orders:

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

Before beginning each day's work employees whose duties require must review general orders that apply to the territory they will work on.

1.3.3 Circulars, Instructions and Notices

Circulars, instructions, notices, and other information are issued and cancelled by the designated manager. Before beginning each day's work employees whose duties require must review those that apply to the territory they will work on.

1.4 Carrying Out Rules and Reporting Violations

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

1.5 Drugs and Alcohol

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

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

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1.6 Conduct

Employees must not be:

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

   or

7. Discourteous.

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

1.6.2 Notification of Felony Conviction

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

1.7 Altercations

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

1.8 Appearance

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

1.9 Respect of Railroad Company

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

1.10 Games, Reading or Other Media

While on-duty, do not:

- Play games or read magazines, newspapers or other literature not related to duties except when located in a predetermined place of safety during break periods and not performing duties.
- Use electronic devices other than as provided for in MWSR.

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1.11 Sleeping

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

1.11.1 Napping

Napping is permitted under the following conditions:

- During meal period.

  or

- When employee is working outside their normal working hours or when they have worked outside their normal working hours in the last 24 hours.

The employee in charge must approve all naps. Naps may be approved when work group is waiting for authority, waiting for other work groups, etc.

EXCEPTION: Lone workers must enter the word “Nap” and the time the nap was initiated on the line captioned “time form completed” of the Statement of On-Track Safety.

Before napping the employee must take the necessary precautions to protect themselves and railroad property. The nap period must not exceed 45 minutes. The period is not limited to the time sleeping but includes the advance time needed to fall asleep. The normal requirements of the MWOR, timetable special instructions, MW Safety Rules, and other operating instructions are suspended for the employee taking the nap. All employees are encouraged to perform stretches before returning to work after taking a nap.

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1.12 Weapons

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

1.13 Reporting and Complying with Instructions

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

1.14 Employee Jurisdiction

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

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

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

1.15 Duty—Reporting or Absence

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

1.16 Subject to Call

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

1.17 Hours of Service Law

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

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

A. Notification

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

B. Exceeding the Law

Employees must not exceed the hours of service law without proper authority.

1.18 Unauthorized Employment

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

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1.19 Care of Property

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

1.20 Alert to Train Movement

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

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

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

1.21 Occupying Roof

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

1.22 Unauthorized Persons on Equipment

Do not permit unauthorized persons on equipment.

1.23 Altering Equipment

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

1.24 Clean Property

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

1.25 Credit or Property

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

1.26 Gratuities

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

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1.27 Divulging Information

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

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

1.28 Fire

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

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

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

1.33 Loading Freight Cars

Freight cars must be loaded safely.

If width or height approaches clearance restrictions, movement must be cleared with the proper authority.

1.34 Flat Spots

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

1.35 Dump Doors

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

1.44 Duties of Train Dispatchers

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

1.45 Duties of Bridge Tenders and Bridge Control Operators

Bridge tenders and bridge control operators must receive instruction on each movable bridge they are assigned to operate and/or inspect for safe train and on-track equipment movement.

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1.48 Time

While on-duty, all MW EICs and all lone workers must have a watch. Other employees must have access to a watch or clock.

The watch or clock must:

- Be in good working condition and reliable.
- Display hours, minutes, and seconds.
- Not vary from the correct time by more than 30 seconds.
- Be compared with the time source designated in the special instructions.

BNSF Supplemental Information

Dial 8-998-8463, 8-WWV-TIME, or 8-435-6000 to obtain coordinated universal time signal.

1.49 Encroachment

Encroachment on railroad property, including building occupancy or the unauthorized dumping or storage of material having an adverse environmental impact, is prohibited.

When observing outside parties performing work that may encroach on the right-of-way, report the location and the nature of work to the proper authority.

Livestock found on railroad property must be driven away or handled as directed.

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2.0 Railroad Radio and Communication Rules

2.1 Transmitting

Any employee operating a radio must do the following:

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

2.2 Required Identification

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

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

Short Identification

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

2.3 Repetition

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

- Concerns yard switching operations.
- Is a recorded message from an automatic alarm device.

  or

- Is general and does not contain any information, instruction, or advice that could affect the safety of a railroad operation.

2.4 Ending Transmission

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

“OVER”—when a response is expected.

or

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

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

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2.6 Communication Not Understood or Incomplete

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

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

2.7 Monitoring Radio Transmissions

Base Stations and Mobile Units

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

Portable Radios

Employees assigned a portable radio must have their radio powered on, and turned to the correct channel with volume loud enough to receive communication when:

- Away from a base station or mobile unit.
- Performing service.

  Or

- On or near railroad tracks and/or equipment.

2.8 Acknowledgment

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

2.9 Misuse of Radio Communications

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

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2.10 Emergency Calls

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

- Derailments.
- Collisions.
- Storms.
- Washouts.
- Fires.
- Track obstructions.

  or

- Emergency brake applications.

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

- Overrunning limits of authority.

  or

- Overrunning Stop indications.

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

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

2.11 Prohibited Transmissions

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

2.12 Fixed Signal Information

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

2.14 Transmission of Mandatory Directives

When verbally transmitted, a mandatory directive must be transmitted according to applicable operating rules and the following:

- The train dispatcher must state that a mandatory directive will be transmitted.
- The employee must inform the train dispatcher when ready to copy, stating the employee’s name, occupation and location. An employee operating the controls of moving equipment may not copy a mandatory directive. In addition, a mandatory directive must not be transmitted to moving equipment if the operator of the equipment feels that the transmission could adversely affect safe operation.
- The employee receiving a mandatory directive must copy it in writing using the format outlined in the operating rules.

A mandatory directive may not be released by an employee at the controls of moving equipment.

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2.14.1 Verbally Transmitting and Repeating Mandatory Directives

When transmitting and repeating mandatory directives:

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

Apply the following when verbally transmitting and repeating a mandatory directive identified by numbers separated with a hyphen:

- State the first number, then state or spell each digit separately for that number.
- State the hyphen as “dash”.
- State the second number, then state or spell each digit separately for that number.

Example: Authority number 407-15; “407; 4, 0, 7 dash 15; 1, 5”.

Employees repeating the initial transmission of the mandatory directive must repeat the number in this same format.

When authorities are repeated precisely as they are transmitted, the Control Operator/Train Dispatcher is able to follow the words when checking the repeat for accuracy. When authorities are not repeated properly, it is more difficult for the Control Operator/Train Dispatcher to follow the repeat process.

Employees are expected to repeat authority precisely as it is recorded on the authority form. All words which are on the form or shown in the examples must be repeated in the proper order and without adding or deleting words.

Employees will be given three chances to repeat an authority properly. If unable to repeat properly after three attempts, the Control Operator / Train Dispatcher will stop the authority and the employee will not be given additional authority until a supervisor has been contacted.

2.14.2 Before Reporting Clear or Releasing a Portion of Authority Limits

Before a field employee reports clear or releases a portion of authority limits, and the Train Dispatcher/Control Operator accepts the information, the following must occur:

- The employee will provide their name or other identification and the authority number to the Train Dispatcher/Control Operator.
- The Train Dispatcher/Control Operator will have the required form or computer screen displayed for data entry and confirmation.
- The employee will inform the Train Dispatcher/Control Operator that all employees and multiple work groups using the authority are clear of tracks.
- The Train Dispatcher/Control Operator and field employee must carefully match the verbally transmitted information against the authority form to ensure the information matches and is correct.

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2.15 Phonetic Alphabet

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

2.16 Assigned Frequencies

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

2.17 Radio Testing

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

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

2.18 Malfunctioning Radio

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

2.19 Blasting Operations

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

2.20 Internal Adjustments

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

2.21 Radio Equipment Requirements

At least one unit of on-track equipment in each work group using the same authority travelling without locomotive assistance between work locations must have a working radio. The operators of each additional unit of on-track equipment shall have communications capability with each other, which may be the use of hand or other signals.

Each work group shall have intra-group communications capability upon arriving at the work site, which may be the use of hand or other signals.

Each employee providing on-track safety for a work group, and each lone worker, will maintain immediate access to a working radio capable of monitoring transmissions from train movements in the vicinity.

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3.0 Not Used

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4.0 Timetables

4.1 New Timetable

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

4.1.1 Notice of New Timetable

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

4.2 Special Instructions

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

4.3 Timetable Characters

Timetable characters are letters and symbols located in the timetable station table. These letters and symbols indicate the special conditions at specific locations (such as yard limits and manual interlockings). A timetable station table may also include information on the method of operation (such as TWC, ABS or CTC). The following timetable characters are in effect:

A	Automatic Interlocking
B	General orders, notices, and circulars
C	Radio communication
g	Gate, normal position against conflicting route
G	Gate, normal position against this subdivision
J	Junction
M	Manual interlocking
P	Telephone
R	Restricted Limits
S	Railroad crossing protected by permanent stop sign
T	Turning facility
U	Railroad crossing not protected by signals or gates
X	Crossover
X(2)	Multiple crossovers
Y	Yard Limits

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5.0 Signals and Their Use

5.1 Signal Equipment

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

5.2 Receiving and Giving Signals

5.2.1 Looking for Signals

To recognize and follow signals correctly, employees must:

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

5.2.2 Signals Used by Employees

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

A. During the Day

1. Use the correct color of flags or lights.
2. Use day signals from sunrise to sunset.

B. At Night

1. Use the correct color of flags or lights.
2. Use night signals from sunset to sunrise or when day signals cannot be seen clearly.

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

5.2.3 Flagging Kits

All hi-rail vehicles, on-track equipment that works independently, and the lead and trailing pieces of on-track equipment in a gang consist must carry a complete railroad flagging kit.

Vehicle operators whose duties may require flagging must carry a complete flagging kit in the vehicle.

The employee in charge and the machine operator are responsible for ensuring that the kit is complete at the beginning of each shift.

A complete flagging kit consists of the following:

12 - Red Fusees
2 - Red Flags
2 - White Lights

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5.3 Hand and Radio Signals

5.3.1 Hand Signals

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

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

[Diagram A.]

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

5.3.2 Giving Signals

Employees who give signals must:

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

5.3.3 Signal Disappearance

If a person disappears who is giving the signal to back or shove, or the light being used disappears, the backing or shoving movement must stop.

5.3.4 Signal to Stop

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

5.3.5 Stop Signal by Flagman

When a flagman stops a train, engine or on-track equipment, the flagman must thoroughly explain to the engineer or operator why they were stopped.

5.3.6 Radio and Voice Communication

Employees may use radio or other means of voice communication to give information when using hand signals is not practical. When using radio or other voice communications, employees must:

- Know which moves will be made.
- Understand the operators of equipment will not accept any hand signals, unless they are Stop signals.

5.3.7 Radio Response

When radio communication is used to make movements, employees must provide response to specific instructions given for each movement. In addition:

- Radio communications for backing and shoving movements must specify the direction and distance and must be acknowledged when distance specified is more than 300 feet.

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

5.4 Flags for Temporary Track Conditions

5.4.1 Temporary Restrictions

Track bulletins, track warrants, or general orders may restrict or stop train movements because of track conditions, structures or men and equipment.

Yellow flags are used for temporary speed restrictions. If yellow flags cannot be immediately displayed, that information will be included in the track bulletin, track warrant or general order.

Yellow-red flags are used when a train or on-track equipment may be required to stop.

When a track condition requires a restriction, the condition must be protected using MWOR 6.19 Flag Protection until a track bulletin or track warrant is issued.

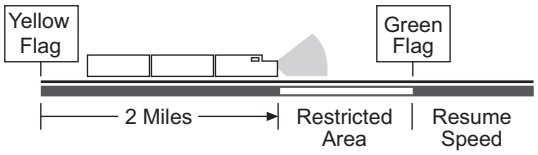
When a condition exists that requires a train to be restricted, advise the train dispatcher of the location of the restriction by using mileposts and tenths of a mile from mileposts.

Temporary speed restrictions will only be given to trains by the train dispatcher, except MW employees may give temporary speed restrictions to trains and on-track equipment as outlined in Rule 5.4.7 (Display of Red Flag) or Rule 15.2 (Protection by Track Bulletin Form B).

5.4.2 Display of Yellow Flag

A. Restriction is In Effect

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



[Diagram A.]

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

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

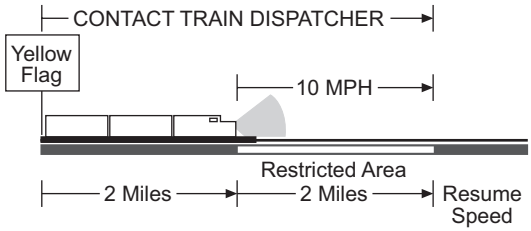
B. Restriction is Not In Effect

When a yellow flag is displayed and no restriction is in effect as specified by a track bulletin, track warrant, or general order, once the train is 2 miles beyond the yellow flag, crew members must:

1. Continue moving the train but at a speed not exceeding 10 MPH.
2. Resume speed only after the rear of the train has:
   a. Passed a green flag.

      or

   b. Traveled 4 miles beyond the yellow flag and the train dispatcher has verified that no track bulletin or track warrant is in effect specifying a temporary speed restriction at that location.



[Diagram C.]

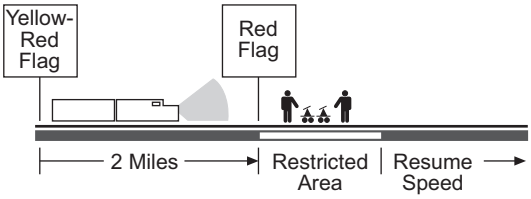
5.4.3 Display of Yellow-Red Flag

Employees may display yellow-red flags from one hour before to one hour after a track bulletin Form B is in effect. During that time the employee in charge may provide a train instructions to proceed without restriction, specifying the Track Bulletin number (specifying line number when necessary) and advising no red flag is displayed.

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

A. Restriction is In Effect

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



[Diagram A.]

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

B. Restriction is Not In Effect

When a yellow-red flag is displayed and no restriction is in effect as specified by a track bulletin, track warrant, or general order, a crew member must attempt to contact the employee in charge of the yellow-red flag. Crew members must be prepared to stop short of a red flag 2 miles beyond the yellow-red flag. If a red flag is displayed, proceed as outlined in Rule 5.4.7 (Display of Red Flag). If no red flag is displayed and no instructions have been provided by the employee in charge of the yellow-red flag:

1. Move at restricted speed.
2. Increase speed only after:
   a. A crew member has received instructions from the employee in charge.

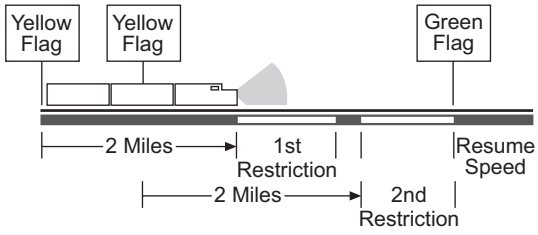
      or

   b. The leading wheels of movement are 4 miles beyond the yellow-red flag, and the train dispatcher has verified that no track bulletin or track warrant protecting men and equipment is in effect at that location.

5.4.5 Display of Green Flag

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

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



[Diagram A.]

Before placing or removing green flags, an employee must communicate with the train dispatcher to determine the existence of other restrictions and necessary flag placement.

5.4.7 Display of Red Flag

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

For a Track Bulletin Form B, red flags must be displayed as follows:

- At the milepost limits of the Track Bulletin Form B as viewed from a train approaching the limits.
- At Main Track Junctions within the limits of the Track Bulletin Form B.

See System Special Instructions track flagging examples.

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

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

Types of Red Flags. Use only the type of red flags specifically authorized by system standards for use in the protection of impassable track, speed restrictions, track bulletin Form Bs, working limits and for use by designated flagmen.

5.4.8 Flag Location

Flags must be displayed to the right of the track as viewed from an approaching train. In multiple main track territory or where sidings are adjacent to main tracks, they will be placed on the field side of outside tracks.

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

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

When placing track flags, the least restrictive flag should be placed first. (Example: Yellow-red flag then red flag, or green flag then yellow flag).

When removing track flags, the most restrictive flag should be removed first. (Example: Red flag then yellow-red flag, or yellow flag then green flag).

Do not affix or display red flags on on-track equipment for the purpose of delineating working limits.

See System Special Instructions track flagging examples.

Supplemental Information

The display of Yellow and Green Tracks Flags, as described in GCOR/MWOR 5.4.1, 5.4.2, 5.4.5 and 5.4.8, is not required to indicate Form A speed restrictions where PTC or TWC Plus is in effect. Where this instruction applies, it is not necessary for Form A restrictions to include the verbiage “track flags not displayed”. Any exception to this instruction will be identified within individual Subdivision timetables under Item 4. Subdivision Specific Rules Information.

5.4.9 Approved Flags

For temporary track conditions, use only flags approved for use in the current edition of the BNSF Standard Plan Book to restrict or stop the movement of trains or on-track equipment (BNSF Standard Plan 3010 and 3090).

When using flags to restrict speed, prevent movement onto impassable track, or control the movement of trains and on-track equipment in connection with a track bulletin Form B, use only portable train control sign No. 10 shown in drawing No. 3010 of the BNSF Standard Plan Book.

When using flags to prevent the movement of trains and on-track equipment into working limits, except as required in connection with a track bulletin Form B, use either signs 92 and 93 in drawing No. 3090 of the BNSF Standard Plan Book or portable train control sign No. 10.

In addition to these items, on other than Main Tracks and controlled sidings, use sign 91 in drawing No. 3090 of the BNSF Standard Plan Book to establish working limits.

Flagmen will use the red signal flag (sign 92) in drawing No. 3090 of the BNSF Standard Plan Book to protect other employees or on-track equipment and to prevent the movement of trains and on-track equipment onto track where conditions necessitate restrictions.

5.5 Permanent Speed Signs

Permanent speed restriction signs will be placed in advance of permanent speed restrictions. Speeds will be shown in the timetable or on general order.

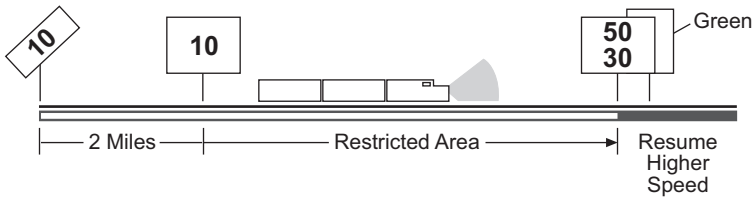
Reduced speed limits may be designated by advance warning sign (diagonally upward), reduce speed sign (rectangle) and Resume Speed sign (vertical).

The Advance Warning sign will be placed two miles in advance of the location where the lower speed takes effect.

At the point where the reduced speed applies, a speed sign will repeat the permissible speed.

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

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision. Permanent speed signs will not be placed for trains moving against the current of traffic unless otherwise indicated.



[Diagram A.]

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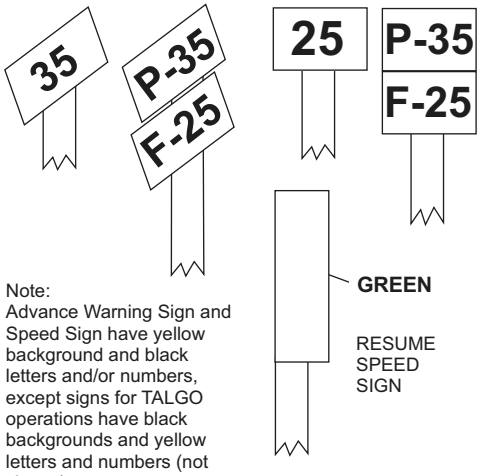
5.5.1 Speed Limit Signs

These signs, as illustrated, apply to train and engine movements as follows:

ADVANCE WARNING SIGN **SPEED SIGN**



Note:
Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers, except signs for TALGO operations have black backgrounds and yellow letters and numbers (not shown).

