



**CANADIAN
RAIL OPERATING RULES**

CROR

**Effective 0001
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**Note:
CN Special Instructions are
indicated by **blue coloured text****

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GENERAL NOTICE

Safety and a willingness to obey the rules are of the first importance in the performance of duty. If in doubt, the safe course must be taken.

DEFINITIONS

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

ADVANCE SIGNAL

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

ADVANCED TRAIN DISPATCHING SYSTEM

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

BLOCK

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

BLOCK SIGNAL

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

CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)

A system in which CTC rules apply.

CLEARANCE POINT

Is the location beyond which any equipment or track unit left, is clear of being foul.

CONTROLLED BLOCK

A block in CTC between consecutive controlled locations or points.

CONTROLLED SIGNAL

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

CONTROLLED LOCATION

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

CONTROLLED POINT

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

CROSSOVER

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

NON-MAIN TRACK CROSSOVER

A track connection between two adjacent non-main tracks which is intended primarily for the purpose of crossing over between the two tracks and will hold no more than one standard rail car in the clear.

DAILY OPERATING BULLETIN (DOB)

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

ELECTRONIC COMMUNICATIONS METHOD (ECM)

An electronic method for transmission and cancellation of authorities, instructions or information.

ENGINE

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

ENGINE IN YARD SERVICE

An engine with or without cars utilized exclusively in switching, marshalling, humping, trimming and industrial switching.

EQUIPMENT

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

EXCLUSIVE TOP

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

EXCLUSIVE TRACK UNIT SPEED

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

Track units handling equipment must not exceed the lesser of; authorized freight, passenger or temporary speed restrictions. The delivery method for temporary speed restrictions will be indicated in special instructions.

FIXED SIGNAL

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

FOLLOW-UP TOP

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

FOULING

Is placing or leaving equipment or track units on the track close to a switch or within the turnout or on adjacent track preventing safe passage of equipment (including employees riding the side of such equipment) passing it on another track or in the case of a public crossing at grade would prevent vehicular traffic from being able to operate over the crossing unimpeded.

GENERAL BULLETIN ORDER(S) (GBO)

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

INTERLOCKING

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

INTERLOCKING LIMITS

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

INTERLOCKING SIGNAL

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

MAIN TRACK

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

MARKER

When used, will indicate the last piece of equipment in a movement. It will be one of the following :

- a red light, a red reflectorized plaque, a sense and braking unit (SBU), or
- an occupied caboose, distributed power remote locomotive consist or distributed braking car, when the last piece of equipment in the direction of travel.

METHOD OF CONTROL

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

MOVEMENT(S)

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

MULTI-TRACK

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

NON-MAIN TRACK (NMT)

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

NON-SIGNALLED SIDING

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

OCCUPANCY CONTROL SYSTEM (OCS)

A system in which OCS rules apply.

OCCUPATIONAL TERMS:

Assistant Conductor

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

Conductor

An employee in charge of the operation of a movement.

Employee

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

Foreman

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

Locomotive Engineer

An employee in control of the engine.

Pilot

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

Proper Authority

The rail traffic controller or the appropriate railway supervisor.

Rail Traffic Controller (RTC)

An employee in charge of the supervision and direction of movements and for the provision of protection for track work and track units on a specified territory.

Signalman

An employee in charge of an interlocking.

Sub-foreman

A rules qualified employee that works under the protection held by a foreman.

Switchtender

An employee that handles switches for other employees.

Utility Employee

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

SCHEDULE

Information pertaining to the operating times of a passenger train.

SIDING

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

SIDING CONTROL TERRITORY (SCT)

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

SIGNALLED SIDING

A siding where CTC rules apply.

SIGNAL INDICATION

The information conveyed by a fixed signal.

SINGLE TRACK

One main track on a subdivision at a location.

SWITCHES:

Switch

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

Auto-Normal Switch

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

Dual Control Switch

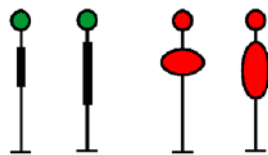
A switch equipped for powered and hand operation.

Electric Switch Lock

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

Main Track Hand Operated Switch

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

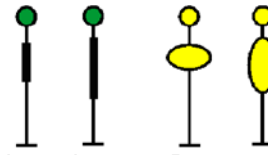


Normal Position Reverse Position

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

Non-Main Track Hand Operated Switch

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



Normal Position Reverse Position

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

Power-Operated Switch

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

Semi-Automatic Switch

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



Set for
Normal
Route

Set for Other
Than Normal
Route

Note: Switch targets must be diamond shaped.

Spring Switch

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

SPEEDS:

SLOW Speed

A speed not exceeding 15 miles per hour.

DIVERGING Speed

A speed not exceeding 25 miles per hour.

MEDIUM Speed

A speed not exceeding 30 miles per hour.

LIMITED Speed

A speed not exceeding 45 miles per hour.

REDUCED Speed

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

RESTRICTED Speed

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

When moving at RESTRICTED speed, be on the lookout for broken rails.

When a broken rail is detected, the movement must be stopped immediately and must not resume until permission is received from the RTC or signalman.

REDUCED AND RESTRICTED SPEED – RULE COMPLIANCE MONITORING

In addition to all other requirements while operating at REDUCED or RESTRICTED speed, a movement must come to a controlled stop:

- (a) prior to passing the location of a flashing red marker light, mounted between the rails, on the track upon which the movement is operating.
- (b) When a STOP signal as per Rule 12(a)(i) is displayed by an employee for an approaching movement. The stop must be made before the employee's location.

TURNOUT Speed

Unless otherwise provided by signal indication or special instructions, a speed not exceeding 15 MPH.

TRACK UNIT SPEED

A speed that;

- (a) permits a track unit to stop within one-half the range of vision of equipment or a track unit;
- (b) permits a track unit to stop short of a switch not properly lined or any obstruction or track defect that may prevent safe passage; and
- (c) does not exceed maximum authorized speed for that track unit.

Track units handling equipment must not exceed the lesser of; authorized freight, passenger or temporary speed restrictions. The delivery method for temporary speed restrictions will be indicated in special instructions.

Foreman operating track units handling equipment encountering Rule 43 signals must not exceed 10 MPH within the Rule 43 limits unless the applicable speed restriction is obtained by verbal communication with the foreman responsible for placing the signals or, if unable to contact the foreman, from the RTC

STATION

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

SUBDIVISION

Railway trackage designated by time table.

SUBDIVISION TRACK

A Non-Main Track so indicated in the time table method of control column that is an extension of the main track, and the through track at that location, defined with subdivision mile posts. REDUCED speed is applicable to a maximum speed as indicated in the time table. Transfers must not exceed 15 MPH.

TABULAR GENERAL BULLETIN ORDER (TGBO)

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

TIME TABLE

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

TRACK OCCUPANCY PERMIT (TOP)

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

TRACK UNIT (TU)

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

TRACK WORK

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

TRAILING END

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

TRAIN

An engine with or without cars intended to operate on the main track at speeds in excess of 15 MPH or a track unit when so designated.

TRAIN INFORMATION BRAKING SYSTEM (TIBS)

A system with rear and front communication components capable of:

- (i) monitoring and displaying brake pipe pressure on the rear car;
- (ii) calculating and displaying distance measurement;
- (iii) initiating an emergency brake application at the rear of the train from the controlling locomotive.

TRANSFER

An engine with or without cars operating on main track at speeds not exceeding 15 MPH.

UNATTENDED

When an employee is not in close enough proximity to take effective action.