[Diagram A.]

Figures preceded by letter P apply to passenger trains, except TALGO, if there is a TALGO sign.

Figures preceded by letter F apply to freight trains.

Figures preceded by letter T apply to TALGO passenger trains.

Figures not preceded by a letter apply to all trains. When two sets of numbers are shown, the greater number governs trains consisting entirely of passenger equipment. The lesser number governs all other trains.

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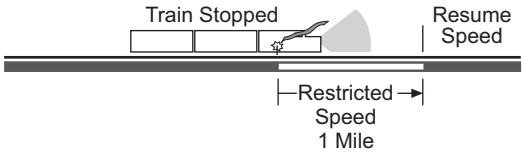
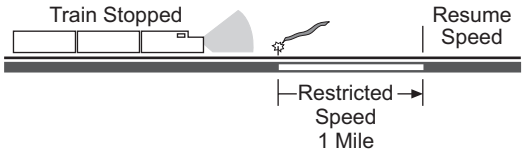
5.6 Unattended Fusee

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



[Diagram A.]

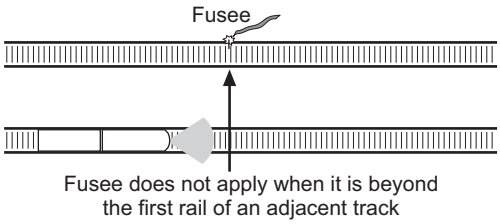
A train moving at restricted speed must stop before passing the fusee.



[Diagram B.]

After stopping, the train must proceed at restricted speed for 1 mile beyond the fusee.

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



[Diagram C.]

Do not place fusees where they may cause fires.

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5.8 Bell, Whistle and Horn Signals

5.8.2 Sounding Locomotive Whistle

When weather conditions impair visibility, sound the whistle frequently.

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

Sound whistle signal (8) and ring the bell when approaching roadway workers on or near the track, regardless of any whistle prohibition.

When on-track equipment is observed on adjacent track, sound whistle signal (8) approaching and passing this equipment.

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

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

Sound		Indication
[1]	Succession of Short Sounds	Use when persons or livestock are on the track at other than road crossings at grade. In addition, use to warn railroad employees when an emergency exists such as a derailment, When crews on other trains hear this signal, they must stop until it is safe to proceed.
[2]	—	When stopped: air brakes are applied, pressure equalized.
[3]	— —	Release brakes. Proceed.
[4]	o o	Acknowledgment of any signal not otherwise provided for.
[5]	o o o	When stopped: back up. Acknowledgment of hand signal to back up.
[6]	o o o o	Request for signal to be given or repeated if not understood.
[7]	— — o —	Approaching crossings at grade.
[8]	— o	Approaching men and equipment on or near the track, regardless of any whistle prohibitions. After this initial warning, sound whistle signal (4) intermittently until the head end of train or on-track equipment has passed the men and equipment.

5.8.3 Sounding On-Track Equipment Horn

At grade crossings operators of on-track equipment may sound whistle/horn at their discretion.

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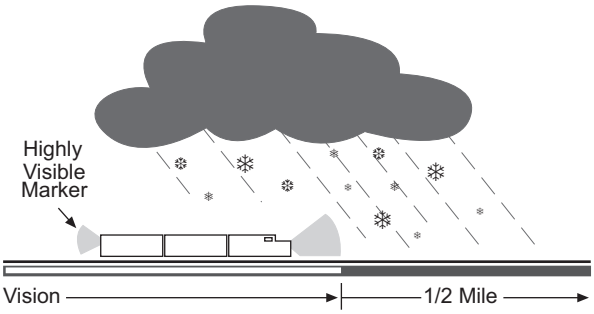
5.10 Markers

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

5.10.1 Highly Visible Markers

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

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



[Diagram A.]

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

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

5.10.2 Alternative Markers

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

- A highly visible marker is not required.
- A defective car must be placed at the rear for movement to a repair point.
- The rear portion of the train is disabled and cannot be moved, and a highly visible marker cannot be displayed on the rear of the portion to be moved.

  or

- The highly visible marker becomes inoperative enroute. If this occurs, notify the train dispatcher and move the train to the next forward location where the highly visible marker can be repaired or replaced.

5.11 Engine Identifying Number

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

Engines with the following initials stenciled on the side of the locomotive will be identified as NS engines:

SOU, NW, PRR, CG, INT, GSF, AGS, CRCX and CR (ConRail).

Engines with the following stenciled on the side of the locomotive will be identified as CSXT engines:

CSXT, CSX and CSX Transportation.

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5.12 Protection of Occupied Outfit Cars

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

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

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

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

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

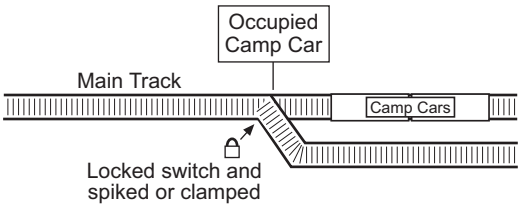
Warning Signal. A white sign that reads “OCCUPIED CAMP CAR” in black lettering. At night, an illuminated white light must also be used.

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

A. On a Main Track

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

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



[Diagram A.]

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

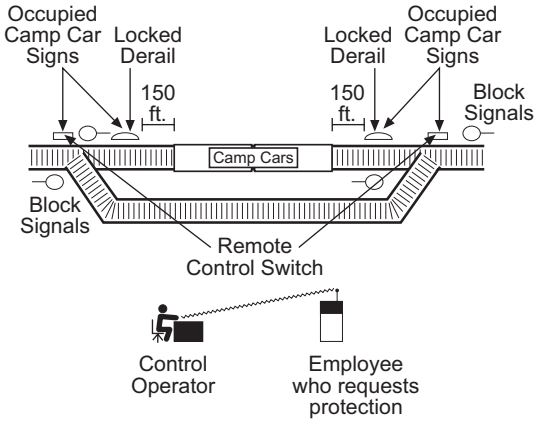
Blocking devices must not be removed until the employee in charge of the outfit car occupants (or a designated representative) informs the control operator that protection is no longer required.

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

   b. In addition, a derail capable of restricting access to the portion of Main Track where occupied outfit cars are located must be placed at least 150 feet from the end of the occupied outfit cars. The derail must be locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

c. The control operator must maintain for 15 days a written record of each notification. The record must contain the following information:

- Name and craft of employee requesting protection.
- Identification of track protected.
- Date and time employee in charge of outfit car occupants is notified that protection was provided.
- Date, time, name, and craft of employee authorizing removal of protection.

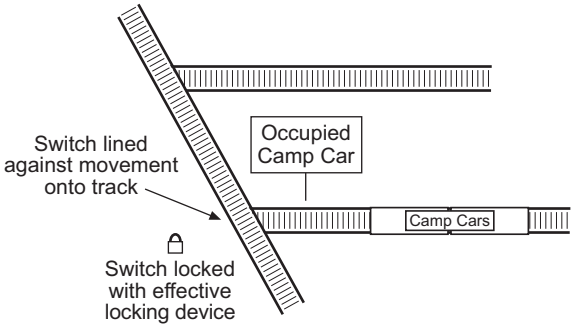


[Diagram B.]

B. On Other Than a Main Track

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

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



[Diagram C.]

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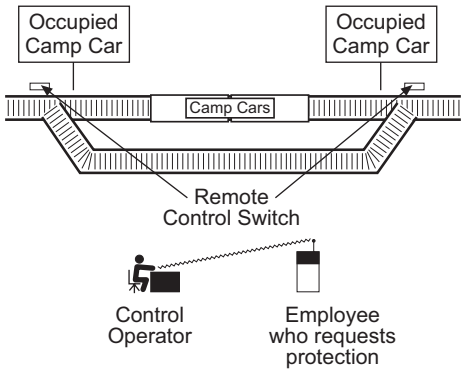
2. If remote control switches provide direct access to the track where occupied outfit cars are located, the control operator will line the switch against movement to that track and apply blocking devices to the control machine to prevent movement onto that track. The control operator must complete the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

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

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



[Diagram D.]

b. The control operator must maintain for 15 days a written record of each notification. The record must contain the following information:

- Name and craft of employee requesting protection.
- Identification of track protected.
- Date and time employee in charge of outfit car occupants is notified that protection was provided.
- Date, time, name, and craft of employee authorizing removal of protection.

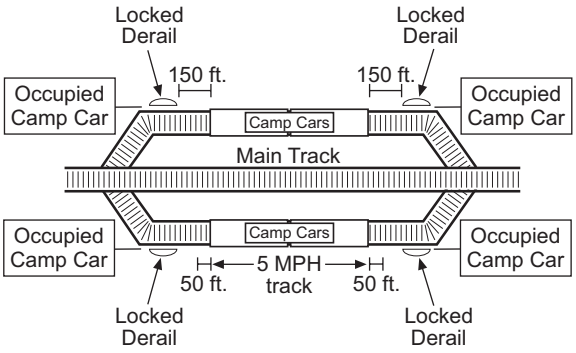
3. A derail capable of restricting access to that portion of the track where occupied outfit cars are located will fulfill the requirements of protection when the derail is:

a. Positioned at least 150 feet from the end of the occupied outfit cars.

or

b. Positioned at least 50 feet from the end of the occupied outfit cars where the maximum speed on that track is 5 MPH.

Warning signals must be displayed at each derail.



[Diagram E.]

C. Warning Signals

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

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

When outfit cars are occupied, hand brakes must be set on each outfit car and any car coupled to outfit cars. If necessary, wheels must be blocked.

5.13 Blue Signal Protection of Workmen

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

As used in this rule, the following definitions apply:

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

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

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

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

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

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

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

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

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

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

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A. What a Blue Signal Signifies

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

1. Rolling equipment must not be coupled to or moved, except as provided in **"Movement in Engine Servicing Area"** and **" Movement in Car Shop Repair Area of this Rule."**
2. Rolling equipment must not pass a blue signal on a track protected by the signal.
3. Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signal.
    a. However, rolling equipment may be placed on the same track when it is placed on designated engine servicing area tracks or car shop repair area tracks, or when a derail divides a track into separate working areas.
4. Rolling equipment must not enter a track when a blue signal is displayed at the entrance to the track.
5. Controls or devices on rolling equipment that could affect equipment movement (ex. MU cables/ hoses, hand brakes, angle cocks, etc.) must not be changed or operated unless directed by individuals who placed the blue signals or by the employee in charge of workmen.

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

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

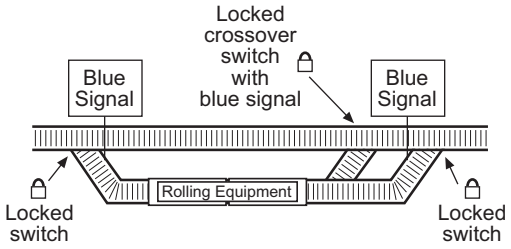
B. How to Provide Protection

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

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

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

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



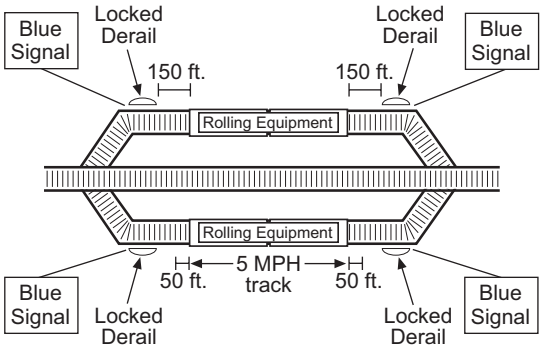
[Diagram A.]

2. A derail capable of restricting access to the track where work will occur must be locked in derailing position with an effective locking device and:

   a. Positioned at least 150 feet from the rolling equipment to be protected.

   or

   b. Positioned at least 50 feet from the end of rolling equipment on a designated engine servicing track or car shop repair track where speed is limited to not more than 5 MPH. A blue signal must be displayed at each derail.



[Diagram B.]

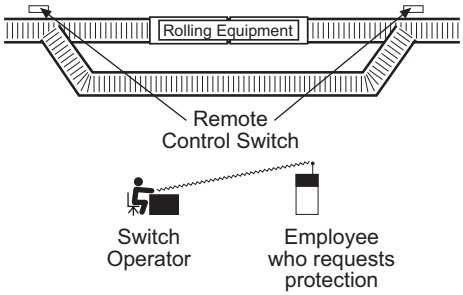
3. Where remote control switches provide direct access, the employee in charge of the workmen must tell the switch operator what work will be done. The switch operator must then:

   a. Inform the employee in charge of the workmen that the switches have been lined against movement onto the track and devices controlling the switches have been secured.

   b. Not remove the locking devices unless the employee in charge of the workmen says it is safe to do so.

   c. Maintain for 15 days a written record of each notification that includes:

      - Name and craft of the employee in charge of the workmen requesting protection.
      - Identification of track involved.
      - Date and time the employee in charge of workmen is notified that protection was provided.
      - Date, time, name, and craft of the employee in charge of workmen who authorized removal of the protection.

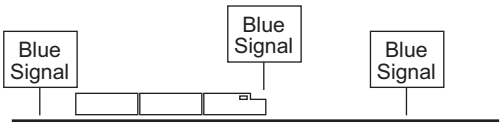


[Diagram C.]

C. Blue Signal Readily Visible to Engineer

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

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



[Diagram D.]

4. Engine controls, brakes, circuit breakers and electrical switches (except cab lights) must not be operated unless directed by individuals who placed the blue signals or by the employee in charge of workmen.

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D. Protection for Workmen Inspecting Markers

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

1. Replacing, repositioning, or repairing a marker, and the rear of the train is on any track.

   or

2. Inspecting a marker by repositioning the activation switch or covering the photoelectric cell, and the rear of the train is on other than a Main Track.

E. Protection for Emergency Repair Work

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

F. Movement in Engine Servicing Area

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

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

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

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

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

G. Movement in Car Shop Repair Area

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

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

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5.14 Signs Protecting Equipment

When a sign reading

STOP—TANK CAR CONNECTED

STOP—MEN WORKING

EMPLOYEES WORKING

SERVICE CONNECTIONS

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

5.14.1 Protection of Tank Cars when Loading or Unloading Hazardous Materials

When loading or unloading hazardous material from a tank car:

- Line switches and/or use derails to prevent access to the unloading area.
- Secure each switch or derail with a tag and effective locking device, and place red flags as required by 6.3.2.
- Apply the hand brake and block at least one wheel to prevent movement in either direction. If multiple tank cars are coupled together, sufficient handbrakes must be set and wheels blocked to prevent movement in either direction.
- Display caution signs reading “STOP” on the track or on the tank cars readily viewable by an on-track movement approaching the unloading area. The caution signs must be rectangular, at least 12 inches high by 15 inches wide, and display the word “STOP.” The word “STOP” must appear in white letters at least 4 inches high, on a blue background.

5.15 Improperly Displayed Signals

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

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

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6.0 Movement of Trains, Engines and On-Track Equipment

6.1 Repeat Instructions

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

6.2 Initiating Movement

Before a train or engine initiates movement on a Main Track, controlled siding or another track where CTC is in effect, a crew member must:

- Receive track bulletins affecting their movement.

  or

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

When taking charge of a train which has been left standing on a main track or controlled siding without a crew, before moving the train contact the train dispatcher/control operator (or other supervisor in charge of train movements where the train dispatcher/control operator does not authorize movements) for permission to proceed.

6.2.1 Authority Behind Trains

MW employees must not request authority behind trains until it is determined that all trains within the requested limits are passing or have passed the location where the track will be initially occupied, fouled or where the authority will be used as a method of protection.

MW employees may use the graphical territory display of an electronic device to observe if any trains are occupying the limits to be requested. However, the graphical territory display must not be used to determine if trains have passed the location where the track will be initially occupied, fouled or the authority used as a method of protection.

Before requesting authority, determine train location by:
- Visually identifying the trains,
- Communicating directly with a crew member of each train, or
- Communicating with the train dispatcher

After receiving authority behind trains, and before occupying or fouling the track or using the authority as a method of protection, the EIC must establish direct radio contact with a crew member of each train listed on the authority and verbally:

- Confirm train identity by engine initials, number, and direction
- Determine the milepost location of the trains, and
- Tell the crew the location where the track will be initially occupied, fouled, or where the authority will be used as a method of protection.

  and

- Instruct the crew not to make a reverse movement within the authorized limits without contacting the EIC.

Use this information to verify trains have passed the location before occupying or fouling the track or using the authority as a method of protection. Document the train ID, direction, milepost location and time the train crew member was contacted on the authority form.

Do not permit any employees, including Multiple Work Groups, to use authority issued behind trains unless all employees and equipment are in view of the EIC of the authority at the location where they will occupy the track.

Before permitting a multiple work group in view of the EIC to use an authority issued behind trains, the EIC of the authority must determine all trains listed on the authority have passed the location where the Multiple Work Group will occupy or foul the track, or use the authority as a method of protection.

When an authority is issued voiding a previous authority and identifying additional trains to be followed, movement must stop until direct radio contact is established to ascertain the MP location of the additional trains. Direct radio contact is not required when employees are occupying the track with authority behind trains and additional authority is received behind the same trains.

6.2.2 Electronic Display of Authority

A. Authority Displayed on Electronic Device

Employees may receive authority with a BNSF approved electronic device (e.g. laptop, tablet or other electronic device).

A printed copy of the authority is not required when using an approved electronic device.

Do not make a hand-written copy of authority received on an electronic device.

B. Device Malfunction

If authority received with an electronic device is not viewable due to device malfunction:

- Before fouling the track, the authority may not be used to foul or occupy the track.

  or

- After occupying the track, on-track movement must stop.

The authority may not be used or on-track movement may not resume until:

- The device returns to normal operation and the granted authority text becomes electronically viewable.

  or

- Train dispatcher or control operator is contacted and a written copy of the authority is obtained.

Loss of communication, such as intermittent data connection, is not a device malfunction.

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6.3 Track Occupancy

6.3.1 Track Authorization

The following authorize MW on Main Tracks:

- Rule 6.14 (Restricted Limits).
- Rule 9.15 (Track Permit).
- Rule 10.3 (Track and Time).
- Rule 14.0 (Track Warrant.)
- Rule 15.2 (Protection by Track Bulletin Form B).
- Rule 17.0 (Foul Time).

The following authorize MW on controlled sidings and other tracks where CTC is in effect:

- Rule 10.3 (Track and Time).
- Rule 15.2 (Protection by Track Bulletin Form B).

A. Confirmation of Limits before Granting Authority

After verbally requesting authority:

1. When limits can be granted as requested:
   a. The train dispatcher or control operator must restate the limits to the requesting employee for confirmation.
   b. The requesting employee must verify the limits restated by the train dispatcher or control operator are correct.
   c. The train dispatcher or control operator will issue the authority with no change in the confirmed limits.
2. When limits cannot be granted as requested:
   a. The train dispatcher or control operator must state limits that can be granted, and ask the employee if stated limits are usable.
   b. If the changed limits are usable, the requesting employee must repeat the changed limits to the train dispatcher or control operator to verify understanding before the authority is issued.

If the authority issued is different than that discussed with the train dispatcher or control operator, the employee must not repeat the authority until a confirmation of the limits requested is identical to the issued authority.

B. Before Occupying or Fouling Track

The employee in charge must ensure that equipment and employees do not occupy or foul the track until authority is received. An employee requesting authority must be MWOR qualified and must tell the train dispatcher or control operator where the track will be initially occupied, fouled or the authority used as a method of protection.

When part of a work group, the EIC must have at least one other employee in the work group, MWOR qualified if available, read, verbally confirm, and understand the authority before equipment or employees foul the track.

When receiving “joint” authority, contact each train and employee listed on the authority and determine the location of any working limits before occupying the overlapping portion of the authority.

If MW employees are unable to obtain authority and it is necessary to foul or occupy a Main Track, controlled siding or any track where CTC is in effect, flag protection must be established in both directions.