YARD

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

GENERAL RULES

- A** Every employee in any service connected with movements, handling of main track switches and protection of track work and track units shall;
- (i) be subject to and conversant with applicable CROR rules, special instructions and general operating instructions;
 - (ii) have a copy of this rule book, the general operating instructions, current time table and any supplements, and other documents specified by the company accessible while on duty;
 - (iii) provide every possible assistance to ensure every rule, special instruction and general operating instruction is complied with and shall report promptly to the proper authority any violations thereof;
 - (iv) communicate by the quickest available means to the proper authority any condition which may affect the safe operation of a movement and be alert to the company's interest and join forces to protect it;
 - (v) obtain assistance promptly when it is required to control a harmful or dangerous condition;
 - (vi) be conversant with and governed by every safety rule and instruction of the company pertaining to their occupation;
 - (vii) pass the required examination at prescribed intervals, not to exceed three years, and carry while on duty, a valid certificate of rules qualification;
[Guidelines for CROR recertification procedures governing non-managerial employees:](#)
 - a) Employees governed by the Canadian Rail Operating Rules must receive instruction and pass the required examinations applicable to their job classification at intervals not to exceed a three year period. Employees holding a valid rules certificate must attend recertification course and pass the required examinations prior to the expiration date. It is the responsibility of the employee to ensure that they are registered for and attend such recertification course prior to the expiration date. Employees must advise their supervisor at least 25 days prior to the expiration date if they have not been scheduled to attend a recertification class.
 - b) Schedules for Transportation employees are administered by the applicable Crew Management Centre (CMC). Changes to scheduled dates must be arranged through the employee's supervisor and/or CMC.
 - c) Schedules for Engineering, RTCC and other departments are administered by each individual function. Changes to scheduled

dates must be arranged with the employee's supervisor and/or designated scheduler.

d) Company policy requires that those rule qualified employees that have been absent from the operating rules environment for extended period of time, are governed by the following;

- i) 0 to 6 months - due to illness, lay-off, injury, authorized leave of absence, vacation etc. -may return at anytime, previous rule status is still valid.
- ii) 0 to 6 months - due to suspension or unauthorized leave-Divisional Officers and Operating Practices will decide if the employee may require re-examination or requalification upon return to work.
- iii) 6 to 12 months – all cases - Divisional Officers and Operating Practices will decide if the employee may require re-examination or requalification upon return to work.
- iv) Over 12 months – the employee must be re-examined or re-qualified.

Note: In all instances when an employee resigns, retires or is discharged, the employee's rule status becomes void. If the employee is being reinstated, the provisions of ii), iii), or iv) will apply.

- (viii) seek clarification from the proper authority if in doubt as to the meaning of any rule or instruction;
- (ix) conduct themselves in a courteous and orderly manner;
- (x) when reporting for duty, be fit, rested and familiar with their duties and the territory over which they operate;
- (xi) while on duty, not engage in non-railway activities which may in any way distract their attention from the full performance of their duties. Except as provided for in company policies, sleeping or assuming the position of sleeping is prohibited. The use of personal entertainment devices is prohibited. Printed material not connected with the operation of movements or required in the performance of duty, must not be openly displayed or left in the operating cab of a locomotive or track unit or at any work place location utilized in train, transfer or engine control; and
- (xii) restrict the use of communication devices to matters pertaining to railway operations. Cellular telephones must not be used when normal railway radio communications are available. When cellular telephones are used in lieu of radio all applicable radio rules must be complied with.

No electronic communication or personal entertainment devices may be used except in

matters pertaining to railway operations and under the specific authority from a company supervisor. When not so authorized, the devices must be powered off while at a company work location including locomotive cabs, track units or at any work place locations utilized in train, transfer or engine control. Unless otherwise authorized, operating crews are prohibited from possessing these devices on their person while on duty. Employees bringing these devices to the work place must leave them powered off in their work bag or leave them in their personal vehicles, lockers or other location where they will not have access to them while on duty.

- B** Special Instructions will be found in time tables, general operating instructions, operating bulletins or GBO. They may be appended to or included within copies of the Canadian Rail Operating Rules but do not diminish the intent of the rule unless official exemption has been granted.
- C** Employees must:
 - (i) be vigilant to avoid the risk of injury to themselves or others;
 - (ii) expect a movement, track unit or equipment to move at any time, on any track, in either direction;
 - (iii) not stand in front of approaching equipment for the purpose of entraining;
 - (iv) not ride the side or above the roof of moving equipment when passing side and/or overhead restrictions;
 - (v) not be on the roof of moving equipment, or on the lading of a moving open top car;
 - (vi) not be on the end of a car while in motion except for the purpose of operating a hand brake; and
 - (vii) not ride on any car known or suspected to contain a shifted load or damaged such that its structure or components may not be secure, or any car trailing such car.
- D** Each employee must be acquainted with, and be on the lookout for, restricted side and overhead clearances. Where standard restricted clearance signs are used, no other advice of restricted clearance will elsewhere or otherwise be given. If such signs are not provided in a yard or terminal, the location of the restricted clearance will be shown in special instructions.
- E** Overhead and side clearance may be restricted on a track at a main shop, diesel shop or car shop. Where restricted clearance exists on such track, it will not be marked by a standard restricted clearance sign nor will its location be elsewhere or otherwise given.

F Employees must not ride on top or side of equipment, including steps and footboards of locomotives when on any main shop, diesel shop or car shop track or outside shop building facilities, whether or not the overhead and side clearance is restricted.

Unless otherwise provided, in addition to other riding restrictions, employees must not ride any moving piece of equipment while inside a building structure whether or not restricted clearances exist.

- G** (i) The use of intoxicants or narcotics by employees subject to duty, or their possession or use while on duty, is prohibited.
- (ii) The use of mood altering agents by employees subject to duty, or their possession or use while on duty, is prohibited except as prescribed by a doctor.
- (iii) The use of drugs, medication or mood altering agents, including those prescribed by a doctor, which, in any way, will adversely affect their ability to work safely, by employees subject to duty, or on duty, is prohibited.
- (iv) Employees must know and understand the possible effects of drugs, medication or mood altering agents, including those prescribed by a doctor, which, in any way, will adversely affect their ability to work safely.

H Unless otherwise specified, these rules are applicable without respect to the number of main tracks.

I Rules pertaining to the main track also apply to tracks specified as signalled sidings and other signalled tracks.

J When an Electronic Communications Method (ECM) is used, each transmission received must be examined to ensure legibility. If the transmission is not legible this must immediately be reported to, and retransmitted by, the RTC. Illegible transmissions must not be used and in the case of paper based authorities, must be destroyed.

K When the term "in writing" is used in these rules, special instructions and general operating instructions, if the written permission, authority or instruction referred to is not received personally by the receiving employee, it must be copied by the receiving employee and repeated back to the sender to ensure it was correctly received.

L Wherever the following occupational names or titles appear in these rules, special instructions, or general operating instructions, they apply to the employee, who is qualified and is responsible for performing the duties of:

conductor,
assistant conductor,

flagman,
foreman,
locomotive engineer,
pilot,
rail traffic controller,
signalman,
snow plow foreman,
sub-foreman,
switchtender.

- M** Wherever the following: engine, train, transfer or movement appear in these rules, special instructions or general operating instructions, the necessary action will be carried out by a crew member or crew members of the movement. In addition:
- (i) Where only one crew member is employed, operating rules and instructions requiring joint compliance may be carried out by either the locomotive engineer or conductor, and
 - (ii) in the absence of a locomotive engineer on a crew consisting of at least two members, the conductor will designate another qualified employee to perform the rules required duties of the locomotive engineer.
 - (iii) The minimum operating crew requirement for a freight train or transfer carrying one or more loaded tank cars of dangerous goods is two (2) crew members.