1. Track Bulletin Form B
   MW employees must have information concerning any track bulletin Form B in effect that may overlap their authority before occupying the authority. After 12 hours have elapsed from the time track bulletin Form B information was initially obtained, employees must verify if any additional Form B that may overlap their authority has been issued.
2. Short Notice Track Bulletin Form B (SNFB)
   MW employees must have information concerning any SNFB in effect that may overlap their authority before occupying the authority. Employees must verify SNFB information every 90 minutes or before obtaining a new track authority.

Note:

- A SNFB can be requested with 90 minutes advance notice.
- The EIC of the SNFB is responsible for notifying anyone holding an active authority within 50 miles (25 miles in each direction) before the SNFB goes into effect. An employee with track authority outside the 50-mile limit may not be notified of the SNFB.

C. Authority Limits

When an authority includes only a portion of a CTC control point or Manual Interlocking, field signs (e.g. Track and Time Point, Release Point, etc.) may exist at the insulated joints to provide an identifiable reference for the authority limits. If no signal or field sign defines the authority limits, display a red flag between the work location and the insulated joint. The red flag must be displayed between the rails.

D. Multiple Work Groups

When two or more work groups use the same authority the EIC of the authority must have a Job Safety Briefing with each work group before allowing them to use the authority and must document the following on the “Multiple Work Groups Using the Same Authority” form:

1. Authority number.
2. Name of each work group using the authority.
3. Time acknowledgement received.
4. Time authority limits are cleared.

When multiple work groups use the same authority, all work groups will use the same working limits as the EIC of the authority.

E. Working Limits

1. Working limits are considered to be established at the limits of authority when an authority is not “joint”.
2. When a “joint” authority does not overlap another authority, working limits are considered to be established at the limits of the authority.
3. When “joint” authorities overlap, and working limits are established within the overlapping portion of the authorities, red flags must be displayed to identify the working limits. The EIC of each overlapping authority must know the following when working limits are established in the overlapping portion of “joint” authorities:
   a. Working limits.
   b. Name of the EIC of the working limits.
4. When working limits overlap, designate only one employee as EIC of the overlapping working limits.

5. When an authority overlaps the limits of a Track Bulletin Form B, contact the EIC of the Form B and obtain permission before entering the Form B limits. Make all movements within the Form B limits under the direction of the EIC of the Form B. Do not establish additional Working Limits within the limits of a Track Bulletin Form B.

F. Reporting Clear/ Releasing Authority

The EIC of an authority must verify that all employees and equipment using the authority are clear of the limits before contacting the train dispatcher or control operator to report clear or release a portion of the authority. When verbally reporting clear the EIC must inform the train dispatcher/control operator that all employees and equipment using the authority are clear of the track. The EIC must receive confirmation of this information from the dispatcher/control operator.

Track and Time, Track Permits, Track Warrants and Foul Time must be reported clear to the train dispatcher or control operator before time expires.

The EIC must request additional time before time expires. If the EIC cannot clear the limits of the authority before the expiration time, the authority is extended until the train dispatcher or control operator is contacted and the authority reported clear.

6.3.2 Protection on Other Than Main Track (Inaccessible Track Protection)

The employee in charge must ensure that equipment and employees do not occupy or foul the track until protection is established. Where an employee is assigned the responsibility for yard movements (yardmaster, Spvr Terminal Operations, etc.), the EIC must notify them of the location and work to be done. Employees must comply with instructions of the employee responsible for yard movements.

To render working limits inaccessible to trains, engines, on-track equipment, and railroad cars on a track other than a Main Track, controlled siding, or other track where CTC is in effect, use one of the following at each possible point of entry to the working limits:

a. Line facing point switches to prevent access to the track. Switches must be effectively spiked, clamped, or locked with an effective locking device. Apply a unique tag to the operating handle or hasp of hand operated switches.

b. Place a red flag as outlined in Rule 5.4.7 (Display of Red Flag). Lock a derail capable of preventing access to the track where work will occur in derailing position near the red flag with an effective locking device. Apply a unique tag to the derail to prevent access. The red flag and derail must be placed a minimum of 150 feet in advance of the work location if the track speed is 10 MPH or less. If necessary, where the track speed does not exceed 5 MPH, the minimum distance in advance of the work location may be reduced to 50 feet.

   Use high speed rated portable derails where the track speed is greater than 10 MPH but not greater than 20 MPH. Place the high speed portable derail a minimum of 500 feet in advance of the work location.

Where facing point switches and/or derails are not available or practical to render working limits inaccessible, use one or a combination of the following:

c. Establish working limits on a Main Track, controlled siding or other track where CTC is in effect to prevent access to the track where inaccessible track protection is required.

d. Discontinuity in the rail may be used to prevent movement into working limits. Place red flags to identify the working limits. When discontinuity is no longer present another method of on-track safety must be used.

Exception: A flagman capable of holding all trains, engines and on-track equipment clear of the working limits may be used in situations where options (a) through (d) above cannot be used effectively. The flagman must remain at the point of entry being protected. Kicking of cars must be prohibited by written local instructions (e.g. Division General Notice, Timetable, etc.), or temporarily suspended, on track(s) to be protected by a flagman. To temporarily suspend kicking operations before using a flagman, the EIC must conduct a Job Safety Briefing with the employee responsible for yard movements on the tracks to be protected (e.g. yardmaster, Spvr Terminal Operations, switch crew, etc.) and document the time that kicking of cars is suspended and time work is completed and kicking operations may resume.

In locations where remote control switches or derails (such as those in a hump yard) are operated by a control operator or other designated employee, employees must establish protection as follows:

- The employee requesting protection must notify the employee controlling the switches or derails that provide access to the track where the work will occur.
- After being notified, the switch controller must line any remote control switch or derail to prevent movement to the affected track and apply a locking or blocking device to the control for that switch or derail.
- The switch controller must then notify the employee that protection is provided. Protection will be maintained until the switch controller is advised that work is complete and protection is no longer required.

Protection Within Car Shop, Repair or Engine Servicing Areas

Before establishing working limits, the roadway worker in charge must conduct a job safety briefing with the mechanical employee in charge of the Car Shop, Repair or Engine Servicing Area. When locomotives, cars or motorized on-track equipment are on the track where working limits will be established, the roadway worker in charge and the mechanical employee in charge must jointly establish safeguards to protect the working limits against other movements. The roadway worker in charge must notify the mechanical employee in charge when work is completed and working limits have been cleared.

Railroad Workmen may utilize Blue Signal protection within Car Shop, Repair or Engine Servicing Areas to perform incidental duties foul of the track such as sweeping or washing work areas, changing light bulbs, etc. Employees not meeting the MWOR 5.13 definition of “Workmen” may not use Blue Signal protection as a method of on-track safety.

Protection Within Intermodal Hub Facility

Before establishing working limits, the roadway worker in charge must conduct a job safety briefing with the intermodal ramp coordinator. When locomotives, cars or motorized on-track equipment are on the track where working limits will be established, the roadway worker in charge and the designated intermodal employee in charge must jointly establish safeguards to protect the working limits against other movements. The roadway worker in charge must notify the intermodal employee in charge when work is completed and working limits have been cleared.

Protection on Other Than Main Track with Train or Engine

When work is performed that does not require the employees to be in front or behind the train or engine, employees may establish protection by flagging the train or engine to a stop. Employees may then give the crew specific instructions to make all movements under the direction of the MW EIC as outlined in the System Work Train Policy in the System Special Instructions.

When work is performed in front of or behind a train or engine, employees may establish protection in one direction by flagging the train to a stop. Employees may then give the crew specific instructions to make all movements under the direction of the MW EIC. Protection must also be established in the other direction to prevent any unannounced movements onto the track segment being protected. When cars coupled to an engine are between roadway workers and the engine, the air brakes on the cars must be cut in and charged. The crew of the train or engine must not leave the locomotive unattended or go off-duty unless communication occurs with the EIC and the EIC establishes an alternate means of on-track safety.

An unattended engine(s) must be rendered inoperative by positioning a flagman at the engine(s) or placing a tag on each engine cab control stand to indicate the presence of roadway workers. When engine cab doors are locked, place a tag on each engine cab door. Rendering the engines inoperative prevents the possibility of its operation and movement by someone unaware of the presence of the roadway workers.

Unattended car(s) must be verified to be secured to prevent unintentional movement.

Snow Removal and Weed Spraying on tracks governed by MWOR 6.28

On-track maintenance machines may perform weed spraying and snow removal without establishing a method of on-track safety under the following conditions:

- All on-track movements in the affected area must be made at restricted speed, not exceeding 20 MPH.
- All on-track movements in the affected area must be equipped with a railroad radio and monitor the assigned radio channel.
- All on-track movements in the affected area must be informed of such operations.
- Humping or kicking of cars is temporarily prohibited on tracks requested by the EIC.
- Employees assigned to work with weed spray or snow removal equipment may position switches or derails that can be operated without fouling the track, however may not perform any other task which would otherwise require a method of on-track safety.
- On-track maintenance machines used for weed spraying and snow removal must be equipped with the following:
  - Rotating beacon.
  - Headlights.
  - Working lights.
  - Brake lights.
  - Rearward viewing device (back up camera, rearview mirror, etc).

  If any of these items cannot be utilized, a method of on-track safety must be established.

  Roadway workers engaged in snow removal or weed spraying activities are not required to use the provisions of this section and may choose to establish Inaccessible Track Protection as described previously in this rule.

TOC Home

6.3.3 Visual Detection of Trains - Lone Workers / Lookouts

Roadway workers may perform minor work or a routine inspection using Visual Detection of Trains (lone workers and lookouts) as a method of on-track safety when all of the following conditions are met:

- The work will not affect the movement of trains or engines.
- Maximum authorized timetable speed is used to determine minimum separation distance.
- Natural or artificial light, weather and other physical conditions provide sufficient, unobstructed sight distance from the work location to detect approaching trains, engines or other on-track equipment movements.
  - Separation distance is the value provided in the Statement of On-Track Safety representing the nearest permissible location of an approaching movement at which roadway workers must be positioned in the pre-determined place of safety.
  - Sight distance is the range of visibility needed to detect approaching movements and move to the predetermined place of safety before that movement reaches the minimum separation distance.
- The ability to detect approaching on-track movements is not impaired by background noise, workwear, etc.
- The lone worker or all members of a work group using a lookout are able to move to the predetermined place of safety before the approaching movement reaches the minimum separation distance indicated on the Statement of On-Track Safety.

Visual detection of trains is prohibited when observation of approaching movements is based solely upon headlights, ditch lights or markers, such as during conditions of insufficient visibility as affected by darkness or inclement weather.

Lone workers and lookouts are required to complete a Job Safety Briefing and the Statement of On-Track Safety before using Visual Detection of Trains. If conditions change, cease work to determine if Visual Detection of Trains can continue to be used and if a new Statement of On-Track Safety must be completed. A separate Statement of On-Track Safety must be completed for each work location. The completed Statement of On-Track Safety must remain in the lone worker or lookout’s possession while using Visual Detection of Trains. When no longer in use draw an X across the form.

Lone workers and Lookouts must be trained and rules qualified.

Employees are not required to use Visual Detection of Trains and may decide to establish another form of on-track safety.

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Lone Workers (Individual Train Detection)

A Lone Worker must consider:

- Any adjacent tracks, including equipment on such tracks, and how they may affect sight distance as conditions change.
- Predetermined place of safety to be used when approaching on-track movements are detected.
- Time needed for the Lone Worker to move from the work location to the predetermined place of safety, accounting for pathway, tools, and other conditions.

When a Lone Worker identifies an approaching on-track movement they must position themselves in the predetermined place of safety before the movement reaches the minimum separation distance as provided on the Statement of On-Track Safety.

Individual train detection is prohibited when:

- Power operated tools or roadway maintenance machines are in use within hearing distance.
- Any work activity or position would interfere with the ability to detect approaching on-track movements.
- Work involves any material or tools that cannot be readily removed by hand.
- Work must be performed within the limits of a control point, manual interlocking, remote controlled power switch (RCPS), or a remotely controlled hump yard facility. Automatic interlockings are not control points.

TOC Home

Lookouts (Train Approach Warning)

Lookouts must wear a BNSF approved ANSI Class II lime green vest. A BNSF designated lookout vest may only be worn by a roadway worker while performing the duties of a Lookout.

The Lookout must address the following items in a Job Safety Briefing with the entire work group and all members of the work group must agree on them before any member of the work group fouls the track:

- Any adjacent tracks, including equipment on such tracks, and how they may affect sight distance as conditions change.
- All possible routes providing approaching movements access to the work location due to multiple tracks, such as crossovers, junctions, etc.
- Predetermined place of safety to be used when approaching on-track movements are detected.
- Method of warning to be used. The following methods are approved: whistle, horn, verbal, or tactile (e.g., tap on the shoulder). The method must:
  - be distinctive, clear and unquestionable.
  - not require members of the work group to be looking in any particular direction.
  - be recognizable and easily detected regardless of noise or work distractions.

The lookout must be equipped with the tool to be used and demonstrate the method of warning in the Job Safety Briefing. When protecting no more than one employee, tactile method of warning may be used only when the lookout can physically touch the employee being protected.

- Time needed for the work group to receive warning and move from the work location to the predetermined place of safety, accounting for pathway, tools, and other conditions.
- Maximum authorized timetable speed.
- Minimum separation distance from the work location as provided by the Statement of On-Track Safety.
- Necessary sight distance beyond the minimum separation distance to allow the work group time to move to the predetermined place of safety before the approaching movement reaches the minimum separation distance.

At the conclusion of the Job Safety Briefing, each member of the work group must initial the Statement of On-Track Safety completed by the lookout to confirm their participation and understanding of the Job Safety Briefing.

Employees who depend upon a lookout for on-track safety must remain in a position that allows them to receive warnings communicated by the lookout. When the lookout gives warning of an approaching on-track movement all members of the work group must immediately cease work and move to the predetermined place of safety.

A Lookout must devote their full attention to detecting approaching on-track movements, providing warning to the members of their work group, and may not engage in any unassociated task. Multiple lookouts may not be used to provide on-track safety for the same work group simultaneously.

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Statement of On-Track Safety

STATEMENT OF ON-TRACK SAFETY

A lone worker using individual train detection or a lookout using train approach warning to establish on-track safety must complete this form before fouling a track.

Name of Lone Worker/Lookout: _____

Date:_____Subdivision:_____

Work Location:_____

Place of Safety:_____Method of Warning:_____

Lone Worker/Lookout must have sufficient sight distance to identify an approaching train and provide warning to the work group (as applicable), allowing time necessary for all individuals to be positioned in the place of safety when the approaching train reaches the minimum separation distance.

In the table below, place an X in the box adjacent to the maximum authorized timetable speed of trains at the location specified above to determine minimum separation distance.

Maximum Authorized Timetable Speed in MPH	Minimum Separation Distance Must be positioned in place of safety when approaching train arrives at this distance from work location.		Maximum Authorized Timetable Speed in MPH	Minimum Separation Distance Must be positioned in place of safety when approaching train arrives at this distance from work location.	
	X	Feet		X	Feet
5		110	50		1,100
10		220	55		1,210
15		330	60		1,320
20		440	65		1,430
25		550	70		1,540
30		660	75		1,650
35		770	80		1,760
40		880	85		1,870
45		990	90		1,980

When the maximum authorized timetable speed is not shown on the form, use the next higher speed.

Time Form Completed:_____

When utilizing a Lookout, each member of the work group must initial below to confirm participation/understanding of the Job Safety Briefing before fouling the track:

___ ___ ___ ___ ___ ___ ___ ___ ___ ___

Draw an “X” across the form when no longer in use.

TOC Home

6.3.4 Train Coordination

Train Coordination provides for men and equipment to use a train's authority to establish working limits for track maintenance. The employee must contact the train's engineer to request use of Train Coordination. To establish working limits:

- The train must be in view and stopped.
- The employee in charge of working limits will communicate with the engineer who will notify other crew members that working limits are to be established.
- The engineer will make movements only as permitted by the employee in charge until the working limits have been released to the engineer.
- The train will not release its authority within the limits until those working limits have been released by the employee in charge.

Establish Working Limits

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

A. TWC Territory

1. With a train having authority to move in either direction that is not joint.

   or

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

B. Rule 9.15 (Track Permit)

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

C. Rule 9.14 (Current of Traffic)

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

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

D. CTC Territory

1. With a train having track and time authority that is not joint.

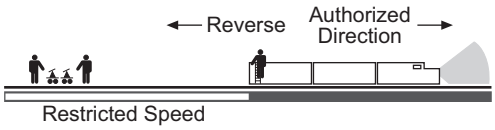
   or

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

TOC Home

6.4 Reverse Movements

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



[Diagram A.]

6.4.1 Permission for Reverse Movements

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

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

6.5 Protecting Leading End of On-Track Movements

When view is restricted in the direction of movement preventing the on-track equipment operator from determining movement can be made safely (e.g., while backing, shoving, etc.), an employee must take an easily seen position on the leading end of the movement or be ahead of the movement to provide protection.

When protection is required, on-track equipment must not be moved until the equipment operator knows who is protecting the movement and how protection will be provided.

Before giving a signal or radio instruction to initiate movement, the employee providing protection must ensure switches are properly lined and derails are properly positioned for the intended movement, and no hazards or obstructions exist that will affect safety of the movement.

The employee providing protection shall not engage in any task unrelated to the movement.

When using hand signals:

- A job briefing must first occur to ensure a clear understanding of the signals.
- The employee giving hand signals must remain in clear view of the equipment operator.
- The equipment operator must immediately stop the movement if the employee providing signals or the light being used for signals disappears from view.

When using radio communications:

- A job briefing must first occur to ensure a clear understanding of the directions to be used as forward or backward movement of the on-track equipment.
- The equipment operator must respond to specific instructions given for each movement.
- Radio communications must specify the direction and distance and must be acknowledged when distance specified is more than 300 feet.
- The equipment operator must not act on any hand signals other than a signal to stop.

Movement must be stopped within half the distance specified unless additional instructions are received.

When cars or engines are shoved on a Main Track or controlled siding, movement must not exceed 20 MPH.

When engaged in snow plow operations:

- One common authority may be used by both MW employees and the train crew when all employees are on the equipment.
- Maximum timetable speed applies unless a higher speed is authorized by the employee in charge.
- Employees are relieved from providing visual protection for snow plow being shoved.

6.5.1 Remote Control Movements

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

Relief of Providing Protection

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

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

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

6.7 Remote Control Zone (RCZ)

Division Timetable Special Instructions will designate limits of Remote Control Zones (RCZ). RCZ signs will be posted at zone access locations.

A. Entering Remote Control Zone

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

When the RCZ is activated, tracks within the RCZ must not be fouled with equipment, occupied, or switches operated until the RCZ has been deactivated.

Lone workers using individual train detection or work groups utilizing a lookout may perform minor work and routine inspections within an active RCZ but may not operate a switch.

B. Transfer of an Active Remote Control Zone

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

C. Deactivating Remote Control Zone

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

- Transferred.

  or

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

TOC Home

6.8 Stopping Clear for Meeting or Passing

When stopping in the clear to be met by a train and the length of track allows, on-track equipment must stop 400 feet from the signal or the clearance point of the facing point switch.

6.11 Mandatory Directive

Mandatory directives are written, printed or displayed authorities or speed restrictions issued by the train dispatcher or control operator.

Mandatory directives are:

- Track warrants.
- Track bulletins.
- Track and time.
- Track permits.
- Foul time.

Mandatory directives that have been fulfilled or canceled shall be marked in accordance with applicable operating rules and retained for the duration of that tour of duty.

“VOID” must be indicated on mandatory directives which are made void. Where multiple mandatory directives are recorded on a single form, “VOID” must be indicated on each portion of the mandatory directive form that is reported clear/released.