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

ack	Acknowledgement
A/Trk	Any Track
ANS	Auto Normal Switch
AWD	Automatic Warning Devices
B	Bell
B/W	Bell and Whistle
cnr	Conductor
Com	Complete
CTC	Centralized Traffic Control System
xing	Crossing
xover	Crossover
DOB	Daily Operating Bulletin
E	East
ECM	Electronic Communications Method
eng	Engine
engr	Locomotive engineer
frmn	Foreman
frt	Freight

GBO	General Bulletin Order(s)
HBD	Hot Box and Dragging Equipment Detector
Jct	Junction
LCS	Local Control Switch
M	Mile
MPH	Miles per hour
N	North
NA	Not Applicable
NMT	Non-main Track
no	Number
N/R	No Restrictions
OCS	Occupancy Control System
psgr	Passenger
PSO	Permanent Slow Order
Rpt	Repeat
RTC	Rail Traffic Controller
SCT	Siding Control Territory
S	South
SCT	Siding Control Territory
sdg	Siding
SI	Special Instruction
Sig	Signal
STK	Subdivision Track
sub	Subdivision
swt	Switch
TGBO	Tabular General Bulletin Order
TIBS	Train Information Braking System
TOP	Track Occupancy Permit
trk	Track
trnm	Trainman
TSO	Temporary Slow Order
TU	Track Unit
WIS	Wayside Inspection System
W	West
wk	Work
WOPRT	Work Order Print

RTC may use approved office abbreviations for station and subdivision names and for controlled points when entering addresses on computer generated forms. The normal abbreviations for days of the week and calendar months may be used.

- In these rules when the distance prescribed for the placement of signals, signs or flags is not possible due to track configuration, the maximum distance available applies. If the maximum distance available will place an advance flag at the same location as the flag it governs the approach to, such advance flag need not be placed but such must be indicated in the GBO.

TIME AND TIME TABLES

1. TIME

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

2. WATCHES

Every conductor, assistant conductor, locomotive engineer, pilot, foreman, snow plow foreman and such other employees as the company may direct, shall, when on duty, use a reliable watch that indicates hours, minutes and seconds and shall;

- (i) be responsible to ensure that it is kept in proper working condition so that it does not reflect a variation of more than 30 seconds in a 24 hour period;
- (ii) set it to reflect the correct time if it reflects a variation of more than 30 seconds;
- (iii) before commencing work, compare the time on their watch with a railway approved time source. Where a railway approved time source is not accessible, obtain the correct time from the RTC or by comparing with another employee who has obtained the correct time. Every crew member assigned to train, transfer or yard service shall compare the time with one another as soon as possible after commencing work.

Railway approved time sources:

- (a) National Research Council (NRC) coordinated universal bilingual time signal
1-800-363-5409
- (b) Connecting to CN radio system and initiating DTMF *7899#

Time is given in Eastern Time; employees must ensure the hour factor of correct time obtained is properly interpreted for their time zone.

3. TIME IN EFFECT

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

4. NOTICE OF TIME CHANGE

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

5. EMPLOYEES ON DUTY WHEN TIME CHANGES

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

- (i) From Standard Time to Daylight Saving Time: At 0200 Standard Time, set the time ahead one hour to indicate 0300 Daylight Saving Time;
- (ii) From Daylight Saving Time to Standard Time: At 0200 Daylight Saving Time, set the time back one hour to indicate 0100 Standard Time;

and immediately verify correct time according to Rule 2 clause (iii).

6. TIME TABLES

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

7. NOTICE OF NEW TIME TABLE OR SUPPLEMENT

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

Notice must also be communicated to all other affected employees.

8. SYMBOLS AND DIAGRAMS

- (a) The following symbols when used in the time table indicate:
 - S Special Derail
 - Y Wye
 - * See footnote
 - + Interlocking - see footnotes.
- (b) Method of control and the limits of single track or multi-track will be indicated in the time table.
- (c) The location of each interlocking, non-interlocked drawbridge and non-interlocked railway crossing at grade will be indicated in subdivision footnotes or special instructions.
- (d) Siding capacity and the extent of TGBO and DOB limits will be indicated in time table columns, to the side of the station column or in subdivision footnotes.

SIGNALS – GENERAL

11. FUSEES

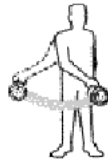
- (a) A movement approaching a red fusee burning on or near its track, or beyond the nearest rail of an adjacent track, must proceed at REDUCED speed to a point two miles beyond the location of the fusee. If moving at other than REDUCED speed, the movement must immediately reduce to that speed.
- (b) A fusee should not be placed on a public crossing at grade or where it may cause fire.
- (c) When the fusee is located on the track occupied by an approaching movement operating at REDUCED or RESTRICTED speed as required by other than Rule 11, a stop must be made before passing the location of the fusee.

12. HAND SIGNALS

- (a) Employees whose duties may require them to give hand signals must have the proper appliances, keep them in good order and ready for immediate use. Night signals must be used from sunset to sunrise and when day signals cannot be plainly seen.
Note: The hand or a flag displayed in the same manner as the lantern, which is illustrated in the following diagrams, gives the same indication.

METHOD OF DISPLAY AND INDICATION

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



STOP

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



MOVE BACKWARD

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



MOVE FORWARD

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

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

13. ENGINE BELL

- (a) The engine bell must be rung when:
 - (i) an engine is about to move, except when switching requires frequent stopping and starting after the initial move;
 - (ii) passing any movement standing on an adjacent track;
 - (iii) approaching, passing or moving about station facilities or shop track areas; and
 - (iv) one-quarter of a mile from every public crossing at grade (except within limits as may be prescribed in special instructions) until the crossing is fully occupied by the engine or cars. At crossings where engine whistle signal 14(l) is applicable the engine bell need not be rung.
- (b) Should the engine bell fail on the lead locomotive in the consist, repairs must be made as quickly as possible. If repairs cannot be made the movement may proceed to the first point where repairs can be made. The engine bell if available on another locomotive in the consist will be rung continuously or operated by another member of the crew, when available, under the direction of the locomotive engineer.

14. ENGINE WHISTLE SIGNALS

NOTE:

- (i) Wherever the words "engine whistle" appear in these rules they also refer to "engine horn". Signals prescribed by this rule are illustrated by "●" for short sounds; "___" for longer sounds.

- (ii) Engine whistle signals must be sounded as prescribed by this rule, and should be distinct, with intensity and duration proportionate to the distance the signal is to be conveyed. Unnecessary use of the whistle is prohibited.
- (iii) Radio must not be used in lieu of engine whistle signals for indications prefixed by the symbol (#).

(a) ○
When standing - braking system is equalized; angle cock may be closed.

(b) ○○
Note: Not applicable when switching.
(i) Answer to a "stop" signal (except a fixed signal).
(ii) Answer to any signal not otherwise provided for.

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

(f) Succession of short sounds
(#) Alarm for persons or animals on or near the track.

(l) ___ ___ ○ ___
(i) (#)At public crossings at grade:
A whistle post will be located 1/4 mile before each public crossing where required. Whistle signal must be sounded by movements:

- exceeding 44 MPH, at the whistle post
- operating at 44 MPH or less, in order to provide 20 seconds warning prior to entering the crossing.

Whistle signal must be prolonged or repeated until the crossing is fully occupied.
EXCEPTION: Not applicable when manual protection is to be provided or when shoving equipment other than a snow plow over a crossing protected by automatic warning devices.

(ii) (#) At other whistle posts indicated in special instructions.

(iv)Special instructions will govern when such signal is prohibited in whole or in part.

(r) In case of engine whistle failure the engine bell must be rung continuously;
(ii)approaching and passing station facilities, yards and public crossings at grade. In addition, the movement must not exceed 25 MPH entering each public crossing at grade which is not protected by automatic warning devices, until such crossing is fully occupied.

- (t) When a snow plow is operated ahead of an engine, the employee in charge of the snow plow must sound engine whistle signals 14(f) and 14(l). All other engine whistle signals must be sounded by the locomotive engineer as prescribed by the rule.

17. HEADLIGHT

Movements headed by equipment equipped with a headlight must display the headlight:

- (a) at full power in the direction of travel approaching all public crossings at grade until such crossings are fully occupied;
- (b) at full power in the direction of travel while moving on the main track;
- (c) on both ends of the engine while moving on non-main track but may be extinguished on the end coupled to cars.