6.13 Yard Limits

Within yard limits, trains or engines are authorized to use the Main Track not protecting against other trains or engines.

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

6.13.1 On-Track Equipment Movements Through Yard Limits

Use one of the following when moving through yard limits:

- Track and time within CTC.
- Track permit within Rule 9.15.
- Track bulletin Form B per Rule 15.2.

6.13.2 Maintenance in Yard Limits

To perform maintenance work on a Main Track within yard limits use one of the following:

- Track and time within CTC.
- Track permit within Rule 9.15.
- Track bulletin Form B per Rule 15.2.
- Establish flag protection in accordance with Rule 6.19.

6.14 Restricted Limits

Between designated points specified by signs and in the special instructions, trains, engines and on-track equipment may use the Main Track not protecting against other trains, engines and on-track equipment. All movement of trains and engines must be at restricted speed.

Men and equipment may perform maintenance in restricted limits under the provisions of Rule 6.19 (Flag Protection) or Rule 15.2 (Protection by Track Bulletin Form B).

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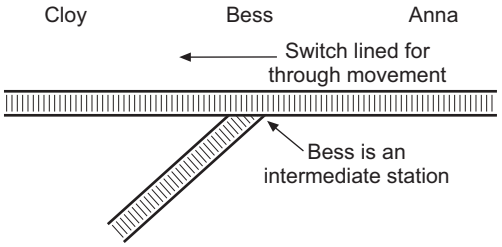
6.17 Switches at Junctions

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



[Diagram A.]

6.19 Flag Protection

A flagman must not engage in any task not associated with flagging duties.

A. Emergency Flag Protection

When flag protection is used to protect on-track equipment, employees or track conditions in an emergency situation, employees must not foul the track. The flagmen must be sent in both directions and immediately go at least the distance prescribed by the timetable or other instructions for that territory and protect all possible access to the restriction. When reaching the correct distance, flagmen must remain there until a train is stopped or flag protection is no longer necessary.

Each individual flagman should carry a minimum of:

- Six red fusees.
- By day, a red flag.
- By night, a white light.

If only one flagman is available, the flagman must immediately provide protection in the direction from which the first train is expected. Then they should provide protection in the opposite direction.

B. Use of Flagmen for Protection on Tracks where Trains or Engines are Required to Stop within One-Half the Range of Vision

Where trains or engines are required to move at restricted speed or under the provisions of Rule 6.28 (Movement on Other Than Main Track), flag protection may be provided by a flagman positioned at each point of entry to the working limits. Each flagman must remain at the location to be protected to watch for approaching movements. When a movement approaches, the flagman must go toward the approaching movement signaling stop with:

- A red flag by day.
- A white light or fusee by night.

An employee functioning as a flagman for any purpose (emergency or otherwise) must not engage in any task not associated with flagging duties.

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6.19.1 Protection in Restricted Limits or Non-Signaled Yard Limits by Lining Switch

Flag protection may be established within Restricted Limits or non-signaled Yard Limits by lining and locking all facing point switches to prevent direct access to the protected track segment, including all crossover switches. When conditions permit, notify the train dispatcher and/or yardmaster of your intention to employ Rule 6.19.1 before lining the switches.

After determining there are no movements of trains, engines or on-track equipment on the portion of track to be protected, follow these steps for each switch to be lined and locked:

1. Reverse the switch.
2. Spike, clamp or lock the switch with an effective locking device or remain at the switch while protection is required.
3. Display a red flag between the rails of the Main Track at the switch.
4. When flag protection is no longer required, remove the flags and restore the switches to their normal position.

A Main Track authority and/or protection may be used to establish working limits to prevent movement into the protected track segment. This may be used in combination with a facing point switch that is lined to provide protection from the opposite direction.

6.19.2 Protection of On-Track Equipment

Do not depend on on-track equipment (including equipment with track shunts), other than engines or cars, to actuate block signals, interlocking signals, or highway crossing signals or to be protected by such signals. Provide flag protection when required.

6.19.3 Acknowledgment of Flagging

When flagged, the engineer must acknowledge stop signals promptly. The flagman must continue giving stop signals until the engineer acknowledges them and reacts to them. After stopping, the engineer must be told why the train was flagged and act accordingly.

6.19.4 Fouling Double Track

In double track or other areas where a current of traffic is in effect, flag protection must be provided against movements against the current of traffic, unless the train dispatcher advises that no movements have been or will be authorized. Employees who receive this advice must notify the train dispatcher when protection is no longer required.

TOC Home

6.19.5 Protection in ABS by Lining Switch

When employees or on-track equipment are within ABS limits and require flag protection, the protection may be provided by lining and locking Main Track switches (facing or trailing point switches) against movement at or beyond the point where the train or engine will stop movement or clear the Main Track. When conditions permit, notify the train dispatcher of your intention to employ Rule 6.19.5 before lining the switch.

If the switch is located within a block other than the one occupied, do not make movements under this protection until 5 minutes after the switch has been lined. Also, make sure no train or engine is between the switch and the train or engine being protected or is within or closely approaching the block where the switch is located.

Employees and on-track equipment in ABS limits may be protected by lining and locking Main Track switches. When providing this type of protection, follow these steps for each switch to be lined and locked:

1. Reverse the switch.
2. Remain at the switch for 5 minutes to ensure a train or engine is not approaching.

   Note: If a train or engine approaches:

   a. Immediately restore the switch to normal position.

   b. After the train or engine is no longer a factor, reverse the switch again.

   c. Remain at the switch for another 5 minutes to ensure a train or engine is not within the limits.
3. To prevent movement from another track, lock the switch with an effective locking device or remain at the switch while protection is required.
4. Place a red flag at the switch and at the other end of the working limits.

6.20 Protection of Equipment Left on Main Track

MW employees that receive permission from the train dispatcher to leave equipment on the Main Track or a controlled siding do not need to provide protection for the equipment if the train dispatcher gives verbal relief.

The train dispatcher may request the MW employees to report clear of their authority when the equipment is stored or tied down on the Main Track or controlled siding. The train dispatcher must provide protection for the equipment.

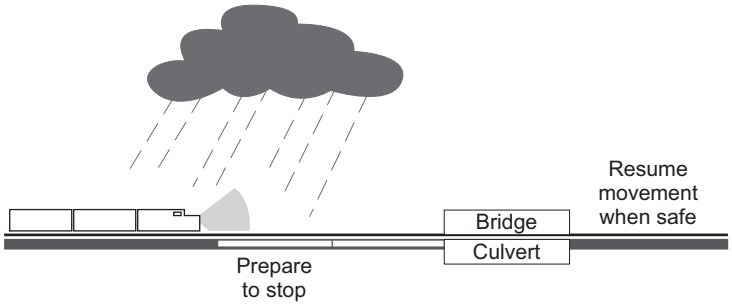
All crews that use the Main Track at that point must be notified of the equipment location and must move at restricted speed when approaching the location.

TOC Home

6.21 Precautions Against Unusual Conditions

Protect trains, engines and on-track equipment against any known condition that may interfere with their safety. Advise the train dispatcher of such conditions by the first available means of communication.

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



[Diagram A.]

6.21.2 Water Above Rail

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

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

6.24 Movement on Double Track

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

6.26 Use of Multiple Main Tracks

Unless otherwise indicated in individual subdivision special instructions, multiple Main Tracks will be designated as follows:

- When using Main Tracks in a northward or eastward timetable direction, they will be numbered from left to right, beginning with Main 1.
- When using Main Tracks in a southward or westward timetable direction, they will be numbered from right to left, beginning with Main 1.

TOC Home

6.27 Movement at Restricted Speed

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

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

  or

- Derail or switch lined improperly.

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

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

6.28 Movement on Other Than Main Track

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

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

  or

- Derail or switch lined improperly.

6.28.3 Cars or Equipment Left on Siding

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

Do not perform maintenance on sidings, unless approved by the train dispatcher, except in an emergency. In case of an emergency, notify the train dispatcher immediately.

6.28.4 Storing Equipment on Other Than Main Track

When on-track equipment is stored on other than a Main Track or controlled siding, all switches that provide direct access to the track must be:

- Lined against movement.
- Spiked, clamped or locked with an effective locking device.
- Properly tagged.

When unable to line a switch away, place a red flag and derail to prevent movement onto the track protected and protect on-track equipment as outlined in Rule 15.4 (Protection When Tracks Removed from Service). Lock derails with an effective locking device and notify the train dispatcher or yardmaster.

When tying-up on-track equipment, observe the following requirements:

- Set brakes and secure booms or other extensions to prevent fouling adjacent tracks.
- For machines with rotating cabs, engage the house lock (drop pin) to prevent movement.
- Lower devices attached to booms, such as clam shells or magnets so they rest on the ground or the bottom of the car.
- Ensure that the equipment is properly enclosed to prevent theft or vandalism. If necessary, notify railroad police to provide protection of company equipment.

6.29 Inspecting Trains

6.29.1 Inspecting Passing Trains

Employees, except those permitted to continue working while a train is passing on an adjacent controlled track, must inspect passing trains.

Employees may remain in equipment when inspecting passing trains.

If dismounting equipment, do so on the side opposite an approaching train.

Do not cross adjacent tracks solely for the purpose of inspecting a passing train.

If any of the following conditions are detected, notify crew members on the passing train by any available means:

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

Move to a safe location to avoid being struck by objects that may fall or protrude from a passing train. Take articles that fall from cars to a secure area and report them to the supervisor and/or train dispatcher.

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6.30 Receiving or Discharging Passengers

Responsibilities of Approaching Movements

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

Other than Main Track Movements

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

6.32 Road Crossings

6.32.1 Providing Warning Over Road Crossings

When cars are shoved over road crossings at grade, an employee must be on the ground at the crossing to warn traffic until the crossing is occupied. Make any movement over the crossing only on the employee's signal.

Such warning is not required when it is clearly seen that no traffic is approaching or stopped at the crossing. Shoving movements must not exceed 15 MPH over crossing until occupied.

6.32.2 Automatic Crossing Devices

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

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

  or

- Movement enters a Main Track or siding within 3,000 feet of the crossing.

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

Power Off Indicators

When the power off indicators on the side of signal housings at highway crossings are flashing or not illuminated, immediately notify the Train Dispatcher.

Flagger Responsibilities

If assigned the duties of a flagger when automatic warning devices are malfunctioning, observe the following requirements:

- If protection can be provided for each direction of highway use, instruct the train to proceed at normal speed.
- When unable to provide protection for each direction of highway use, instruct the train to:
  - Proceed through the crossing at a speed not to exceed 15 MPH.
  - Resume normal speed after the lead engine is through the crossing.

6.32.3 Providing Warning for Adjacent Tracks

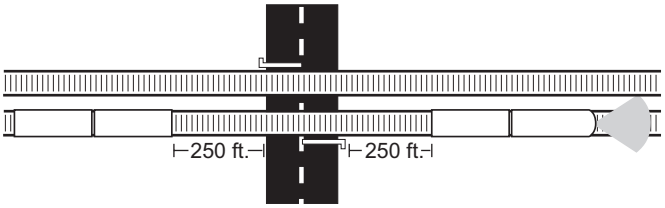
When practical, position an employee on the ground to warn traffic against movements approaching on adjacent tracks, under either of the following conditions:

- On-track equipment or cut of cars is parted closer than 250 feet from a road crossing.
- On-track equipment is stopped closer than 250 feet from a road crossing.

6.32.4 Clear of Crossings and Signal Circuits

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

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



[Diagram A.]

6.32.5 Unnecessary Activation of Crossing Warning Devices

Before performing track maintenance near grade crossings open to vehicular traffic that causes crossing warning devices to activate unnecessarily:

- Arrange for an authorized signal department employee to disable or control the devices while the maintenance is being performed.

or

- If an authorized signal department employee is unavailable to disable/control the devices, protect the crossing with properly equipped flagger(s) and notify the BNSF Signal Operations Center of the false activation.

If crossing warning devices are unintentionally activated due to track maintenance:

- Protect the crossing with properly equipped flagger(s) until relieved by a signal department employee, or the maintenance is completed and devices are no longer falsely activated. In these emergency situations flaggers may use a red/orange flag if a STOP/SLOW paddle is unavailable.
- Notify the BNSF Signal Operations Center of the false activation.

Engineering Instructions provide guidance for determining working distances from crossings and the use of long jumpers to avoid unnecessary activation of crossing warning devices.

Avoid lifting crossing warning device gate arms to allow vehicle traffic through crossings, except in emergencies.

Avoid unnecessary activation of crossing warning devices (lights, gates, bells) caused by leaving switches open or permitting equipment to stand within the controlling circuit. If this cannot be avoided, and if the warning devices are equipped for manual operation, manually operate the devices for movement of traffic. Restore devices to automatic operation before a train or engine occupies the crossing or before it leaves the crossing.

Turn off manually activated track shunts when on-track equipment is stopped within the approach to a grade crossing equipped with automatic crossing warning devices.

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6.32.6 Blocking Public Crossings

When work is performed on or near a crossing protected by an automatic warning device, and if the work performed affects automatic warning device, provide protection.

6.33 Familiar with Territory

Employees must be familiar with the territory they are operating on or be accompanied by an employee who is.

6.50 Movement of On-Track Equipment ◆

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

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

  or

- Derail, movable point frog or switch lined improperly.

6.50.1 Maximum Authorized Speed

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

Type of Equipment	Speed
Hi-rail vehicles 15,000 GVWR or under	45 MPH
Locomotive Cranes (without cars), Other on-track equipment	30 MPH
Locomotive Cranes, Brandt and Brown Grapple X Car Mover (with cars)	20 MPH
Hi-rail vehicles over 15,000 GVWR, On-track equipment operating within Restricted Limits or Yard Limits without on-track safety established, On-track equipment operating in the affected area of snow removal or weed spraying with no method of on-track safety established , Brandt and Brown Grapple X Car Mover by single unit	25 MPH
On-track equipment towed by other on-track equipment	20 MPH

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

Working Limits

All movements within working limits must be under the direction of the EIC.

- Do not exceed 20 MPH within established working limits on other than Main Track.
- Do not exceed 20 MPH within established working limits on a Main Track, controlled siding or other track where CTC is in effect unless otherwise instructed by the EIC.

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

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

6.50.2 Approaching Road Crossings at Grade

On-track equipment with manually activated track shunts may use the track shunts only to assist with movements over road crossings at grade.

On-track equipment (including those with activated track shunts) must approach road crossings at grade prepared to stop, not exceeding 10 mph, and must yield the right of way to vehicular traffic. If necessary, warn vehicular traffic to protect on-track equipment movement. The use of horns at crossings by roadway machines and hi-rail equipment is optional at the discretion of the operator.

De-activate manual track shunts when on-track equipment is approximately 100 feet past the crossing.

Do not use manually activated track shunts:

- At crossings identified in timetable subdivision special instructions.
- Within a control point or manual interlocking at either end of track and time limits, or when track and time limits are entirely within a control point or manual interlocking, unless the control operator has been notified the shunts will be used.

Note:

1. When roadway workers actively flag a crossing to halt vehicle traffic and inform on-track machines or vehicle operators of a clear path, equipment is not required to adhere to the maximum 10 MPH speed limit but must approach prepared to stop.
2. Reducing speed to 10 MPH is not required for MOW on-track equipment moving railcars in travel mode, but it may be necessary in certain conditions. The on-track equipment should approach road crossings prepared to stop, considering factors like visibility, weather, and stopping distance.

6.50.3 Equipment Components Clear

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

6.50.4 Hi-rail Vehicle Movement Over Spring Frogs, Self- Guarded Frogs, Lift Frogs, Flange-Bearing Diamonds and Switches

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

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

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

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

When operating a hand operated switch for hi-rail movement, return and lock it in the normal position after the hi-rail has passed the switch. When the train dispatcher or control operator is unable to line a dual control switch for the desired route, hi-rail operators must first receive permission to operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control Switches).

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6.50.5 Hi-rail Limits Compliance System (HLCS)

The Hi-rail Limits Compliance System (HLCS) is a safety system designed to monitor the position of HLCS equipped on-track equipment.

On subdivisions where HLCS is in effect, all HLCS equipped on-track equipment fouling or occupying the track authorized by Track and Time, Track Warrant or Track Permit must be associated with the authority and the system must be activated, including within Form B limits. The HLCS thumbwheel must be set to indicate the authorized track when the equipment is fouling that track.

Note: HLCS cannot be associated with a Track Bulletin Form B or non-computerized track and time issued verbally by the Train Dispatcher/Control Operator (during code brown conditions, CTC outages, etc).

On subdivisions where HLCS is in effect, a briefing between the EIC receiving Track and Time, Track Warrant or Track Permit authority and the control operator/train dispatcher must occur before:

- Initial authority is obtained each calendar day (during the Confirmation of Limits Briefing that occurs just before receiving authority).
- First authority is obtained following control operator / train dispatcher shift change.
- Permitting additional HLCS equipped on-track equipment to foul or occupy the track, including those of multiple work groups.
- First authority is obtained after moving from one control operator / train dispatcher district to another.

During the briefing the EIC must include:

- HLCS identification numbers of all HLCS equipped on-track equipment which will foul or occupy the track using the authority.
- Notification of all non-operational HLCS equipped on-track equipment (by HLCS identification number) which will foul or occupy the track using the authority.

  or

- Information that no HLCS equipped on-track equipment will foul or occupy the track using the authority.

Electronic requests of authority via approved electronic devices (e.g., Smart Mobile Client) which include all the required HLCS information satisfy the HLCS briefing requirements.

HLCS identification numbers of all equipment of the work group that will foul or occupy the track must be listed on the authority form of the EIC.

HLCS identification numbers of all multiple work group's equipment that will foul or occupy the track using the authority of the EIC must be listed on the "Multiple Work Group Using the Same Authority Form" next to the name.

The control operator / train dispatcher must associate all identification numbers of HLCS equipped on-track equipment provided in the briefing with the applicable authority.

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Required Visual Display Unit (VDU) Test

The equipment operator must test the LED displays and audible tones of the VDU as soon as practical during each work assignment requiring the HLCS to be activated. To perform this test the equipment must be:

- Communicating with an HLCS capable base station (NET light illuminated).
- Positioned greater than 1.1 miles from either end of authority limits to which the system has been associated.
- Stopped when not positioned on track.

Press the VDU test button once and allow one minute for the system to complete the test cycle.

If the VDU fails the functional test of LED displays and audible tones or any other problems are experienced with HLCS (e.g. tracking issues, radio problems, system is non-operational, etc.), contact the TSOC desk and select the HLCS option to report the system as defective and open a trouble ticket during the work assignment the problem is identified.

Optional HLCS Equipment Position Test

After receiving authority and before fouling or occupying the track, the equipment operator may perform the position test to verify the equipment is located within authorized limits. To perform this test:

- Notify control operator / train dispatcher of the intent to perform the HLCS equipment position test.
- Position the HLCS equipped equipment within 15 feet of the track for which authority has been provided.
- Position the VDU thumb wheel to indicate the track for which authority has been provided.
- Activate the HLCS by engaging the steering wheel lock or placing the toggle switch in the on position to simulate that the equipment is on the track.

Note: This position test can be conducted only when equipment is off the track and will verify only that the equipment is positioned within the authorized limits. This test does not verify that the equipment is on the correct track.

VDU - EXCEED Indication Procedures

When equipment is outside authority limits, but in immediate proximity to the limits and no movement is evident:

- Move equipment into authority limits.
- Contact the control operator / train dispatcher and be governed by their instructions.
- Report circumstances to your supervisor.

When equipment is within authority limits:

- Check the thumb wheel for proper position.
- Contact the control operator / train dispatcher and be governed by their instructions.

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6.51 Maintaining a Safe Braking Distance ◆SIF

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

On-track equipment operators must:

- Ensure that on-track equipment remains at least 300 feet behind a train or engine except when it has been determined in a Job Safety Briefing that the train or engine is stopped and will not move.
- Communicate with roadway workers who are foul of track before getting closer than 25 feet to them.
- Ascertain before backing equipment that a back up alarm is activated and/or the appropriate whistle signal has been sounded and that the distance to be traveled is clear of workers and on-track equipment.
- Except in Bunching Mode, use radio, red flag or hand signals to notify the operator of the following on-track equipment when slowing or stopping. If the following on-track equipment operator does not acknowledge the radio, red flag or hand signals, stop, dismount and proceed, while remaining clear of the track, toward the following on-track equipment giving stop signals.

Follow these procedures when parking/storing on-track equipment:

- Secure all brakes, booms, locks and hooks.
- Dismount the equipment on the field side of the track away from traffic.
- If the track is between two live tracks, dismount on the side designated in the Job Safety Briefing.

Travel Mode: Travel mode applies to on-track equipment moving to and from a work and/or tie-up location.

While in travel mode:

- Ensure that on-track equipment remains at least 300 feet behind other on-track equipment.
- During temporary travel stops, maintain 300 feet separation when possible. If operationally necessary, machines may reduce the minimum separation distance to 50 feet.

Work Mode: Work mode applies to on-track equipment stopped or moving slowly in the performance of maintenance activities.

While in work mode:

- Maintain at least 50 feet between on-track equipment.
- It is the responsibility of all on-track equipment operators to maintain a safe distance between their equipment and all employees and other equipment within their work zones.

Controlled Movement Mode: When environmental conditions are consistent with safe travel on the rail, on-track equipment may travel for short distances only as necessary for movement over crossings at grade, diamonds, movable structures and control points.

A Job Safety Briefing must be conducted with all on-track equipment operators involved and the EIC that includes at minimum:

• The specific task.

• The conditions under which the task will be done.

• How the task will proceed.

While in Controlled Movement:.

- On-track equipment may be positioned no less than 50 feet apart.
- Movement of on-track equipment must not exceed a walking pace.

This operation may also be used when beginning or ending travel mode at the tie-up location.

Transitioning Mode: Operators are not required to maintain 300 feet of separation between on-track equipment when transitioning between Travel Mode, Work Mode and Controlled Movement mode.

While in Transitioning mode:

- A minimum of 50 feet of separation must be maintained.

Bunching Mode: On-track equipment may be “bunched” when stopping/parking, re-railing, towing, or switching a cart between two pieces of on-track equipment.

While in Bunching mode:

- Conduct a Job Safety Briefing, with the Employee in Charge, to discuss when and where the bunching mode will occur.
- All employees must remain clear of the track until the entire movement has stopped, unless otherwise instructed by the employee in charge.
- After stopping, the lead on-track equipment operator must do the following:
  - Dismount the equipment. Assume a position that is visible to a following on-track equipment operator and anyone who could step into the path of the next approaching equipment.
  - Ensure all other employees exit the equipment and remain clear.
  - Use a red flag and hand signals to communicate to following on-track equipment.
  - Each successive operator must follow this procedure to spot the next piece of on-track equipment.

Bunching mode must be used when on-track equipment must perform a specific, single task that requires less than 50 feet of separation while in work mode. When the task is complete notify the Employee in Charge.

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6.52 Spacing of Equipment ◆SIF

When on-track or off-track equipment is used, roadway workers and machine operators must maintain safe spacing to prevent machines from contacting other machines or roadway workers.

It is the responsibility of all equipment operators to maintain a safe distance between their equipment and other employees and equipment.

Work Zones around Machines (On-Track)

- A work zone extends from a point 25 feet in front of a machine to a point 25 feet behind a machine unless a different understanding is established in a job briefing. The work zone on each side of a machine will be designated in the job briefing.

  Note: On-track equipment with 360 degree working radius:
  - A work zone extends in a 25-foot radius around a machine unless a different understanding is established in a job safety briefing.

- Roadway workers must not enter a machine's work zone without first communicating with the operator to establish safe work procedures.
- If a machine is approaching roadway workers who are foul of the track, the operator must communicate with the roadway workers before getting closer than 25 feet to them.

Entering Work Zone or Machine Approaching Roadway Worker Closer than 25 Feet

- Roadway worker must establish contact with machine operator or machine operator establish contact with roadway worker (visual or verbal).
- Conduct job safety briefing addressing task(s) to be performed, movements to be made by roadway worker and machine, method to communicate further instructions/directions, etc.
- If a task requires line-of-sight to be maintained and line-of-sight is lost, all movements and activities must stop until reestablished.
- Perform task(s).
- Roadway worker and machine re-establish work zone when task is complete.

Work Zones around Machines (Off-Track)

- A work zone extends in a 25-foot radius around a machine unless a different understanding is established in a job briefing.
- Roadway workers must not enter a machine's work zone without first communicating with the operator to establish safe work procedures.
- If a machine is approaching roadway workers, the operator must communicate with the roadway workers before getting closer than 25 feet to them.

Maintain at least 300 feet between on-track equipment when in travel mode and 50 feet between on-track equipment when in working mode.

- When machines must be spaced closer than required because of special circumstances such as when the length of the tie-up location permits; a piece of Roadway equipment has to be re-railed or moved (towed); a cart that must be switched between two pieces of on-track equipment, etc. the machine operators involved, any affected Roadway workers and the employee in charge must have a thorough Job Safety Briefing including:
  - The specific task.
  - The conditions under which the task will be done.
  - How the task will proceed including requiring an employee on the ground giving hand signals with a red flag to guide the movement.
- Allow no Roadway Workers between machines until all movements on adjacent tracks have been stopped at least 50 feet from the work location.

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6.53 Getting On and Off Equipment

Do not get on or off moving equipment.

In emergencies employees may get off moving equipment.

Exception: Employees may get on or off the following equipment when moving at less than 1 MPH in work mode:

- TLM.
- High Speed Undercutter.
- Continuous Action Tamper.
- Ballast Distribution Systems 100 & 200.
- Shoulder ballast cleaners.
- Rail Heaters.

6.54 Display of Lights

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

6.55 Handling Emergency Situations

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

6.56 Replacing Displaced Signals and Signs

Employees operating on-track or off-track equipment must replace signals such as flags, fixed signals and signs if they are displaced or disturbed. Refer to Engineering Instruction for Asset Tracking to determine correct placement of fixed signals and signs.

6.57 Manual Interlockings

Employees may obtain track and time, foul time or be governed by the instructions of the control operator to proceed through or perform maintenance within the limits of a manual interlocking. Employees must contact the control operator before occupying the limits of a manual interlocking and they must advise the control operator when the manual interlocking limits have been cleared.

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6.58 Automatic Interlockings

Movement through Automatic Interlocking Limits

Automatic interlockings may be equipped with a maintenance of way release box. At locations so equipped, comply with the instructions in the maintenance of way release box before entering the limits of the interlocking.

At locations not equipped with a maintenance of way release box, comply with the following:

If on-track equipment shunts the track and the automatic interlocking displays a proceed indication:

- Stop before passing the signal.
- If the signal continues to display a proceed indication, proceed if there is no conflicting movement.

If the on-track equipment shunts the track and the automatic interlocking displays a red or dark aspect:

- Stop before passing the signal.
- Remain at the signal while the employee in charge or an employee qualified on these rules operates the time release according to the instructions posted in the release box.

If, after operating the time release, the signal displays a proceed indication, on-track equipment may proceed through the interlocking if there is no conflicting movement. If the signal displaying a proceed indication changes to an indication requiring a stop, stop at once.

If, after operating the time release, the signal does not clear, on-track equipment must not proceed through the interlocking until an employee ensures that there are no conflicting movements.

When more than one piece of on-track equipment that shunts the track is involved in the movement, each piece of on-track equipment must apply this rule separately.

If the on-track equipment does not shunt the track at an automatic interlocking:

- Stop before passing the signal.
- Move through the automatic interlocking only after determining that there are no conflicting movements. If necessary, an employee must go to the crossing and protect the movement.

A signalman may authorize movement through an automatic interlocking by providing proper protection on all routes.

Working within Automatic Interlocking Limits

On-Track Safety must be provided while working within the limits of an automatic interlocking by:

- Obtaining authority or establishing protection on all routes into and out of the interlocking limits. A MW key release may be used, according to the instructions posted inside the release box, to provide protection against movements on the conflicting routes only.

  or

- Obtaining protection within the limits of the interlocking from a signalman who will ensure that signals on all routes into the interlocking limits display a STOP indication.

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6.59 Movable Bridges, Railroad Crossings and Gates

Movable Bridges

On-track equipment must stop at least 50 feet from the nearest end of a movable bridge span and not proceed until it has been determined that there is no conflicting movement.

Railroad Crossings

At railroad crossings not protected by gates, on-track equipment must stop and not move over the crossing until it is known that there are no conflicting movements.

Railroad Crossings Equipped with Gates

When a railroad crossing is equipped with a gate, and when the gate is lined against the route to be used, on-track equipment must stop at least 50 feet before the gate and line the gate against the conflicting route. Where required, gates must be restored to normal position after the on-track equipment has passed the crossing.

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7.0 Switching

7.1 Switching Safely and Efficiently

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

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

On tracks where clearance point is indicated, leave cars and on-track equipment beyond the clearance point.

If the clearance point is not indicated or visible, determine the clearance point by standing outside the rail of adjacent track and extend arm towards the equipment (cars, engines or on-track equipment). When unable to touch the equipment, leave equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point.

7.4 Precautions for Coupling or Moving Cars or On-Track Equipment

Before coupling to or moving cars or on-track equipment, verify that the cars or on-track equipment are properly secured and can be coupled and moved safely.

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

7.5 Testing Hand Brakes

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

7.6 Securing Cars or On-Track Equipment

Do not depend on air brakes to hold cars or on-track equipment in place when left unattended. Ensure that equipment left unattended is properly secured and that sufficient hand brakes are applied to prevent movement. If hand brakes are not adequate, block the wheels.

Percent of Grade	Minimum Number of Hand Brakes to Apply
0% to 0.5%	At least 1 car
0.5% to 1%	25%
1% to 2%	50%
2% and greater	100%

Note: On a steep or unknown grade, it also may be necessary to chock the wheels.

Do not release the hand brakes until the air brake system is fully charged.

When cars or on-track equipment are moved from any track, apply enough hand brakes to prevent any remaining cars from moving.

7.7 Kicking, Dropping or Gravity Movements of Cars

When positioning cars, do not:

- Uncouple cars from moving self-propelled equipment.
- Permit cars to move under their own momentum by releasing brakes or uncoupling the cars from other equipment.

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

Before coupling to or moving cars on tracks where cars are being loaded or unloaded, employees must be sure that all of the following have been removed or cleared:

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

In addition:

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

7.10 Movement Through Gates or Doorways

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

7.11 Charging Necessary Air Brakes

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

7.12 Movements Into Spur Tracks

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

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

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8.0 Switches

8.1 Hand Operation of Switches

Spring or dual control switches operated by hand are considered hand operated switches, and all rules governing hand operated switches apply.

8.2 Position of Switches

The employee operating the switch or derail is responsible for the position of the switch or derail in use. Do not operate switch that is tagged. If the switch is spiked, do not remove the spike unless authorized by the same craft or group that placed it.

Employees operating switches and derails must make sure:

- The switches and derails are properly lined for the intended route.
- The points fit properly and the target, if so equipped, corresponds with the switch's position.
- When the operating lever is equipped with a latch, they do not step on the latch to release the lever except when operating the switch.
- After locking a switch or derail, they test the lock to ensure it is secured.
- When working limits are established the switch or derail is not operated while equipment is standing on or moving over the movable portion of the switch, derail, or frog.
- Movement must not foul an adjacent track until the switch or derail is properly lined, and the switch must remain lined for the movement until the equipment has moved beyond the fouling point of the adjacent track:
  - When traveling on other-than-main track (utilizing MWOR 6.28) and on track safety is not established.

    or

  - At any time while performing switching or set out operations with rolling stock.

When practical, employees must see that the switches and derails near on-track equipment are lined properly.

The employee in charge must complete the form entitled Position of Switches/Derails when any of the following are hand operated:

- Main Track switch.
- Main Track switch point lock.
- Derail protecting access to a Main Track.

When required, record the following information on the form:

- Name and location of the switch, switch point lock or derail operated.
- Time the switch, switch point lock or derail is initially operated.
- Time the switch, switch point lock or derail is finally restored to the correct position.

This record must be retained for 2 days after the tour of duty.

In non-signaled TWC or Double Track ABS Territory, when a Main Track switch is operated for any reason, on track equipment shall:

- When activity is completed, if authority allows, make a main-to-main movement over the switch to ensure the switch is lined properly for the Main Track.
- If authority does not allow for a main-to-main movement over the switch, make a walking inspection of the switch points to ensure proper fit and route.

When a Main Track switch is operated for any reason and on-track equipment is not being used in non-signaled TWC or Double Track ABS Territory, a walking inspection of the switch points must be made to ensure proper fit and route.

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8.3 Main Track Switches

The normal position of a Main Track switch is for Main Track movement, and it must be lined and locked in that position. At points where double track begins, the normal position of a spring switch is for movement with the current of traffic.

However, the Main Track switch may be left open:

- Within Restricted Limits, as outlined in Rule 6.19.1 (Protection in Restricted Limits by Lining Switch).
- Within ABS limits, as outlined in Rule 6.19.5 (Protection in ABS by Lining Switch).
- When temporarily lined for immediate movement.

  or

- Within TWC territory, when authorized by track warrant. Track warrant protection must be provided for this condition. The switch must not be considered restored to normal position until the train dispatcher is notified by an employee at that location.

On Main Track switches (if equipped), the target will be red and perpendicular to the track if the switch is lined in other than its normal position.

Before reporting clear of a track warrant, track and time or track permit, Main Track switches must be lined and secured in the normal position.

Do not open hand operated Main Track switches, except as instructed by the employee in charge. The employee in charge should avoid transferring authority or responsibility to hand operate Main Track switches whenever possible. When it is necessary to transfer such authority or responsibility, the employee in charge must ensure that the switch is lined and secured in normal position before releasing Main Track authority.

The position of the switch must be determined by the employee in charge by making a visual inspection or by communicating with the employee operating the switch. When communicating the position of the switch, the information must be acknowledged and repeated by the employee in charge.

An employee restoring a hand operated Main Track switch to the normal position must remain at the switch location (in view of the switch) until the switch position briefing has been conducted with the employee in charge.

Employees who operate Main Track switches using Visual Detection of Trains must observe the position of the switch and ensure that the switch is lined and secured in the normal position before leaving the area.

8.5 Not Used

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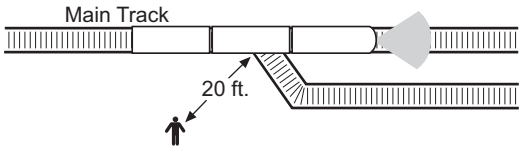
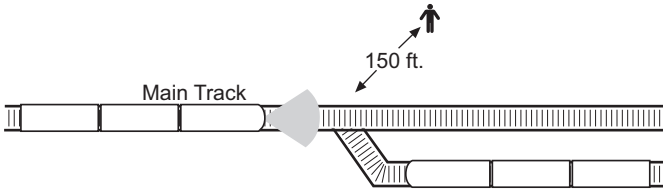
8.7 Clear of Main Track Switches

Except in switching movements, when a train, engine, or on-track equipment is approaching or passing on a Main Track, employees must not go nearer than 20 feet to any Main Track switch.



[Diagram A.]

When a train, engine or on-track equipment that will be met or passed is on a siding or other track, the employee attending the switch must not be nearer than 150 feet to the switch when the train is closely approaching.



[Diagram B.]

8.8 Switches Equipped with Locks, Hooks, or Latches

When not in use, switches must be locked, hooked, or latched if so equipped. Before making movements in either direction over these switches, make sure that the switch is latched or secured by placing the lock or hook in the hasp. However, when making train movements in facing point direction, lock the switches equipped with a lock.

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

8.9 Movement Over Spring Switches

Spring switches are identified by the letters S or SS, special targets, signs, and/or lights.

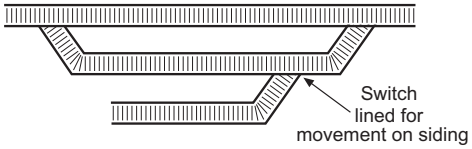
A spring switch that is spiked must be protected.

8.10 Switch Point Indicator

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

8.11 Switches in Sidings

The normal position of switches connecting any track, except the Main Track, to a siding is lined and locked or secured for movement on the siding.



[Diagram A.]

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8.12 Hand Operated Crossover Switches

The normal position of crossover switches is for other than crossover movement. The crossover switches must be left lined in normal position, except when they are in use for crossover movements. Both switches of a crossover shall be properly lined before equipment begins a crossover movement. A crossover movement shall be completed before either switch is restored to normal position, except when one crew is using both tracks connected by the crossover during continuous switching operations.

Where Rule 6.28 (Movement on Other than Main Track) governs or when utilizing Rule 6.19.1 (Protection in Restricted Limits or Non-Signaled Yard Limits by Lining Switch), crossover switches may be left out of correspondence while providing blue signal or inaccessible track protection. When protection is no longer required the crossover switches connected to a Main Track or siding must be left lined for other than crossover movement. Crossover switches not connected to a Main Track or siding must be left in a corresponding position.

In signaled territory, crossover switches may be out of correspondence while performing maintenance, testing or inspection.

8.12.1 Independently Controlled Switches (ICS)

Independently Controlled Switches are dual control switches of a crossover which, under certain conditions prescribed by the rules, may be operated independently. At locations identified in the timetable as having ICS, MW employees may request control operator permission to operate one end of a crossover for maintenance or testing purposes only.

When MT authority includes only one end of a crossover identified as ICS in the timetable, MW employees must not permit trains, engines and on-track equipment to occupy that crossover (including the points of the switch when lined for crossover movement).

Notify the control operator when a hand operated ICS has been returned to power.

8.13 Scale Track Switches

When scales are not in use, line switches for dead rails where provided.

8.14 Conflicting Movements Approaching Switch

When conflicting movement is closely approaching a switch, the track must not be fouled or the switch operated.

Crossover switches, other than independently controlled switches with control operator’s permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

Exception:

Signal department employees may independently perform FRA signal switch tests for non-ICS equipped crossover switches upgraded per Signal Instruction Manual, part TP-103C, on the dual control switch of the crossover not affected by approaching movements.

When utilizing this procedure, complete the following job safety briefings with the control operator.

1. After receiving track authority for the switch and before applying a jumper/plug coupler:
   - Request switch blocks on both crossover switches and identify the specific switch where the jumper/plug coupler will be applied.
   - Receive confirmation the switch blocks have been applied.
2. After the jumper/plug coupler has been removed:
   - Advise the control operator the jumper/plug coupler has been removed.
   - Receive confirmation of understanding the jumper/plug coupler has been removed.

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8.16 Damaged or Defective Switches

Report a switch that is damaged or defective to the train dispatcher, yardmaster, or supervisor in charge.

When necessary spike or clamp the switch and properly tag the switch. If the switch cannot be made safe provide protection at once.

8.18 Variable Switches

On-track equipment must not trail through a variable switch unless the switch is lined for such movement.

8.19 Automatic Switches

The location of automatic switches will be designated in the timetable. Unless the switch is in normal position when operating on a Main Track, employee must stop and hand operate the automatic switches before moving over them.

To operate an automatic switch by hand, do the following:

- Unlock the switch lock.
- Operate the hand throw lever until the switch points move when the lever is moved.
- Line the switch for the intended route.
- Do not return the selector lever to the POWER position until the entire movement has passed over the switch.

When the switch is in the POWER position, the switch will automatically return to its normal position.

When on-track equipment is operating on a siding, the equipment must be stopped before it fouls an adjacent track or passes an overlap sign, if equipped, and automatic switch must be hand operated. The switch must not be returned to POWER position until all on-track equipment has passed over the switch.