Exceptions: When not approaching a public crossing at grade the headlight may be extinguished or dimmed:

- (i) approaching or being approached by an opposing movement;
- (ii) on a passenger carrying train, approaching a location where passengers will entrain or detrain;
- (iii) facing oncoming vehicles at night which may be affected on adjacent roadways; or
- (iv) when weather conditions cause the vision of the operating crew to be impaired.

18. HEADLIGHT FAILURE

- (a) If the headlight on a movement fails and repairs cannot be made, ditch lights will be used in lieu of the headlight and the movement may proceed.
- (b) If all headlights and ditch lights have failed, such lights as are available must be used proceeding to the first point where repairs can be made. At public and private crossings at grade not protected by automatic warning devices, movements must not exceed 10 MPH entering the crossing unless it is known to be clear of traffic and will remain clear until occupied.

19. DITCH LIGHTS

A train must have ditch lights displayed continuously in the direction of travel when the headlight is required to be displayed full power.

If ditch light(s) fail en route, the movement may proceed to the next point where repairs can be made.

26. BLUE SIGNAL PROTECTION

- (a) A blue flag by day, and in addition a blue light by night or when day signals cannot be plainly seen, displayed at one or both ends of equipment indicates that workmen are in the vicinity of such equipment. On a track which permits entry of a movement from one end only, a blue signal displayed between the equipment and the switch permitting entry indicates that workmen are in the

vicinity of such equipment. When such signals are displayed the equipment must not be coupled to or moved. The removal of the signal from one or both ends of equipment indicates that no workmen are in the vicinity of the equipment and such equipment may be coupled to or moved.

EXCEPTION: When repairs must be undertaken on a manned movement, the locomotive engineer must be notified before repair work is commenced. When so notified, the movement must not be moved nor the brakes applied or released until the workmen have advised that they are in the clear.

- (b) Other equipment must not be placed on the same track which will block a clear view of the blue signal(s) without first notifying the workmen. When equipment is placed on the same track, the movement placing such equipment must remain on that track until the workmen have relocated the blue signal(s) to include the additional equipment.
- (c) Each class of workmen will display the blue signal(s) and the same class of workmen only are authorized to remove them.
- (d) Special instructions will govern the use of other approved methods of protecting workmen performing equipment repairs or inspections.

27. SIGNAL IMPERFECTLY DISPLAYED

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

EXCEPTION: Where a signal displays a solid yellow on the bottom position and one or all of the remaining positions are extinguished, a movement approaching such signal operating:

- at restricted speed;
- prepared to stop; or
- prepared to comply with restricted or reduced speed;

must consider the signal as displaying **RESTRICTING**.

- (c) When a signal is known or suspected of being damaged, it must be regarded as displaying the most restrictive indication that can be given by that signal.
- (d) When a block or interlocking signal displays an indication that is in other than the normal progression in relationship to the indication of the advance signal to that signal, the movement must

stop immediately consistent with safe train handling practices and contact the RTC or signalman for further instructions.

- (e) Repairs to damaged signals must not be made by other than qualified employees. Signals that have been knocked over must not be re-erected by other than an authorized employee. If it is known or suspected that a signal bungalow has been damaged, such fact must be reported to the RTC immediately.

33. SPEED COMPLIANCE

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

Speeds indicated are maximum authorized speeds between locations named, but do not modify any rule or instruction that may require a lower speed. Maximum speed must be maintained to the extent possible, consistent with safety and efficiency. Unnecessary delays must be avoided.

34. FIXED SIGNAL RECOGNITION AND COMPLIANCE

- (a) The crew on the controlling engine of any movement and snow plow foremen must know the indication of each fixed signal (including switches where practicable) before passing it.
- (b) Crew members within physical hearing range must communicate to each other, in a clear and audible manner, the indication by name, of each fixed signal they are required to identify. Each signal affecting their movement must be called out as soon as it is positively identified, but crew members must watch for and promptly communicate and act on any change of indication which may occur.

The following signals/operating signs must be communicated:

- (i) Block and interlocking signals;
- (ii) Rule 42 and 43 signals;
- (iii) One mile sign to interlocking;
- (iv) One mile sign to hot box detector;
- (v) Stop sign;
- (vi) OCS begins sign;
- (vii) Red signal between the rails;
- (viii) Stop signal displayed by a flagman;
- (ix) A switch not properly lined for the movement affected;
- (xii) Advance Permanent Slow Order (PSO) Signs; and
- (xiii) Zone speed Signs where there is a reduction in speed from the previous zone.

- (c) If prompt action is not taken to comply with the requirements of each signal indication affecting their movement, crew members must remind one another of such requirements. If no action is then taken, or if the locomotive engineer is observed to be incapacitated, other crew members must take immediate action to ensure the safety of the movement, including stopping it in emergency if required.

35. EMERGENCY PROTECTION

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

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

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

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

PROTECTION OF TRACK WORK AND TRACK CONDITIONS

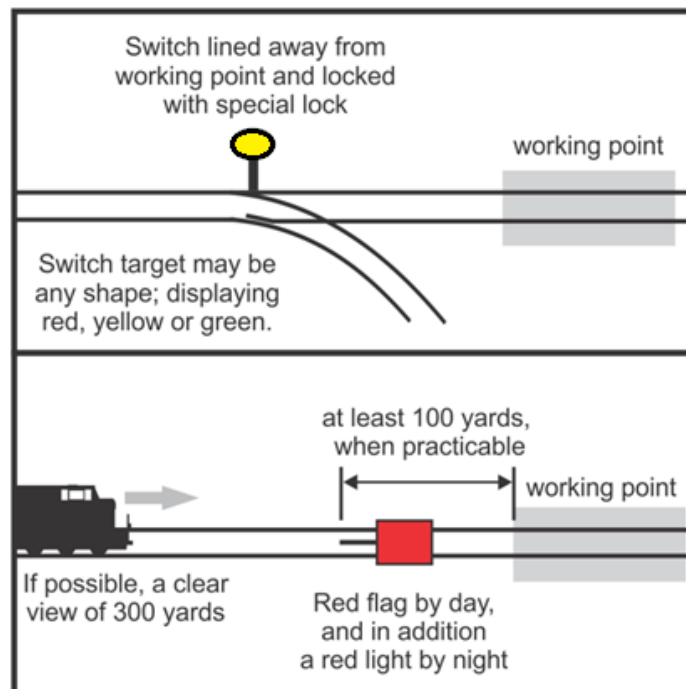
40. GENERAL

- (a) Special instructions will specify when Rules 42/842, 43/843 and 849 are applicable on non-main track.
- (b) When designated by time table footnotes or special instructions that TGBO and/or DOB are applicable on a track that is non-main track, protection of track work and track conditions may be provided as prescribed by Rules 42/842 and 43/843.

41. PROTECTION OF TRACK WORK ON NON-MAIN TRACK

This rule is not applicable on main tracks, signalled sidings and other signalled tracks, or on other tracks specified in special instructions.