When automatic switches are operated by hand, all rules governing hand operated switches apply.

8.20 Derail Location and Position

Employees must know the location of all fixed derails.

Do not make a movement over a derail in derailing position.

Sidings having hand thrown derails will have derail locked in the non-derailing position, except when engines or cars are left unattended on siding. On auxiliary tracks other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

Derails dedicated for use in conjunction with Rule 5.12 (Protection of Occupied Outfit Cars), Rule 5.13 (Blue Signal Protection of Workman), and roadway worker protection must be in the derailing position only when their use is required for such protection. When their use is not required for their protection:

- Remove portable derails.

  or

- Lock fixed derails in non-derailing position with an effective locking device.

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9.0 Block System Rules

9.5 Track or Signal Appliances Damaged or Under Repair

9.5.2 Protection If Signal Appliance or Track is Damaged

If a signal or signal appliance functions improperly or the track is damaged, signals that govern movements on affected routes must display a Stop indication. No movements on such routes may be permitted until track and signal appliances are examined and movement can occur safely.

9.5.3 Protection During Repairs

Within CTC limits or within manual interlocking limits (unless track bulletin Form B is in effect), when a switch, movable point frog, derail, or signal is under repair or is disconnected, or when the track is obstructed or removed from service, display Stop indications for all affected routes. In addition, block or mark any controls to prevent their operation.

Maintenance forces must contact the control operator before beginning repairs, disconnecting equipment, obstructing the track, or removing the track from service. Switches, movable point frogs, and derails must be spiked or secured in the required position if any movement over them occurs before repairs are complete.

9.13 When Instructed to Operate Dual Control Switches by Hand

If the control operator cannot line the dual control switch to the desired position, or the control machine does not indicate that the switch is lined and locked, the control operator must instruct the employee to operate the switch by hand.

Before passing over the switch, the movement must stop and the employee must operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control Switches). After the entire movement has passed over the switch points, the employee must return the switch to power unless otherwise instructed by the control operator.

9.13.1 Hand Operation of Dual Control Switches

An employee must get permission from the control operator to operate a dual control switch by hand. Operate the switch as follows:

- Unlock the switch lock.
- Place the selector lever in the HAND position or remove the hand crank from the holder.
- Operate the hand throw lever until the switch points are seen to move when the lever is operated, even if the switch is lined for the intended route.
- Line the switch for the intended route, or insert the crank on the shaft and turn the crank as far as it will turn until the switch is in the desired position. Remove the crank from the shaft, but do not return it to the crank holder.
- Return the switch to power by restoring the selector lever to the POWER or MOTOR position and lock. Or, return the crank to the holder and secure it with the switch lock. Notify the control operator after power to the switch is restored.

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9.14 Movement with the Current of Traffic

On tracks designated in the timetable, trains will run with the current of traffic, if the train dispatcher gives verbal authorization or a controlled signal indicates proceed.

9.15 Track Permits

On tracks designated in the timetable, a track permit will authorize a train, on-track equipment, or employee to occupy the Main Track or tracks between specific points. The track permit must be issued by a designated control operator under the direction of the train dispatcher. Within these limits, movements may be made in either direction without flag protection.

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

9.15.1 Issuing Track Permits

The track permit may only be issued when:

- Limits are clear.
- Limits are occupied by the train, on-track equipment or employee that will receive the track permit.
- Limits are occupied by a train, on-track equipment or employee holding a track permit.

  or

- All trains moving on signal indication without a track permit have passed the location where the track will be fouled.

The track permit limits must be protected by controlled signals. The designated control operator must know the following before issuing a track permit:

- Each controlled signal protecting the limits displays a Stop indication.
- Marking or blocking devices prevent displaying signals for movement into the limits.
- The designated control operator and each control operator who controls signals to protect the limits understand the limits, have provided protection, and have recorded the track permit on the prescribed form.

Track Permit Wording

The employee requesting a track permit will state his or her name, occupation and location.

Track permits will be granted in the words, “Track permit authority (number), granted on (track), between (point) and (point), (time) until (time).”

The employee requesting a track permit must repeat the permit and receive acknowledgment before acting upon it.

Track permit authority must be recorded on and repeated from form provided for that purpose.

More than One Track Permit

If more than one track permit is in effect at any time within the same limits, all affected trains or employees must be notified.

Trains must move at restricted speed within these limits.

9.15.2 Clearing Track Permits

Marking or blocking devices must not be removed until the track permit has been released to the control operator. Other movements must not be authorized into the limits unless also granted a track permit.

Employees reporting clear of track permit authority must state:

- Their name or other identification.
- Track permit number being released.
- Limits being released.
- Position of hand operated Main Track switches.

9.18 Electrically Locked Switches and Derails

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

Do not open the case door or unlock an electrically locked switch or derail within manual interlocking or CTC limits without:

- Authority on the track to which the switch or derail provides direct access.

  or

- Permission from the control operator or train dispatcher.

Emergency Release

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

- To permit a train or on-track equipment to leave the Main Track.

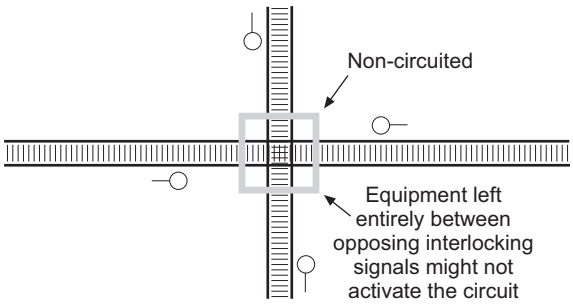
  or

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

Notify the control operator or train dispatcher when the seal has been broken and/or the emergency release operated.

9.19 Leaving Equipment in Interlockings

Engines, cars, or on-track equipment must not be detached and left standing entirely between the opposing interlocking signals that govern movements at a railroad crossing at grade.



[Diagram A.]

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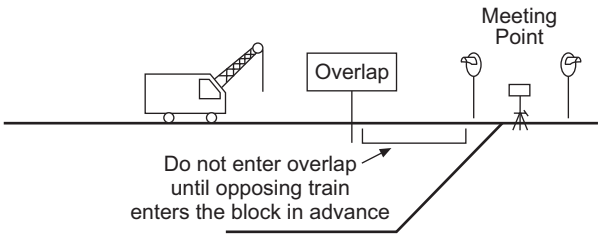
9.20 Clear Track Circuits

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

9.21 Overlap Circuits

Overlaps may be identified by overlap signs. On-track equipment on the Main Track at a meeting point must not pass an overlap sign location or open a switch within the overlap until the opposing train has entered the block.



[Diagram A.]

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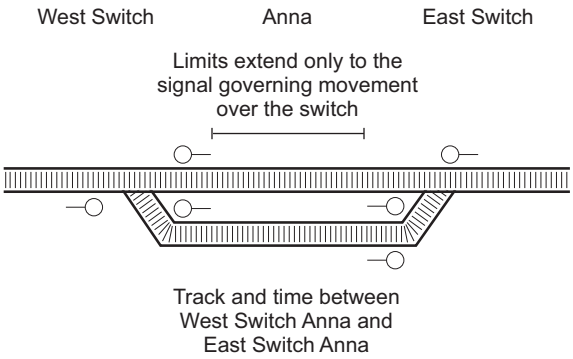
10.0 Rules Applicable Only in Centralized Traffic Control (CTC)

10.3 Track and Time

The control operator may authorize men and equipment to occupy a track or tracks within specified limits for a certain time period. Authority must include track designation, track limits, and time limit. Men and equipment may use the track in either direction within the specified limits, until the limits are reported clear.

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



[Diagram A.]

Track and time does not authorize maintenance of way employees and on-track equipment to occupy or foul the Main Track within automatic interlocking limits.

Requesting Track and Time

An employee requesting track and time must provide:

- Employee's name.
- Occupation.
- Location.

When the requested limits are entirely within a control point, or include a control point at either end of the limits, advise the control operator whether or not any equipment or work activity will shunt the track within the control points.

When requesting track and time, if communication is lost or an incomplete message is received while the control operator is issuing the authority, or if after repeating the authority to the control operator, the employee does not hear the response from the control operator "That is correct," the employee must not occupy or foul the track. The employee requesting track and time must contact the control operator as soon as possible and inform the control operator that the track and time was not received.

Reporting Clear of Track and Time

An employee reporting clear of track and time must provide:
- Employee's name and the name of the employee the authority was issued to if different.
- Track and Time number.
- Authority limits.

10.3.2 Protection of Men and Equipment Following a Train

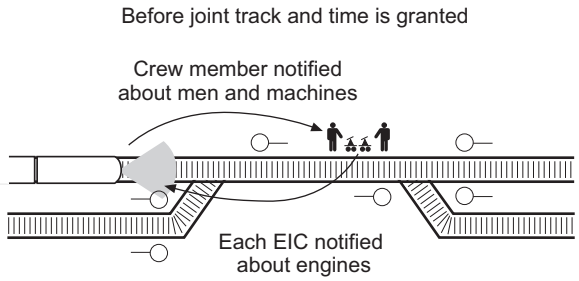
Employees may be issued track and time limits to follow a train or trains that have not been granted track and time as follows:

"Behind (train)".

10.3.3 Joint Track and Time

Before track and time is granted for on-track equipment or employees in the same limits with a train, each employee in charge and a crew member of each train must be notified of each other.

Trains must move at restricted speed within joint track and time limits.



[Diagram A.]

When track and time is granted to protect maintenance or repair work, trains must not be allowed into the working limits unless the trains and EIC of the work understand the conditions and movements that will be made.

If a track is not safe for trains to move at a speed of at least 20 MPH, employees must protect the track with red flags as outlined in Rule 5.4.7 (Display of Red Flag).

10.3.4 Record Track and Time

When receiving track and time verbally, the employee will copy the authority granted on the form provided for this purpose, and repeat from the form the authority granted. If the authority is repeated correctly, the control operator will acknowledge with “That is correct”.

When receiving track and time using a railroad supplied electronic device designed to request, receive, release or report clear of authority (e.g. Smart Mobile Client) a viewable electronic form of the authority granted is displayed by the device. Employees must use the electronic form to confirm authority limits.

Note: The electronic device graphical display of territory is not to be used for confirmation of authority limits.

10.3.5 Using Track and Time Authority

Except as provided in Rule 10.3.3 (Joint Track and Time) track and time authority may be granted to an employee only after all trains moving within the limits have passed the location where the track is to be first occupied.

When using track and time authority, know the following:

- When the limits are designated by a control point and the authority includes “SWITCH NO”. the limits extend only to the signal governing movement through the control point. However, when the track and time authority includes “SWITCH YES,” the limits will include that switch or switches.
- When the limits are designated by a switch, the limits extend only to the signal governing movement over the switch.

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11.0 On-Track Safety

11.1 On-Track Safety Program

The purpose of this section is to prevent accidents and injuries that result from engines, locomotives, and on-track equipment striking roadway workers and machines. The BNSF MWOR serves as the BNSF On-Track Safety Manual.

In addition to on-track safety information found in this chapter, refer to chapters 6 and 12 for information specific to methods of establishing on-track safety, including visual detection of trains (Lone Workers and Lookouts).

BNSF uses operations testing, described in the Operations Testing Reference Guide and Supplements, to monitor compliance with the on-track safety manual.

On-track safety training is required each calendar year for all Roadway Workers.

Employees must be MWOR qualified before performing duties as an:

- Employee in charge.
- Lone worker.
- Lookout.
- Flagman.
- Escort.
- Independent machine operator.
- Subgroup coordinator working with large-scale maintenance and construction crews.

MWOR qualified employees must requalify each calendar year.

11.2 Requirements for Operating Roadway Machines

General Requirements

Before operating a roadway machine:

- Receive training according to MWOR 11.1.
- Be informed of the safety procedures that apply to persons working near your machine.
- Inform the employee in charge that you fully understand the safety procedures.

Machine-Specific Requirements

Follow these machine-specific requirements:

- Keep the operator’s manual with the machine if the machine is large enough to carry the manual.
- Be familiar with the information in the operator’s manual before you operate the machine.
- Follow the manual’s instructions for safe operation.

Qualification Requirements

To be qualified to operate a roadway machine, you must be trained and certified as competent to operate that machine. This training may be accomplished through:

- Peer instruction on the job.

  or

- A combination of classroom training and peer training.

A new machine operator or a relief machine operator who has not operated the type of equipment to which he or she will be assigned within the past year must be certified competent by a Work Equipment Supervisor or Roadmaster before operating the machine, except during supervised training.

After a new or relief operator receives approval to begin operating the machine, the certifying individual will observe the operator to ensure that he or she is competent to operate the machine.

11.3 Fouling the Track

Fouling the track means the placement of an individual or an item of equipment, including material being handled by equipment, in such proximity to a track that the individual, equipment or material handled by equipment could be struck by a moving train or on-track equipment, or in any case is within four feet of the nearest rail.

Each roadway worker is responsible for determining that on-track safety is provided before fouling any track, except when fouling the track is incidental to the performance of duties.

Incidental Fouling

When a roadway worker fouls a track incidental to the performance of duties, such as when walking across or adjacent to a track on which authority or protection has not been provided, each worker must:

1. Assume individual responsibility to make the move safely.
2. Foul the track only after determining that it is safe to do so.
3. Not carry tools or material that restrict motion, sight, hearing or prevent rapid movement away from an approaching train or other on-track equipment while being carried.
4. Move directly and promptly to a position clear of the track.

Incidental Fouling when Setting Hi-rail Vehicles On and Off the Track in Multi-Track Territory.

When a roadway worker must incidentally foul a track in multi-track territory when setting on or off hi-rail vehicles, they must determine it is safe to do so by completing the following: Ensure that they have clear sight distance based on the minimum separation distance as provided by the Statement of On-Track Safety for their specific location.

- If they have the necessary sight distance beyond the minimum separation distance to allow the work group time to incidentally foul while setting on/off, they can proceed.
- If employees do not have the necessary sight distance, they must contact the dispatcher to identify any trains that have been authorized through the limits.
  - EIC must establish direct radio contact with a crew member of each authorized train provided by the dispatcher.
    - Confirm train identity by engine initials, number, and direction.
    - Determine the milepost location of the trains.
    - Inform the crew of the location of the crossing where the vehicle is setting on/off.
  - Once the location of authorized trains has been confirmed, determine if there is adequate time to set on/off safely.

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11.4 Job Safety Briefings

Conduct a job safety briefing before any roadway worker or equipment fouls a track. A job safety briefing is not complete until each roadway worker is verbally informed of and acknowledges the method of on-track safety that will be applied and the procedures that will be followed. A job safety briefing may not be conducted via text or electronic messaging.

Roadway Work Groups

In the job safety briefing, discuss information related to on-track safety with roadway workers who will foul the track.

In addition to other safety issues, minimum on-track safety information must include:

- Designation of the employee in charge.
- Method of on-track safety being applied.
- Track limits and time limits of authority.
- A risk assessment to identify any track that could be fouled.
- Determination of any adjacent tracks.
- Determination of any adjacent controlled tracks.
- Operational controls of movements on adjacent tracks, if any.
- Procedure to arrange for on-track safety on adjacent tracks, if necessary.
- Means of providing a warning when a lookout is used.
- Designated place of safety where roadway workers will clear for trains, which may be between the rails on a track within established working limits and during which time no movements are permitted by the EIC.
- Identification of any roadway maintenance machines in the work group that will foul the track.
- Designated work zones around machines.
- Safe working and traveling distances between machines.
- Nature of the work to be performed and the characteristics of the work location.

Conduct follow-up job safety briefings:

- When the working conditions or procedures change.
- When the method of on-track safety is changed, extended, or about to be released.
- To designate a substitute employee in charge before the employee in charge becomes inaccessible and unable to communicate with their work group (e.g., departs work site for an extended period).

Lone Workers

At the beginning of each shift, each lone worker must participate in a job safety briefing with his or her supervisor or other designated employee. The job safety briefing will include the lone worker's planned itinerary and the procedures that will be applied to establish on-track safety.

Lone workers who cannot contact their supervisor or designated employee must verify the method of on-track safety with:

The train dispatcher, if communication with the dispatcher is necessary to establish on-track safety (Track and Time, Track Warrant, Track Permit, Track Bulletin Form B).

or

One of the following, if communication with the train dispatcher is not necessary to establish on-track safety (inaccessible track, individual train detection):

- For signal employees, the Signal Call Center Desk.
- For telecommunications employees, the Telecommunications Network Operations Center.
- For all other employees, the Network Operations Center (NOC) Maintenance Desk.

When all communication channels are disabled, conduct the job safety briefing as soon as possible after communications are restored.

11.5 On-Track Safety Procedures in Effect

Management and individual roadway workers share the responsibility for ensuring that proper on-track safety procedures are followed when workers are fouling track.

Responsibilities of Management

BNSF management must:

- Provide initial and recurring on-track safety training to all roadway workers once each calendar year.
- Guarantee each employee the right to challenge in good faith whether the on-track safety procedures to be applied at that work location comply with the MWOR.
- Follow the procedure outlined in MWOR 11.6 to promptly and fairly resolve challenges to on-track safety procedures.

Responsibilities of Individual Roadway Workers

Individual roadway workers must:

- Follow BNSF's on-track safety rules and procedures.
- Avoid fouling a track except when necessary to perform their duties.
- Wear enhanced visibility workwear when on or near the track as prescribed in the MW Safety Rule book.
- Determine that on-track safety is being provided before fouling a track.
- Refuse any directive to violate an on-track safety rule.
- Notify the employee in charge when making a good faith determination that on-track safety procedures to be applied at the work location do not comply with the MWOR.

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11.6 Empowerment and Good Faith Challenge Processes

Empowerment

All employees are empowered and required to refuse to violate any rule within these rules. They must inform the employee in charge if they believe that a rule will be violated. This must be done before the work begins.

Resolving Challenges to On-Track Safety Procedures

All roadway workers are guaranteed the right to challenge in good faith whether the on-track safety procedures applied at their work location comply with the MWOR and to remain clear of the track until resolved.

When making a challenge in good faith, inform the employee in charge before the on-track safety rules are misapplied, if possible. Otherwise, inform the employee in charge before fouling the track.

A challenge is resolved as follows:

1. The challenging individual informs the employee in charge that he or she does not believe the method of on-track safety at the work location complies with the MWOR.

   Note: Individuals will not be subject to retribution or punishment for making a challenge in good faith.

2. The employee in charge reviews the on-track safety procedures with the challenging individual to determine if proper procedures have been or will be applied.

3. If the challenging individual is still not convinced that the on-track safety procedures comply with the MWOR, the employee in charge contacts the next level Supervisor. The Supervisor reviews the on-track safety procedures and determines if the procedures are being properly applied.

4. After that review, if the challenging individual still is not convinced that the on-track safety procedures comply with the MWOR, the employee in charge and the next level Supervisor contact the General Director Rules in Fort Worth, Texas or a designee. The person contacted reviews the on-track safety procedures and determines if the procedures are being applied properly.

   - If the determination is that the on-track safety procedures are not being applied properly, the employee in charge modifies the procedures as required.

     or

   - If the determination is that the on-track safety procedures are being applied properly, the challenge is considered resolved, and the employee in charge will instruct the challenging individual to perform his or her assigned duties.

     Note: Challenges that progress to the next level Supervisor are documented by that Supervisor. The section head of the work group reviews this documentation within 1 month of the challenge. A union representative is invited to participate in this review.

Resolving Challenges Related to Shoving Movements, Leaving Equipment Foul of an Adjacent Track, or Handling of Hand Operated Switches or Fixed Derails

A. Right to Challenge

   Federal Regulations have provisions that allow an employee the right to challenge a directive which, based upon the employee's good faith determination, would violate a railroad operating rule relating to:

   - Shoving movements.
   - Leaving equipment foul of an adjacent track.

     or

   - Handling of hand operated switches or fixed derails.