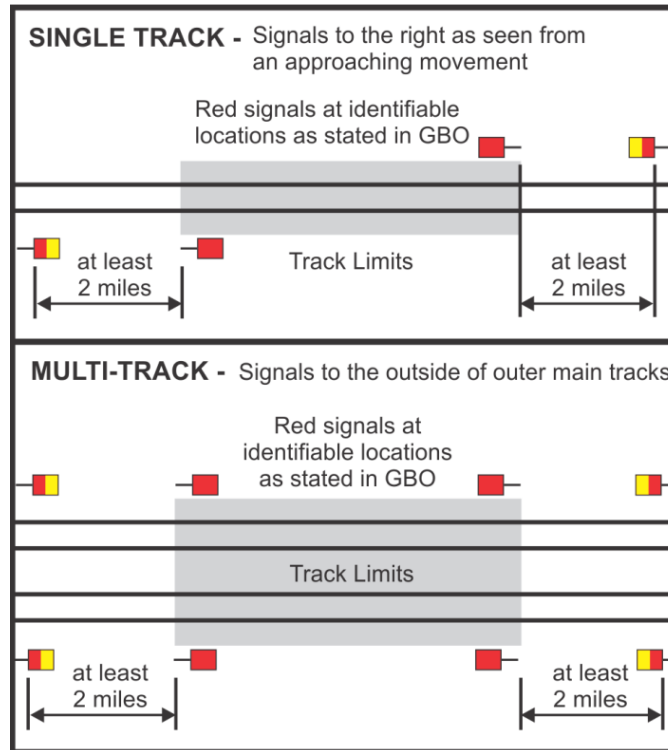
- (i) A movement required to operate on a track protected by a red signal between the rails or a switch locked with a special lock must be stopped before passing it and be governed by any instructions from the foreman.
- (ii) Only the foreman or an employee authorized by the foreman may remove the red signal and/or special lock.
- (iii) Equipment must not be left on the same track that will block a clear view of any red signal.



NOTE: Foreman must refer to Rule 841

42. PLANNED PROTECTION

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



Note: Foreman must refer to Rule 842

- (b) A movement in possession of the Form Y must not proceed beyond the red signal located at the identifiable location stated in the GBO, enter the track limits stated in the GBO, or make a reverse movement within such track limits until instructions have been received from the foreman named in the GBO.

When a specific track is to be used, instructions from the foreman must specify the track upon which the instructions apply.

When permission is granted from the foreman, the current time and location / mileage of the movement must be recorded next to the Rule 42 GBO. All crew members, other than the employee that recorded it, must acknowledge and initial the time and location. This GBO must be retained until the completion of the shift.

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

When a movement communicates with a foreman for instructions, the engine initials and number will be utilized.

43. SLOW TRACK PROTECTION

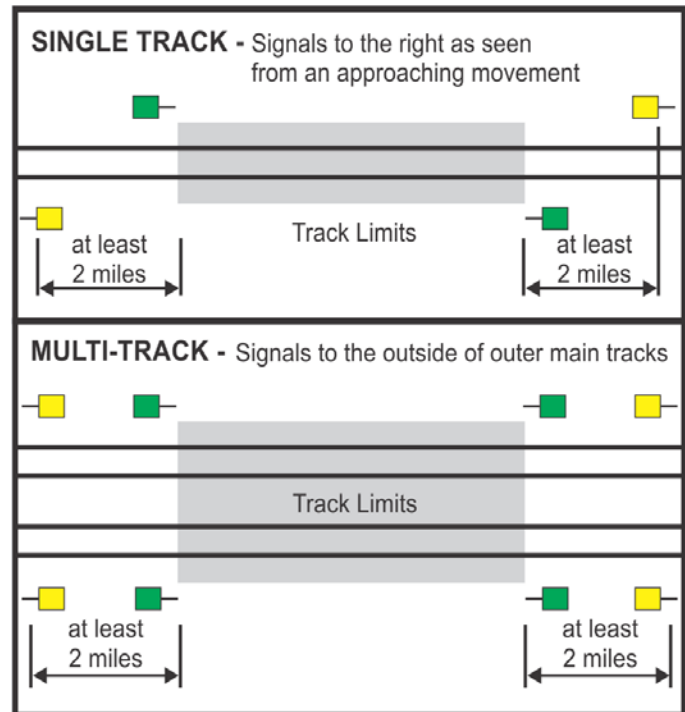
Form V GBO slow track protection will be marked in the field by a:

- (i) yellow signal to the right of the track as seen from an approaching movement at least two miles in each direction from the outermost limits indicated in the GBO, and
- (ii) green signal to the right of the track as seen from an approaching movement in each direction, immediately beyond the defect.

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

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

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



Note: Foreman must refer to Rule 843.

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

44. UNUSUAL TRACK SIGNAL CONDITIONS

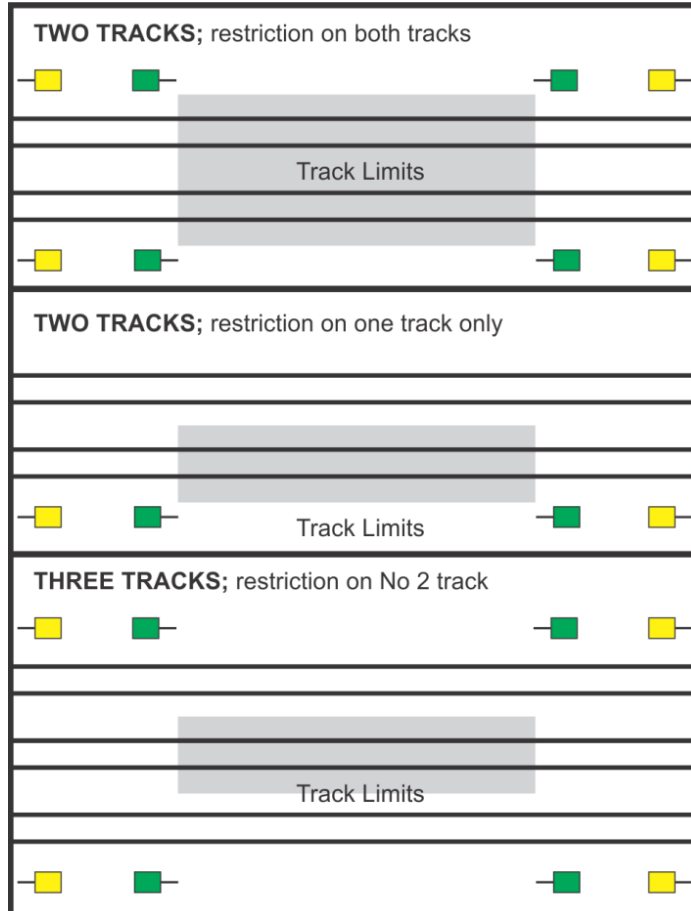
- (a) In the absence of any of the signals prescribed by Rule 42, between the times stated in a Form Y, a movement must be governed as though the signals are properly placed. Such condition must be communicated to the RTC as quickly as possible.

- (b)
- (i) A movement that encounters a yellow over red signal within the 30 minutes provided for in Rule 42(a), may proceed on the instructions received from the foreman named in the GBO. If the foreman cannot be contacted, the movement must be prepared to stop at a red signal and, if no red signal is encountered at the location stated in the GBO, the RTC must be advised.
 - (ii) A movement that encounters a red signal within the 30 minutes provided for in Rule 42(a), must stop, unless authorized to proceed on the instructions received from the foreman named in the GBO. If the foreman cannot be contacted, a crew member must communicate with the RTC as quickly as possible and be governed by instructions received.
 - (iii) A movement that encounters a yellow over red signal or red signal, outside the 30 minutes provided for in Rule 42(a) or without being in possession of a Form Y requiring the placement of such signal, must stop. A crew member must communicate with the RTC as quickly as possible and be governed by instructions received.
 - (iv) If the TGBO/DOB system and the engineering supervisor for the territory indicate that Rule 42 is not or will not be in effect within the limits of the signal, the RTC may authorize the movement to resume normal speed. The engineering supervisor will arrange for removal of the signals that may include having the crew on a movement pick up the signals.
- (c) A movement within the track limits of a Form Y, at the time such protection takes effect, must be stopped unless a crew member is otherwise instructed by the foreman named in the GBO.
- (d) In the absence of one or more of the signals prescribed by Rule 43, the movement will be governed by the requirement of the Form V. Such condition must be communicated to the RTC as quickly as possible.
- (e) A movement that encounters a yellow or green signal without a GBO requiring the placement of such signal, must reduce speed to 10 MPH and immediately communicate with the RTC. The movement will be governed by instructions received from the RTC. If the TGBO/DOB system and the engineering supervisor for the territory indicate that Rule 43 is not or will not be imminently in effect within the limits of the signal, the RTC may authorize the movement to resume normal speed. The engineering supervisor will arrange for removal of the signals that may include having the crew on a movement pick up the signals.
- (f) When a rail break has been detected by an engineering employee and it is safe to operate over the break at a speed less than posted speed, the RTC will provide GBO protection to affected

movements stating the authorized speed over the break and how such location is marked in the field, by either a Rail Break Sign or foreman, at the break. Signals required by Rule 43 will not be in place.