B. Good Faith Challenge Procedure

1. An employee may inform a supervisor issuing a directive that a good faith determination has been made that the directive would violate a railroad operating rule relating to:

   • Shoving movements.

   • Leaving equipment foul of an adjacent track.

   or

   • Handling of hand operated switches or fixed derails.

2. The supervisor will not require the employee to comply with the directive until the challenge is resolved. The supervisor may:

   • Require the challenging employee to perform other tasks not related to the challenge until the challenge is resolved.

   or

   • Direct an employee, other than the challenging employee, to perform the challenged task before the challenge is resolved. Employee so directed will be informed of the challenge, and determine that the challenged task does not violate the rules.

C. Resolving Good Faith Challenge

1. A challenge may be resolved by one of the following:

   • The supervisor's acceptance of the employee's request.

   • An employee's acceptance of the directive.

   • An employee's agreement to a compromise solution acceptable to the person issuing the directive.

2. If the challenge cannot be resolved because the supervisor issuing the directive has determined that the employee's challenge has not been made in good faith or there is no alternative to the direct order, the railroad will:

   • Provide immediate review by at least one manager, which must not be conducted by the supervisor issuing the challenged directive or that supervisor's subordinate.

   • Resolve the challenge using the same options available for resolving the challenge as the initial supervisor.

3. If the manager making the final decision concludes that the challenged directive would not cause the employee to violate any requirement of the involved rules, the reviewing manager's decision shall be final and not subject to further immediate review.

   • The manager will inform the employee that Federal law may protect the employee from retaliation, if the employee's refusal to do the work is a lawful, good faith act.

   • The employee making the challenge will be afforded an opportunity to document, in writing or electronically, any protest to the manager making the final decision before the employee's tour of duty is complete. The employee will be afforded the opportunity to retain a copy of the protest.

D. Request for Review and Verification of Decision

Upon written request, at the time of the challenge, the employee has the right for further review by the "Designated Review Manager". Within 30 days after the expiration of the month during which the challenge occurred, the "Designated Review Manager" will verify the proper application of the rule in question. The verification decision shall be made in writing to the employee.

E. Employee Rights and Remedies

The 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.

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12.0 Adjacent Track Operations

12.1 Occupying Space between Adjacent Tracks ♦

When a train is passing on an adjacent controlled track, roadway workers on the ground must not occupy the space between those tracks.

12.1.1 Adjacent Tracks

Before fouling a track where there is an adjacent track subject to train or on-track equipment movement, review this rule as part of the job safety briefing.

When working on a track, establish on-track safety as necessary to protect against trains and on-track equipment passing on an adjacent track.

To determine if authority or protection is required on adjacent tracks, the employee in charge must consider factors such as:

- Any track that could be fouled.
- Adjacent controlled tracks.
- Roadway workers on the ground.
- On-track equipment that will occupy the track.
- Right-of-way conditions involved in reaching the designated place of safety.
- Curvature of the track.
- Sight distance.
- Speed of passing trains or on-track equipment.
- Spacing of roadway workers and equipment in the work group.
- Background noise.
- Risk of distraction.
- Designated place of safety, which may be between the rails on a track within established working limits and during which time no movements are permitted by the EIC.

12.1.2 Fouling Adjacent Tracks

Do not foul adjacent tracks with roadway maintenance machines unless working limits have been established on the adjacent track. Before operating equipment where an adjacent track could be fouled by the equipment, including any component of the equipment or material handled by the equipment, working limits must be established on the adjacent track. Movements within the adjacent track working limits may only be permitted by the EIC.

Do not use a lookout to provide protection for equipment or material fouling an adjacent track.

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12.1.3 On-Track Equipment

While performing machine maintenance or operating on-track equipment, operators will place standard signs reading “Danger - Live Track” across the entrance/exit on the adjacent track side of their machines if so equipped. Otherwise, another physical restraint must be placed to restrict access to that point. When the equipment is designed to enter/exit from either side, the employee in charge must instruct all personnel to use the field side when:

- Getting on or off the equipment.
- Transferring tools or material.
- Conversing with the occupants of the equipment.

Where there are adjacent tracks on both sides of the equipment, the employee in charge must designate in the job safety briefing which side to use.

When equipment or material will foul the adjacent track, establish working limits on that adjacent track to prevent unannounced movement past the work area. Establish the working limits on a Main Track, controlled siding or other track where CTC is in effect using a Track Bulletin Form B when details of the project are known well enough in advance to meet the established timelines for requesting the Form B.

On-track equipment may be operated while a train is passing on an adjacent track if the equipment, while operating, will not foul the adjacent track. However, do not perform maintenance with on-track equipment while a train is passing on an adjacent controlled track except as provided by MWOR 12.2 or 12.3. When the conditions cannot be met:

- Stop the equipment.
- Secure the equipment against movement.
- Inspect the passing train.

12.2 Adjacent Controlled Track Protection

One or more roadway workers of a work group on the ground engaged in a common task with on-track, self-propelled equipment (excluding hi-rails or other self-propelled on-track equipment, not coupled to cars, used for inspection or correctional repair purposes) or coupled equipment must be protected from adjacent controlled track movements by:

1. Working limits established on the adjacent controlled track.

   or

2. A lookout.

Work on a track must cease and roadway workers on the ground must move to a designated place of safety while a train or on-track equipment is passing on an adjacent controlled track unless working limits are established on the adjacent controlled track, and the EIC of the working limits instructs:

- Trains passing on the adjacent controlled track consisting entirely of passenger equipment not to exceed 40 MPH while passing the work location.

  or

- All other trains or on-track equipment moving on the adjacent controlled track not to exceed 25 MPH while passing the work location.

After the EIC permits a movement within working limits established on an adjacent controlled track, employees fouling the adjacent controlled track or working between the tracks must move to a designated place of safety. When conditions can be met, a lookout may be used to permit employees to continue to work fouling the adjacent controlled track or between the tracks until warning is received from the lookout.

While on the ground, no part of a roadway worker's body may extend beyond the rail of the occupied track nearest the movement on the adjacent controlled track while a train or on-track equipment is passing on an adjacent controlled track.

When roadway workers on the ground are required to cease work, the designated place of safety may be:

- Between the rails on a track within established working limits and during which time no movements are permitted by the EIC.
- The side of the occupied track opposite an adjacent controlled track.

12.2.1 Exceptions to Adjacent Controlled Track Protection

Adjacent controlled track protection is not required when all roadway workers of the work group on the ground are exclusively positioned on the side of the track where there is:

- No adjacent track.
- One or more adjacent tracks, the closest of which has working limits established, and no movements are permitted within the working limits by the EIC.
- An inter-track barrier separating roadway workers from the adjacent track.

Adjacent controlled track protection is not required for one or more roadway workers on the ground when:

- Engaged in a common task with a hi-rail vehicle or other self-propelled on-track equipment, not coupled to rail cars, being used for inspection or correctional repairs. When multiple hi-rail vehicles or other self-propelled on-track equipment are being used for inspection or correctional repairs, the EIC must determine if adjacent controlled track protection is necessary.
- Performing machine maintenance or repairs on the side of machines that would effectively prevent the worker from fouling the adjacent controlled track.
- Performing machine maintenance or repairs to a machine within the perimeter, excluding the front and back of the machine, and no part of the worker's body extends beyond the rail of the occupied track nearest the adjacent controlled track. A boom or other equipment extending beyond the body of a roadway maintenance machine or coupled equipment toward an adjacent control track is not considered to be within the perimeter of the machine or coupled equipment. The perimeter of the machine does not include in front or behind the machine.

Employees are not required to use the provisions described in these exceptions and may decide to establish protection on any adjacent track as described in MWOR 12.2.

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12.3 Performing Track Maintenance with Equipment

Production rail grinders or rail detectors may operate while a train or on-track equipment is passing on an adjacent controlled track.

Flash Butt Welder may perform maintenance while a train or on-track equipment is passing on an adjacent controlled track if it's not performing maintenance with other Roadway Equipment specified in Engineering Instructions.

Track maintenance may be performed with other on-track equipment as specified in Engineering Instructions for Roadway Equipment while a train or on-track equipment is passing on an adjacent controlled track when:

- Working limits are in effect on the adjacent controlled track.

  and

- The employee in charge of the working limits has instructed the passing train or on-track equipment to pass men and equipment at:
  - 25 MPH or less.

    or

  - 40 MPH or less for passenger trains.

Use a track bulletin Form B to establish working limits on adjacent controlled tracks when details of the project are known enough in advance to meet the established timelines for requesting the Form B.

When three or more adjacent controlled tracks are in service, and if the on-track equipment occupies a middle track, cease work when movement is passing on both adjacent controlled tracks at the same time.

Roadway Workers on the Ground While Train or On-Track Equipment is Passing

When a train or on-track equipment is passing on an adjacent controlled track and machines continue to work, no roadway worker may occupy the space within 25 feet on either end of a machine performing maintenance.

Exception - When machines are secured to prevent movement (i.e., locomotive crane driving piling) workers on the ground between the rails are permitted less than 25 feet from the machine when duties require as determined in the Job Safety Briefing.

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12.4 Work is at Multiple Locations Over an Extended Distance

When a work group is working at multiple locations over an extended distance the employee in charge divides the workers into subgroups, each with a designated MWOR qualified individual who acts as a coordinator for that subgroup.

EIC Notifies Subgroup Coordinators

Before permitting a movement to enter working limits the employee in charge notifies the subgroup coordinators when a train or on-track equipment is approaching on an adjacent controlled track.

Coordinator Warning Method

- Identify the warning method in the job safety briefing. If the subgroup coordinator is not in a position to physically or verbally warn subgroup members use another method to ensure all subgroup members have been notified of the approaching train or on-track equipment.
- Use a distinctive, clear and unquestionable warning.
- Make sure that workers can detect the warning regardless of noise or work distractions.
- Do not require workers to look in a particular direction to receive warning.

Coordinator's Warning of Approaching Train or On-Track Equipment

1. Warn members of the subgroup as identified in the job safety briefing.
2. Ensure that all members of the subgroup have acknowledged an understanding that a train or on-track equipment is approaching.
3. Make immediate corrections when members of the subgroup are operating equipment that will foul the adjacent controlled track or are on the ground between the tracks with no provision for a lookout.
4. Notify employee in charge when all members of the subgroup are alerted.
5. Serve as a lookout for any members of the subgroup continuing to work on the ground between the tracks.

Employee in Charge Permits Movement on Adjacent Controlled Track

To allow work to continue, the employee in charge may permit a train or on-track equipment to pass on an adjacent track as follows:

- Use the subgroup coordinator form to positively confirm that all coordinators have reported that their subgroup members have ceased work between the tracks that are not protected by a lookout and stopped operating equipment that could foul the adjacent track.
- Instruct the train or on-track equipment to proceed at a speed not exceeding 25 MPH (40 MPH for passenger trains) while passing the work location.

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12.5 Resuming Work

When conditions require work to cease, work may resume when the trailing end of the train or on-track equipment on the adjacent controlled track has passed the work location.

If the train or on-track equipment stops before the trailing end has passed the work location, work may be performed after the EIC establishes an understanding with the engineer or on-track equipment operator that:

- Movement may not resume without permission from the EIC.

  and

- The EIC must be notified if the equipment will be left standing unattended.

The EIC may permit the engineer or on-track equipment operator to move only after all members of the work group have ceased working.

12.6 Standing Equipment on Adjacent Controlled Tracks

When conditions require adjacent controlled track protection on a track where unattended standing equipment is located and a track bulletin Form B is not in effect on that track use one of the following methods to ensure work ceases as necessary before the equipment moves, passing the work location:

- Obtain authority on the adjacent controlled track to require movement be made only as directed by the EIC of the working limits.
- Position a flagman at the controlling end of the equipment.
- Use a lookout for train approach warning if the lookout can be positioned far enough in advance of the controlling end of the equipment to provide the required sight and minimum separation distance specified on the “Statement of On-Track Safety”.

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13.0 Not Used

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

14.1 Authority to Enter TWC Limits

Where designated by the timetable, a track warrant will authorize Main Track use under the direction of the train dispatcher or as prescribed by Rule 6.14 (Restricted Limits). Track warrant instructions must be followed where restricted limits are in effect.

Track warrants do not authorize Main Track occupancy for MW employees within Rule 6.13 (Yard Limits) or Rule 6.14 (Restricted Limits).

Within yard limits, MW employees and equipment may only perform maintenance as prescribed by Rule 6.13.2 (Maintenance in Yard Limits). When moving through yard limits, proceed as prescribed by Rule 6.13.1 (On-Track Equipment Movements through Yard Limits).

14.2 Designated Limits

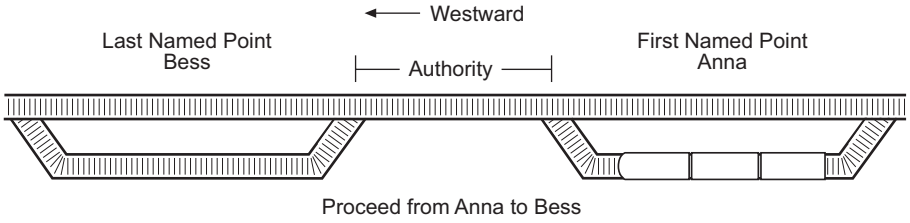
Track warrant limits must be designated by specifying track, where required, and specific locations such as switches, mileposts, or railroad identifiable points. However, station names may be used as follows:

A. First Named Point

When a station name designates the first named point, authority extends from and includes the last siding switch. Authority extends from the station sign if no siding exists.

B. Last Named Point

When a station name designates the last named point, authority extends to and includes the first siding switch. Authority extends to the station sign if no siding exists.



[Diagram A.]

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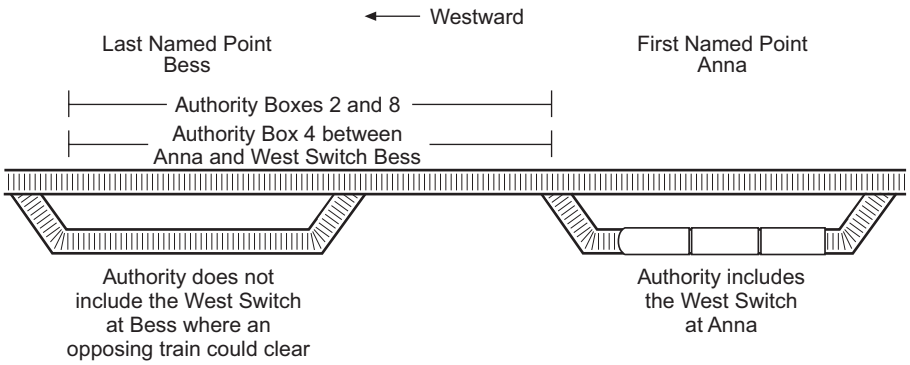
14.3 Operating With Track Warrants

A track warrant authorizes a train, employee or equipment to occupy the Main Track within designated limits. However, a train, employee or equipment must not foul a switch at either end of the limits where an opposing train may use the same switch to clear the Main Track.



[Diagram A.]

The train, employee or equipment must move as follows:

1. Proceed from one point to another in the direction the track warrant specifies. When an employee informs the train dispatcher that the on-track equipment has passed a specific point, track warrant authority is considered void up to that point. When the train dispatcher instructs an employee to report passing a designated station or milepost, if the station has a siding, the report must be made after the on-track equipment passes over the last siding switch or milepost. If the designated station does not have a siding, the report must be made when the on-track equipment passes the station sign. Record the location of the specific point on the track warrant form.

   or

2. If authorized to “WORK BETWEEN” two specific points, a train, employee or equipment may move in either direction between those points without flag protection. When employee informs the train dispatcher that the authority is released between two specific points the authority is considered void between those points. This track release must begin at the outer limit of the authority. Record the location of the specific points on the track warrant form.

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14.5 Protecting Men and Equipment

Men and equipment may receive a track warrant in the same manner as trains to occupy or perform maintenance on the Main Track without other protection.

A track warrant must not be issued to protect men and equipment within the same or overlapping limits with a train unless:

1. All trains are authorized to proceed in one direction only, and the track warrant specifies that men and equipment do not foul limits ahead of these trains.

   or

2. All trains authorized are notified of the men and equipment and have been instructed to move at restricted speed. Also, a track warrant must inform the employee in charge of men and equipment about trains. If the track is not safe for trains to move at a speed of at least 20 MPH, employees must protect the track with red flags according to Rule 5.4.7 (Display of Red Flag).

When authority is granted in the same limits with the train, all train movements must be made at restricted speed.

14.7 Reporting Main Track Switches Restored to Normal

Within TWC limits, when notified by track warrant that Main Track switches may be in the reverse position, if the Main Track switch is found to be in reverse position, restore the Main Track switch to the normal position and advise the train dispatcher.

14.8 Track Warrant Requests

An employee requesting a track warrant must state their name and occupation to the train dispatcher. The employee must inform the train dispatcher of the following:

- The subdivision.
- The location where the track will be entered.
- The limits to be occupied.
- Tracks to be used.

  and

- How much time is required.

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14.9 Copying Track Warrants

The employee in charge must have a copy of the track warrant issued and must read and understand it. The copy must show the date. The following must occur when a track warrant is transmitted verbally:

A. Transmitting Track Warrants

1. The train dispatcher will transmit the track warrant, followed by a summary of the total number of boxes and individual box numbers included by stating: “This warrant has (total number) boxes marked (Individual box numbers)”.
2. An employee will enter all of the information transmitted by the train dispatcher, except the summary. As the summary is transmitted, the employee will check the total number of boxes and individual box numbers copied to ensure all items are included.
3. The employee will repeat the information to the train dispatcher, followed by a summary of the total number of boxes and individual box numbers included by stating: “This warrant has (total number) boxes marked: (Individual box numbers)”.
4. The train dispatcher will check the repeat and, if all information including the summary is correct, will state the following: “Warrant (number) OK (time) (dispatcher initials)”. The employee will enter the OK time and the train dispatcher’s initials on the track warrant and repeat them to the train dispatcher.

Note: The summary information in Items 1, 2 and 3 above will be exempt from pronouncing and spelling numbers as indicated in MWOR Rule 2.14.1.

B. In Effect

1. The track warrant is not in effect until the “OK” time is shown on it.
2. If the track warrant restricts movement or previously granted authority, it cannot be considered in effect by the train dispatcher until acknowledgment of the “OK” has been received.

Employees may relay track warrants.

C. Receiving Track Warrants using Railroad Supplied Electronic Device

When receiving a Track Warrant using a railroad supplied electronic device designed to request, receive, release or report clear of authority (e.g. Smart Mobile Client) a viewable electronic form of the authority granted is displayed by the device. Employees must use the electronic form to confirm authority limits.

Note: The electronic device graphical display of territory is not to be used for confirmation of authority limits.

14.10 Track Warrant in Effect

A track warrant is in effect until the employee in charge reports that men and equipment have cleared the limits, or the track warrant is made void.

14.11 Changing Track Warrants

Employees must not add to or alter a track warrant in any manner not prescribed by the rules.

When a track warrant must be changed, a new track warrant must be issued showing, “Track Warrant No. _____ is void” and the number of the track warrant being changed. When a track warrant of a previous date is voided, the date must be included. The previous track warrant will no longer be in effect.

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14.12 Voiding Track Warrants

An employee must inform the train dispatcher when men and equipment have cleared the limits. Before reporting clear of a track warrant, voiding a track warrant or a releasing a portion of track warrant limits, hand operated Main Track switches within the authority limits must be restored to the normal position.

An employee releasing a portion of, or reporting clear of a track warrant must provide the following:

- Employee's name.
- Track warrant number.
- Authority limits.
- Time the limits were cleared.

When reporting clear of a track warrant, the track warrant is made void or a portion of track warrant limits are released, the employee will job brief with the train dispatcher about the position of Main Track switches and those switches operated are locked within the limits, referencing completion of the "Position of Switch/Derail" form or indicating no entries required.