45. SIGNAL PLACEMENT MULTI-TRACK

Except on a subdivision designated in special instructions, signals required by Rules 42/842 and 43/843, must be placed to the outside of the outermost track(s) and not between the main tracks.



OPERATION OF MOVEMENTS

62. UNATTENDED ENGINES

When an engine is left unattended outside of an attended yard or terminal:

- (a) the cab of the engine must be secured to prevent unauthorized entry; and
- (b) subject to (c), the reverser must be removed from the engine;
- (c) during subzero temperatures, an engine that does not have a high idle feature is exempt from (b).

63. FREIGHT TRAIN REQUIREMENTS

Freight trains with cars must operate with TIBS or a manned caboose.

Exception: A freight train that must be separated in order to double, set off or lift cars, cut a crossing or for other similar situations may operate without a TIBS or manned caboose to the extent necessary to perform these tasks, at a speed not exceeding 25 MPH while handling cars.

64. TRANSFER REQUIREMENTS

- (i) The locomotive engineer must verify that there are sufficient operative brakes to control the transfer, confirmed by a running test as soon as possible.
- (ii) Except where block signals provide protection, transfers must have air applied throughout the entire equipment consist. The last three cars, if applicable, must be verified to have operative brakes.
- (iii) A transfer carrying dangerous goods must have air applied throughout the equipment when operating within any method of control.
- (iv) Remote control locomotives in transfer service may only operate on the main track when a qualified operator is equipped with an operative operator controlled unit (OCU). Each qualified operator, to a maximum of two, must have an operative OCU.

65. ENGINE IN YARD SERVICE REQUIREMENTS

An engine in yard service that is required to enter main track to double over, take head room or cross over a main track will not be considered a train or transfer except in application of Rules 301-315 and 560-578.

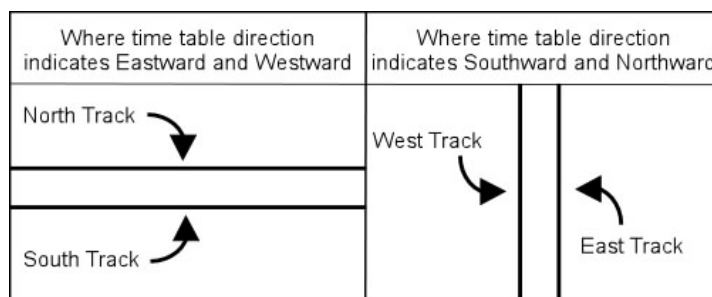
80. MAIN TRACK AUTHORIZATION

- (a) A movement must not foul or enter a main track without authority. Authority is conveyed in:
 - CTC** By signal indication, RTC permission or written authority.
 - OCS** Clearance
- (b) If a movement occupies or fouls a main track or siding controlled territory without authority, or passes a block or interlocking signal indicating stop without authority to pass such signal; it must be stopped and protection as required by Rules 35 and 125 initiated. The RTC or signalman must be advised as soon as practicable.

- (i) The RTC or signalman will issue instructions as necessary.
- (ii) If the instructions include the authority to proceed or reverse direction, unless relieved of the requirement by the RTC or signalman:
 - any dual control or power-operated switches occupied by the movement must be examined to ensure that the switch points are properly lined for the route to be used and no part of the switch is damaged or broken.
 - Rule 104.2(b) must be complied with at dual control switch(es). In application of Rule 104.2(b), the movement may be moved before the dual control switch is operated by hand, but only sufficient distance to clear the wheels from the actual switch points.

81. DESIGNATION OF MULTI-TRACK

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



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

82. LIMITS OF AUTHORITY

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

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

83. OPERATING BULLETINS

- (a) Operating bulletins will be issued by the proper authority and in the prescribed format. Employees responsible for posting or displaying operating bulletins must record on each bulletin the time and date it is posted or displayed. Operating bulletins will only contain information or instructions pertaining to the operation of movements. Duplicate bulletin numbers must not be in effect at the same time.
- (b) Before commencing work at their home location where operating bulletins are posted or displayed, every employee responsible for the operation or supervision of movements must read and understand the operating bulletins that are applicable to the territory that they will operate on.
- (c) A Summary bulletin, containing the number, date and contents of, or reference to, each operating bulletin remaining in effect, will be issued [the first of February, May, August and November](#). Operating bulletins of a previous date, which are not included or referred to in the Summary bulletin, become void. Summary bulletins may also contain full content of operating bulletins that take effect on or after the effective date of the Summary bulletin and will not be posted or displayed. All employees responsible for the operation or supervision of movements must have a copy of the current Summary bulletin accessible while on duty.

84. REPORTING DELAYS

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

85. TRACK RELEASE REPORTS

- (a) The conductor will ensure the RTC is promptly advised of the time their movement has arrived, left or cleared a location or at a time specified by the RTC or after clearing the limits of the last proceed clearance for that subdivision.
- (b) Prior to making such report, the conductor must confirm with other crew members the accuracy of the information to be provided.
- (c) When a track release report is transmitted to the RTC, the RTC must, as it is transmitted, verify the movement identification and record the location [and time](#) into the computer assisted system. If correct the locomotive engineer must confirm correctness of the report to the RTC.

101. PROTECTION AGAINST EXTRAORDINARY CONDITIONS

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

operation. The RTC must be notified as quickly as possible.

- (c) When a portion of a movement is left on the main track, precautions must be taken by the crew to protect the remaining portion against the return move.

The crew of a distributed power train required to leave the tail end portion on the main track while doubling or switching and the head end portion includes a locomotive as the last piece of equipment, must advise the RTC and any foreman who has provided instructions within protected limits or other affected movement(s). The RTC must not issue or authorize a follow-up TOP behind this train until direct communication with the crew confirms the location of the tail end portion.

101.1 DIMENSIONAL TRAFFIC

When the dimensions of traffic require that special arrangements be made to permit moving past other movements, the wide traffic will be protected by the RTC against other main track movements. Advice of such protection will be provided to the crew in writing or verbally.

The RTC will not provide protection against equipment on non-main tracks. The crew handling the wide traffic must protect it from such equipment.

101.2 EQUIPMENT LEFT ON MAIN TRACK

Equipment may be left on the main track when protected by:

- (i) clearance; or
- (ii) Form T GBO.

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

102. EMERGENCY STOP PROTECTION

- (a) The crew of a movement stopping as a result of an emergency brake application, or other abnormal condition, which may cause an adjacent main track to be obstructed, must:
 - (i) immediately transmit a radio broadcast on the standby channel in the following manner: "EMERGENCY, EMERGENCY, EMERGENCY, (movement) on (designated track), stopped (stopping) in emergency between mile _____ and mile _____ (subdivision)";
 - (ii) as soon as possible, advise the RTC of the movement's emergency stop location, indicating whether adjacent tracks and tracks of other railways are liable to be obstructed;

- (iii) repeat the emergency broadcast outlined in (i) at intervals not exceeding 90 seconds until advised by the RTC that all affected movements on other tracks have been secured, stopped or advised of the emergency stop, or it is known that adjacent tracks or tracks of other railways are safe and clear for movements;
 - (iv) if unable to comply with (i), (ii), (iii), the adjacent track must be protected as per Rule 35(b) EMERGENCY PROTECTION.
 - (v) When tracks of other railways may be obstructed the emergency radio broadcast must be transmitted on their standby channel if practicable.
- (b) Other movements must;
- (i) stop at once if closely approaching the location stated in the emergency broadcast; or
 - (ii) stop prior to reaching the location stated in the emergency broadcast; and
 - (iii) after stop has been made, proceed prepared to stop short of an obstruction until it is known that the track is safe and clear.
- (c) The RTC must:
- (i) immediately secure and advise affected movements on other tracks of the location of the movement in an emergency stop;
 - (ii) by use of a dedicated emergency communication system, alert the RTC controlling adjacent tracks of other railways liable to be obstructed, providing the location of the emergency stop; and
 - (iii) advise the crew of the movement involved in the emergency stop when all other affected movements have been advised of the condition.
- (d) Rule 102 is applicable to a movement operating on a track that is adjacent to a siding where siding control territory rules (SCT) are applicable.

103. PUBLIC CROSSINGS AT GRADE

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

EXCEPTION: Manual protection of the crossing is not required provided the crossing is equipped with automatic warning devices and a crew member is on the leading car to warn persons standing on, or

crossing, or about to cross the track. This exception does not modify the application of Rule 103.1 (a).

- (c) Crew members must not give vehicular traffic a hand signal to proceed over a crossing.
- (d) Except at those public crossings indicated in special instruction, no part of a movement may be allowed to stand on any part of a public crossing at grade, for a longer period than 5 minutes, when vehicular or pedestrian traffic requires passage. Switching operations at such crossing must not obstruct vehicular or pedestrian traffic for a longer period than 5 minutes at a time. When emergency vehicles require passage, employees must cooperate to quickly clear the involved crossings.
- (e) Equipment must not be left standing within 100 feet of the travelled portion of a public or private crossing at grade, except where it is necessary to leave such equipment for loading or unloading.
- (f) Before switching or operating a remote control locomotive over an unprotected public crossing at grade where the view of the crossing by the locomotive engineer is obscured, arrangements must be made for a crew member or other employee to be in position to observe the crossing and give signals and instructions to the locomotive engineer as necessary.
- (g) When providing manual protection of a crossing, a crew member or other qualified employee must be on the ground ahead of the movement, in a position to stop vehicular and pedestrian traffic before entering the crossing. A hand signal by day and a light or a lighted fusee by night will be used to give a signal to stop vehicular and pedestrian traffic over such crossing. The movement must not enter the crossing until a signal to enter the crossing has been received from the employee providing the manual protection.

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

[Public crossings at grade without automatic warning devices, observed with missing or damaged crossbucks, are governed by Rule 103.1\(h\)](#)

103.1 PUBLIC CROSSINGS AT GRADE WITH WARNING DEVICES

- (a) When a movement passes over any public crossing at grade equipped with automatic warning devices, it will be necessary, before reversing over the crossing, for a crew member to provide manual protection of the crossing.
- (b) Unless otherwise directed by special instructions, a main track movement over a public crossing at grade, equipped with automatic warning devices, which;
 - (i) has stopped or is switching, on the main track in the vicinity of the crossing; or

- (ii) is entering the main track in the vicinity of the crossing; or
- (iii) has been authorized to pass a block or interlocking signal indicating Stop which is located within 300 feet of the crossing;

must not exceed 10 MPH from a distance of 300 feet from the crossing until the crossing is fully occupied by the movement. In addition, unless manually protected, the crossing must not be occupied until the warning devices are known to have been operating for at least 20 seconds.

Applicable to item (iii): At all other crossings within the block, movements must not exceed 15 MPH entering the crossing unless the warning devices are known to have been operating for at least 20 seconds prior to occupancy.

- (c) Unless otherwise directed by special instructions, a movement on non-main track over a public crossing at grade, equipped with automatic warning devices, must not exceed 10 miles per hour from a distance of 300 feet until the crossing is fully occupied. [Not applicable on Subdivision Track.](#)
- (d) At a public crossing at grade where special instructions require that warning devices be operated by pushbutton, or other appliances, or that movements stop at stop signs, movements affected must not occupy the crossing until the warning devices have been operating for at least 20 seconds. Pushbutton boxes must be closed and locked when not in use.
- (e) Equipment must not be allowed to stand so as to cause the unnecessary operation of warning devices.
- (f) When advised by special instructions that rusty rail or other conditions may exist, occupancy of crossings with automatic warning devices must be manually protected unless it is known that warning devices have been operating for at least 20 seconds.
- (g) At crossings equipped with automatic warning devices indicated in special instructions, movements must not accelerate by more than 5 MPH unless automatic warning devices are known to have been operating for at least 20 seconds.
- (h) Employees observing the improper operation of any automatic warning device must notify the RTC or person responsible for the territory by the quickest available means. The person notified must immediately notify those charged with repair and/or responsibility.

[When AC power indicator light located on crossing protection signal bungalows is flashing, notify the RTC or person responsible for protecting defective crossings for that territory immediately.](#)

- (i) On track which the RTC can prevent movements from accessing the crossing must be protected by the RTC using blocking or other methods of

securement until all affected movements are advised in writing to apply Rule 103(g).

On track(s) which the RTC can prevent movements from accessing the crossing, must be protected by the RTC using blocking or other methods of securement until all affected movements are advised in writing to apply Rule 103(g).

EXCEPTION: A movement may be provided instructions verbally when:

- within two controlled blocks of the crossing; or
 - there is no controlled block prior, within 25 miles.
- (ii) On track which the RTC cannot prevent access, the person responsible for the territory must instruct all affected movements to apply Rule 103(g).
- (i) A movement following another movement within 1500 feet may not properly activate crossing warning devices and therefore, must not obstruct any public crossing at grade equipped with automatic warning devices until:
- the warning devices are known to have been operating for at least 20 seconds;
 - gates, if any, are in horizontal position; or
 - a crew member applies Rule 103(g) at the crossing.

SWITCHES

104. HAND OPERATED SWITCHES

General

- (a) **Operation of Switches** - semi-automatic, spring, dual control or auto-normal switches operated by hand are considered hand operated switches, and all rules governing hand operated switches apply.
- (b) Except while being turned, each switch must be secured with an approved device. When a switch has been turned, the points must be examined and the target, reflector or light, if any, observed to ensure that the switch is properly lined for the route to be used.
- (c) A switch must not be turned while any part of a car or engine is between the switch points and the fouling point of the track to be used, except when making a running switch or in the application of the exception to Rule 114.
- (d) Handling of main track hand operated switches by other than a crew member.

When arrangements are made for an employee to take charge of a switch(es), the movement must receive verbal confirmation that the switch has been restored to normal position.

Verbal advice of switch position may be provided to a movement by an employee. The approaching movement must not act on such information unless advised that the employee is at the switch and will remain in charge of the switch.

- (e) If it is known or suspected that either of the points or any part of a switch is damaged or broken, the switch must be protected until it can be made safe for use. A report must be made to the RTC or employee responsible for the territory by the quickest available means.
- (f) When a switch point lock is provided, it must be locked when the switch is left in normal position. Employees must familiarize themselves with the location of switch point locks.

Main Track Hand Operated Switches

Notes:

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

(i) **Left in Reverse Position**

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

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

Notes:

- (i) Except when switching, main track switches when left in the reverse position, must be left locked.
- (ii) Unless authorized to leave a main track switch in reverse position or so instructed by the RTC, an employee encountering a main track switch in reverse position must restore the switch to normal position and comply with the requirements of (iii).
- (iii) An employee encountering a main track switch in normal position after having a warning that the switch is in reverse position must;
 - communicate to other crew members or employee that the switch is restored to normal, and
 - report to the RTC from the location of the switch i.e. physically situated at or having the switch in sight, or the switch at the time is occupied by a portion of the movement.