When the employee in charge uses a hand operated switch to clear the Main Track and restores the switch to normal position, the employee in charge must remain at the switch location (in view of the switch) until the track warrant has been reported clear.

Employees must write "VOID" across each copy of the track warrant when reported clear of the limits or when the track warrant has been made void.

14.13 Mechanical Transmission of Track Warrants

Repetition is not required when track warrants are transmitted mechanically. The "OK" time will be given when the track warrant is issued. The space for the name of the copying employee may be left blank.

Track warrants that restrict the authority or movement of men and equipment must not be transmitted mechanically, unless the men and equipment being restricted will not leave the point without receiving the track warrant.

Mechanical Issuance

Track warrants issued mechanically through printer or fax print only items checked. The item numbers checked will be listed on the bottom of the track warrant. Notify the dispatcher if:

- The track warrant does not contain all items listed on the bottom.
- Computer generated line on the bottom listing the items checked is missing.

  or

- Track warrant is missing text or is otherwise not legible.

When contacted, train dispatchers will arrange to provide crews with complete, legible copies and report incident to their supervisor.

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15.0 Track Bulletin Rules

15.1 Track Bulletins

The train dispatcher will issue track bulletin restrictions as required. Track bulletins will contain information on all conditions that affect safe train or engine movement. Form A restrictions will be used for speed restrictions. Form B restrictions will be used as an authority for MW employees. Forms other than track bulletin restrictions Forms A and B may be used when necessary.

BNSF Railway may use a general track bulletin instead of a track warrant to deliver track bulletin restrictions. All rules that apply to track bulletins apply to general track bulletins. Additionally, conductor and engineer may receive a general track bulletin instead of a track warrant listing all restrictions affecting their train movement.

15.1.1 Track Bulletin Form B Request and Verification

Use the electronic request process when practical. When not practical, a request for a track bulletin Form B may be made by providing the required information to the train dispatcher on the form entitled, “Request/Verification of Track Bulletin Form B”.

Track bulletins that have been requested are not in effect until a copy of the track bulletin is received or the train dispatcher advises that all trains will be protected by track bulletin.

Verify with the train dispatcher that the Form B is in effect. Record or cross-check all of the information on the form entitled “Request/Verification of Track Bulletin Form B” or with a copy of the Form B. The verification information must be retained until the track bulletin Form B has expired and track flags have been removed.

1. **Track Bulletin Form B**
   - Request a track bulletin Form B at least 12 hours before the desired effective time.
2. **Short Notice Track Bulletin Form B (SNFB)**
   - A short notice track bulletin Form B may only be utilized for service interruption response on territories with PTC or TWC plus in effect. A track bulletin Form B must be used when work is planned.
   - Request a SNFB as soon as practical, but no less than 90 minutes before the desired effective time.
   - The SNFB EIC must contact and notify workgroups holding track authority within 50 miles of the SNFB (25 miles in each direction). Workgroups must be notified between when the SNFB is issued and the effective time.

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15.1.2 Control Operator Briefing

When track bulletin Form B restriction limits contain dual control switches the employee in charge of the Form B and the control operator will participate in a verbal job safety briefing before the start time, including:

- What tracks will be occupied or fouled.
- Which, if any, of the dual control switches in the limits will be occupied or fouled.
- What position dual control switches will be blocked.
- Routing requirements for movements within the limits.

Changes to the Switch Position

The train dispatcher/control operator must verbally brief with the employee in charge of the Form B before changing the switch position.

Note: Remote Control Power Switch (RCPS) is a dual control switch.

Dual control derails within Form B track bulletin restriction limits are not affected by the application of this rule.

Switch Block Removal

Switch blocks may be removed only under one of the following conditions:

- Form B is made void.
- Form B has expired.

15.2 Protection by Track Bulletin Form B

Display track flags as specified in Rule 5.4.3 (Display of Yellow-Red Flag) and Rule 5.4.7 (Display of Red Flag).

A train must not enter the limits unless instructed by the employee in charge. A train within the limits at the time the track bulletin Form B takes effect must not make further movement until instructed by the employee in charge.

A crew member must attempt to contact the employee in charge of a track bulletin Form B to avoid delay, giving the train's location and track being used. The employee in charge will use the following format to establish communication with the train:

Employee in charge of Track Bulletin No.____ (specifying line number when necessary) between MP____ and MP____ (specifying subdivision when necessary).

Trains within the limits, unless otherwise restricted, must move at the speeds specified by the employee in charge as stated in Item A (Instructions).

On-track equipment within the limits must not exceed 20 MPH unless otherwise instructed by the EIC.

A. Instructions

After communication with the train has been established, the employee in charge will use the following format to grant a train permission to proceed through the Form B limits:

- (Train ID) may enter limits (and pass the red flag) at MP____ and proceed at (one of the following), specifying route:
  - "Maximum Authorized Speed".
  - "Restricted Speed".
  - A speed specified by the employee in charge.

An additional speed may be given to restrict a train's movement through a portion of the limits, by adding the following:

- Do not exceed ____MPH between/at MP____ and MP____ (or other location).

To require a train to stop at a designated location within the limits, add the following:

- Stop at MP____ (or other location) until additional instructions are received.

When men and equipment foul adjacent tracks, add the following:

- Men or equipment fouling (specify track).

B. Repeat Instructions

A crew member must repeat the above instructions, and the employee giving the instructions must acknowledge them before they can be followed.

Once instructions are received from employee in charge, if the track route changes from previous instructions received, contact employee in charge to determine that original instructions received are valid on new track route before proceeding on the new route. The movement must not change direction without permission from the employee in charge.

C. Stop Column

"Stop" must always be indicated in the stop column. Trains and employees must not enter the limits unless instructed by the employee in charge.

A red flag must be displayed at the beginning of the limits and at Main Track junctions within the limits. *See System Special Instructions track flagging examples.*

On-track equipment or a train within the limits at the time the track bulletin Form B takes effect, must not make further movement until instructed by employee in charge.

D. Entering Within Limits

Before entering the track governed by the track bulletin Form B from any location other than at the beginning of the Form B limits, obtain permission from the employee in charge.

15.2.2 Time Limits Expire

If track bulletin Form B limits cannot be cleared before the expiration of time shown on Form B, obtain other authority from the train dispatcher to remain within the limits.

If the train dispatcher cannot be contacted, immediately provide protection as outlined in Rule 6.19 (Flag Protection).

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15.4 Protection When Tracks Removed from Service

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

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

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

The train dispatcher, yardmaster, or other designated employee must be notified when the track can be returned to service.

This rule does not relieve MW employees or on-track equipment of their responsibility of obtaining authority or establishing protection as prescribed by Rules 6.3.1 and 6.3.2.

15.5 Protection When Tracks Blocked with Equipment

Notify the train dispatcher when Main Tracks, sidings, or other tracks that are normally clear are blocked with equipment and cannot be cleared.

When the Main Track or controlled siding is blocked, provide protection as specified by Rule 6.20 (Protection of Equipment Left on Main Track).

15.6 Change of a Rule, General Order or Special Instruction

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

General orders or special instructions cancelled by track bulletins must not be reinstated. The track bulletin must remain in effect until the general order that contains the change is posted.

15.9 Mechanical Transmission of Track Bulletins

Repetition is not required when track bulletins are transmitted mechanically. The “OK” time will be given when the track bulletin is issued.

Mechanically transmitted track bulletins from TSS provide summary information indicating the total number of lines or restrictions issued. Employees who receive these documents must cross reference the summary with the document to ensure all items are listed.

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17.0 Rules Applicable in Foul Time

17.1 Foul Time

On-track equipment or employees may occupy a manual interlocking or control point within the specified limits and time periods verbally authorized by the train dispatcher or control operator.

17.2 Requesting Foul Time

Employees requesting foul time must:

1. State their name, occupation, and exact location.
2. Specify the control point or manual interlocking to be occupied, including track or route if necessary.
3. Repeat the foul time granted back to the train dispatcher or control operator.
4. The train dispatcher or control operator must apply blocking devices to the traffic control system to prevent authorizing any other movement into the foul time limits.

Foul time is not in effect until the “OK” time is received. Copy the information on a track and time form.

Employees must take special care when requesting, copying and repeating foul time authority. Do not enter information, other than your name, date and subdivision, on the form until transmitted by the train dispatcher or control operator.

17.3 Using Foul Time

Foul time may be granted to an employee only after all trains moving within the limits have passed the control point or manual interlocking to be occupied. When using foul time, know the following:

1. Track may be used in either direction within the control point or manual interlocking without providing protection against either trains or other on-track equipment.
2. Foul time limits will include only the track in the direction switches are lined between absolute signals governing movement through the control point, unless specific authority is issued for the entire control point, or authority is specified for a particular route within the control point or interlocking.
3. Foul time also may be issued between specific switches or signals of a manual interlocking, if the train dispatcher or control operator can lock or block the switch or signal to prevent other movements into those limits.
4. Foul time may not be issued “joint.”

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Glossary

Abbreviations

Use only the following abbreviations:

ABS ..... Automatic Block Signal System
AMTK..... Amtrak
AS..... Absolute Signal
AUTH..... Authority
BRN..... Branch
C..... Center
C & E ..... Conductor and Engineer
CNT..... Connection
COFC ..... Container on Flat Car
CONDR ..... Conductor
CP..... Control Point
CTC ..... Centralized Traffic Control
DISPR..... Dispatcher
DIST ..... District
DIV..... Division
DT..... Double Track
E ..... East
EBCS..... Eastbound Controlled Signal
EE..... East End
ENG..... Engine
ENGR ..... Engineer
ESS ..... East Siding Switch
EWD ..... Eastward
EXO..... East Crossover
FRT..... Freight
HER..... Head End Restriction
IM ..... Intermodal
JCT..... Junction
MAX..... Maximum
MMT ..... Multiple Main Track
MP ..... Milepost
MPH..... Miles Per Hour
MT ..... Main Track
MW ..... Maintenance of Way
N..... North
NA..... Not Applicable
NBCS..... Northbound Controlled Signal
NE..... North End
NO ..... Number
NSS ..... North Siding Switch
NWD ..... Northward
NXO..... North Crossover
OK ..... Correct
OPR..... Operator
ORIG ..... Originating
PSGR ..... Passenger
RC ..... Radio Channel
RCO..... Remote Control Operator
RCZ..... Remote Control Zone
RECD ..... Received
RE..... Region
RESTRN.... Restriction
RL..... Restricted Limits
RP..... Release Point
S ..... South
SBCS..... Southbound Controlled Signal
SDG..... Siding
SE..... South End
SS..... Station Sign
SSS ..... South Siding Switch
SUB ..... Subdivision
SUBDIV ..... Subdivision
SUPT..... Superintendent
SW..... Switch
SWD ..... Southward
SXO..... South Crossover
TFND..... Track Flags Not Displayed
TOFC..... Trailer on Flat Car
TRK ..... Track
TRN ..... Train
TWC ..... Track Warrant Control
W ..... West
WBCS..... Westbound Controlled Signal
WE..... West End
WSS ..... West Siding Switch
WWD ..... Westward
WXO..... West Crossover
XO ..... Crossover
YL ..... Yard Limits
YM ..... Yardmaster

Use the normal abbreviations for names of months.

ABS

See Automatic Block Signal System.

Absolute Block

A length of track that no train is permitted to enter while the track is occupied by another train.

Absolute Signal

A block or interlocking signal without a number plate, or designated by an A marker.

Adjacent Controlled Track

A track designated as a Main Track, controlled siding or any track where CTC is in effect with track center 19 feet or less from an adjacent track.

Adjacent Tracks

Two or more tracks with track centers spaced less than 25 feet apart.

Automatic Block Signal System (ABS)

A series of consecutive blocks governed by block signals, cab signals, or both. The signals are activated by a train or by certain conditions that affect the block use.

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Automatic Switch
A switch that, when movement over the switch is complete, will automatically return to its normal position.

Base Station (Radio)
A radio that is permanently installed in a fixed location and identified within the division timetable.

Block
A length of track:

- between consecutive block signals.
- between a block signal and the end of block system limits.

  or

- in ATC limits the use of which is governed by cab signals and/or block signals.

Block Signal
A fixed signal at the entrance of a block that governs trains entering and using that block.

Block System
A block or series of consecutive blocks within ABS, ACS, CTC, or interlocking limits.

Cars
Railroad cars.

Centralized Traffic Control (CTC)
A block system that uses block signal indications to authorize train movements.

Conductor
Employee in charge of train or yard movement.

Control Operator
Employee assigned to operate a CTC or interlocking control machine or authorized to grant track permits.

Control Point
The location of absolute signals controlled by a control operator.

Controlled Siding
A siding within CTC or interlocking limits where a signal indication authorizes the siding's use. Rules applicable in CTC apply on these sidings.

Controlled Signal
An absolute signal controlled by a control operator.

Correctional Repair
One or more repairs of a minor nature, including, but not limited to, welding, spiking, anchoring, hand tamping, and joint bolt replacement, that are accomplished with hand tools or handheld, hand-supported, or hand-guided power tools. The term does not include machine spiking, machine tamping, or any similarly distracting repair.

Correspondence of Crossover Switches
Correspondence of crossover switches means both crossover switches are lined for the crossover or both are lined for the straight tracks.

Crossings at Grade
Crossings that intersect at the same level.

Crossover
A combination of two switches that connect two adjacent tracks.

CTC
See Centralized Traffic Control.

Current of Traffic
The movement of trains in one direction on a Main Track, as specified by the rules.

Distant Signal
A fixed signal outside a block system that governs the approach to a block signal, interlocking signal, or switch point indicator. A distant signal does not indicate conditions that affect track use between the distant signal and block or interlocking signals or between the distant signal and switch point indicator. A distant signal is identified by a D.

Double Track
Two Main Tracks where the current of traffic on one track is in a specified direction and in the opposite direction on the other.

Dual Control Switch
A power operated switch, movable point frog, or derail that can also be operated by hand.

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

Electric Switch Lock
An electrically controlled lock that restricts the use of a hand operated switch or derail.

Electronic Device
An electronic or electrical device used for communication, media consumption, gaming, internet browsing, or any non-essential function that may distract employees from safety-related tasks.

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Employee in Charge (EIC)
A rules qualified MW employee who is assigned the duty of being responsible for the protection and direction of his/her self and his/her co-workers in any engineering work activity.

Engine
A unit propelled by any form of energy or more than one of these units operated from a single control. Engines are used in train or yard service. Rules that apply to engines also apply to cab control cars.

Engineer
Also includes student engineers, firemen, and hostlers (See also Remote Control Operators).

Equipment
Railroad equipment.

Escort
An employee familiar with the territory and assigned by the employee in charge to assist the movement of equipment operated by employees, contractors, or other outside personnel unfamiliar with the territory.

Fixed Signal
A signal that is fixed to a location permanently and that indicates a condition affecting train movement.

Flagger
A person providing warning for highway or pedestrian traffic approaching malfunctioning crossing devices. Flaggers must wear enhanced visibility work wear and be equipped with a STOP/SLOW paddle. Flaggers must also be equipped with a red coned traffic baton flashlight at night.

Flagman
Any rules qualified employee providing flag protection. A flagman for any purpose (emergency or otherwise) must not be engaged in any task not associated with flagging duties.

Foreman
Employee in charge of work.

Fouling Track
The placement of an individual or an item of equipment, including material being handled by equipment, in such proximity to a track that the individual, equipment or material handled by equipment could be struck by a moving train or on-track equipment, or in any case is within four feet of the nearest rail.

General Track Bulletin
A notice containing track bulletin restrictions and other conditions affecting train movement.

Inaccessible track
Track where the entry of trains, engines, on-track equipment, and railroad cars is physically prevented. Used as a method to establish working limits on Other Than Main Track.

Inter-track Barrier
A continuous barrier of a permanent or semi-permanent nature that spans the entire work area, at least four feet in height and that is of sufficient strength to prevent a roadway worker from fouling the adjacent track.

Interlocking
Signal appliances that are interconnected so that each of their movements follows the other in a proper sequence. Interlockings may be operated manually or automatically.

Interlocking Limits
The tracks between outer opposing absolute signals of an interlocking.

Interlocking Signals
The fixed signals of an interlocking that govern trains using interlocking limits.

Lone Worker
A rules-qualified person not engaged in a common task with another person or group.

Lookout
A rules qualified employee assigned to warn roadway workers of approaching trains or on-track equipment.

Machine Operators
Operators of on- and off-track equipment.

Main Track
A track extending through yards and between stations that must not be occupied without authority or protection.

Men
Railroad employees.

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

Minor Work
Work being performed which could not derail a train.

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Mobile Unit (Radio)
A two-way voice communication device that is installed in a vehicle, locomotive or on-track equipment, etc.

Multiple Main Tracks
Two or more Main Tracks that are used according to the timetable.

Off-Track Equipment
Machines that may be operated on the right-of-way foul of track. Off-track equipment includes tractors, scrapers, graders, cranes, trucks, and similar equipment.

On-Track Equipment
Machines that may be operated on the rails. On-track equipment includes motor cars, push cars, trailers, hi-rail vehicles, cranes, tampers, power jacks, ballast shapers, brooms, trucks, and similar equipment.

Overlap Sign
A sign that indicates the limits of a block.

Pilot
An employee assigned to a train to assist an engineer or conductor who is unfamiliar with the rules or the portion of railroad the train will operate on.

Portable Radio
A compact, battery-operated handheld wireless device that can be carried anywhere and used to transmit essential two-way voice communication.

Proceed Indication
Any block signal indication that allows a train to proceed without stopping.

Radio
As used in these rules, the term ‘radio’ also applies to wireless communication devices when used in radio operation.

Remote Control Operator (RCO)
Trainman operating Remote Control Locomotive (RCL) equipment.

Remote Control Zone (RCZ)
A portion of tracks within definite limits designated in the timetable special instructions.

Reverse Movement
A movement opposite the authorized direction.

Roadway Worker
Employee whose duties include inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communication systems, electric traction systems, roadway facilities or roadway maintenance machinery, on or near a track, and flagmen or lookouts.

Siding
A track connected to the Main Track and used for meeting or passing trains. Location of sidings are shown in the timetable.

Signal Aspect
The appearance of a fixed or cab signal.

Signal Indication
The action required by the signal aspect.

Single Track
A Main Track where trains are operated in both directions.

Special Instructions
Instructions contained in the timetable or other publication.

Spring Switch
A switch with a spring mechanism that returns the switch points to the original position after they are trailed through.

Station
A place designated by name in the timetable station column.

Switch Point Indicator
A light type indicator used during movement over certain switches to show that switch points fit properly.

Timetable
A publication with instructions on train, engine, or equipment movement. It also contains other essential information.

Track Bulletin
A notice of conditions affecting train movement.

Track Occupancy Indicator
An indicator that tells whether a length of track is occupied or not.

Trackside Warning Detector
A device that indicates conditions such as overheated journals, dragging equipment, excess dimensions, shifted loads, high water, or slides.

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Track Warrant Control (TWC)
A method to authorize train movements or protect men or machines on a Main Track within specified limits in a territory designated by the timetable.

Train
One or more engines coupled, with or without cars, displaying a marker, and authorized to operate on a Main Track. A term that when used in connection with speed restrictions, flag protection, and the observance of all signals and signal rules also applies to engines.

Train Coordination
Working limits established by a roadway worker through the use of a train's authority on a Main Track or other track where specific authority is required from a control operator or train dispatcher.

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

TWC
See Track Warrant Control.

Variable Switch
A switch identified by a "V" or a bowl painted yellow. When trailed through, the switch points remain lined in the position they were forced.

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

Yard
A system of tracks, other than Main Tracks and sidings, used for making up trains, storing cars, and other purposes.

Yard Limits
A portion of Main Track designated by yard limit signs and timetable special instructions or a track bulletin.

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