If the RTC cannot be contacted, the employee may leave that location, leaving the switch lined and locked in the normal position.
- (iv) The RTC must not act on any report of switch position that was not received from the switch location. Additionally, the RTC must not remove protection for the reverse switch until it can be confirmed that there are no other movements authorized to leave the switch in the reverse position.
- (j) Except when switching, when a movement is closely approaching or passing over a main track switch, other than a dual control switch, employees must keep at least 20 feet from the switch stand, and

must, when practicable, on single track, stand on the opposite side of the track.

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

Hand Operated Non-Main Track Switches

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

An employee handling a hand operated switch in SCT sidings must, from the location of the switch, communicate with another rules qualified employee to confirm the position in which the switch has been left lined and locked. The employee receiving this report must repeat it back to the employee who handled the switch.

Non-Main Track Crossovers

Unless otherwise specified by special instructions:

- (i) The switches at both ends of a NMT crossover are normal when set for a through movements on each track;
- (ii) When a NMT crossover is to be used, the switch in the track on which the movement is standing must be reversed first;
- (iii) Both switches must be reversed before crossing over;
- (iv) Before either switch is restored to normal position the movement must be clear of the NMT crossover

A NMT crossover must never be left lined with one switch reversed and the other normal

Exception: Switches on a NMT crossover may be left out of corresponding position when one end of the NMT crossover must be lined to prevent access on account of:

- Blue Signal Protection in accordance with CROR 26
- Protection of Track Work on NMT in accordance with CROR 41/841

Switches must be immediately restored to corresponding position after protection is no longer required.

Main Track Switches in OCS Territory

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

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

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

104.1 SPRING SWITCHES

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

104.2 DUAL CONTROL SWITCHES

- (a) Except as required by rule, a dual control switch must not be placed in hand position without permission from the RTC or signalman.
- (b) When a movement is required to operate over a dual control switch under a Stop indication, unless relieved of the responsibility by the RTC or signalman, the movement must not proceed until;
 - (i) the selector lever is placed in "hand" position;
 - (ii) the hand throw lever is operated until the switch points move in both directions with the action of the hand throw lever; and
 - (iii) the switch is lined by hand for the route to be used. The selector lever must be restored to "power" position and locked, but not before the movement has occupied the switch points.
- (c) The RTC or signalman may relieve a crew of the requirements of paragraph (b) when automated office control devices confirm that dual control switches are properly lined for the route generated on the authority that will be issued to the movement.
- (d) When switching is to be performed over a dual control switch, in conjunction with Rule 577.1, the switch may be operated by hand after authority has been obtained as prescribed by Rule 577. The selector lever must be placed in "hand" position. The hand throw lever must be operated until the switch points move in both directions with the action of the hand throw lever. The selector lever must be left in "hand" position until switching is completed. The RTC must be advised when the selector lever has been restored to the "power" position and locked.

104.3 POWER-OPERATED SWITCHES AT A STOP SIGNAL

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

104.4 SEMI-AUTOMATIC SWITCHES

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

104.5 DERAILS

(a) The location of each derail will be marked by a sign, unless otherwise directed by special instructions. Employees must be familiar with the location of each derail.

(b) A movement or track unit must stop short of a derail set in the derailing position.

A movement or track unit approaching a derail set in the derailing position must stop at least 25 feet before the derail and place derail in the non-derailing position before further movement is made. When equipment must be left within 25 feet of the derail, it may be restored to derailing position after such equipment is secured. Before coupling to equipment which has been left within 25 feet of a derail set in the derailing position, the derail must be placed in non-derailing position.

(c) Each derail, other than a Special Derail or a Blue Flag Derail, must be left in the derailing position.

The derail must be immediately restored to the derailing position and locked once the last piece of equipment or track unit has cleared the derail and work is complete on that track.

(d) The location of SPECIAL DERAILS will be indicated in the time table or special instructions, will be switch stand operated and identified in the field with a reflective red letter "D" on a reflective yellow target, or a sign indicating "Special Derail" which will be visible when in the derailing position.

The following requirements govern their use:

- they will only be in the derailing position when unattended equipment is present;
- equipment to be left must be coupled together except when required to clear a crossing or on account of a mechanical defect; and
- movements required to move at RESTRICTED speed on a track where a SPECIAL DERAIL is located must, in addition to the requirements of RESTRICTED speed, approach such derail prepared to find it in the derailing position.

(e) All derails must be left secured with a locking device.

(f) Derails used in conjunction with blue flags will be in the derailing position only when protection for personnel is required. When protection is no longer required, they will be locked in a non-derailing position.

(g) Where hand operated switch point derails are in use, the points must be examined and the target observed to ensure that the derail is in the proper position.

The change in status of a hand operated derail may only be acted on when the employee responsible for handling the derail has communicated this information from the location of the derail.

105. OPERATION ON NON-MAIN TRACK

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

Unless otherwise provided by signal indication, a movement using non-main track must operate at REDUCED speed and be prepared to stop short of the end of track or the red signal prescribed by Rule 41.

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

105.1 EQUIPMENT LEFT ON SIDING

- (a) Unless otherwise provided, the RTC must be advised prior to leaving equipment on a siding. The RTC will notify other movements affected as soon as practicable.
- (b) When occupied service equipment is placed on a siding, a GBO will be issued specifying the location of such equipment. If the switches of the siding are locked with special locks, the GBO will so state.

106. CREW RESPONSIBILITIES

All crew members are responsible for the safe operation of movements and equipment in their charge and for the observance of the rules. Under conditions not provided for by the rules, they must take every precaution for protection.

A utility employee becomes a crew member when working with any movement.

[To ensure proper compliance, ALL crew members will ride in the controlling locomotive for cabooseless train or transfer operations.](#)

[Exceptions:](#)

- 1) [Where seating will not accommodate all crew members required to operate the train or transfer, a trailing unit may be used.](#)
- 2) [A Company Officer/Supervisor or a Transport Canada Inspector riding will be accommodated in the controlling engine.](#)
- 3) [When an engine service officer evaluating a locomotive engineer trainee or is required to operate the locomotive for other evaluation purposes, the locomotive engineer may be deployed to a trailing unit. Under these circumstances, the engine service officer will assume the normal responsibilities of the locomotive engineer.](#)

107. RESTRICTIONS AT PASSENGER TRAIN STOPS

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

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

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

Positive protection will be as follows:

A member of the crew of the passenger carrying train will be required to communicate with the RTC prior to arriving at the station and receive confirmation that protection has been provided against other movements. The RTC must be promptly advised when the protection is no longer required. Or the passenger carrying train will be instructed by the RTC of other train movements in the vicinity which they must make their own arrangements with as to the protection to be provided.

Such instructions from the RTC must include the locomotive number and train identification of the other movement(s) in the vicinity and the information must be repeated back to the RTC to ensure correctness.

108. PRECAUTIONS WHILE SWITCHING

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

110. INSPECTING PASSING TRAINS AND TRANSFERS

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

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

(b) Employees inspecting the condition of equipment in a passing freight train or transfer must, when possible, broadcast the results of the inspection.

(c) Every effort must be made to stop a passing train or transfer if a dangerous condition is detected. Each crew member of a train or transfer must be alert at all times for a stop signal or communication given by an employee. The report to the train or transfer being inspected must state only the location of the

dangerous condition and what was observed and not speculate as to the cause.

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

111. TRAIN AND TRANSFER INSPECTION

- (a) The crew must know that equipment in their train or transfer is in good order before starting and inspect it whenever they have an opportunity to do so. Equipment added to a train or transfer en route must be inspected with extra care to ensure it is in good order.
- (b) When crew members are on the rear of a moving train or transfer they must inspect, at every opportunity, the track to the rear for evidence of dragging or derailed equipment.
- (c) All crew members on a moving train or transfer must make frequent inspections of both sides to ensure that it is in order.
- (d) On completion of crew-planned inspections and at locations where inspection is required by special instructions, crew members will, when possible, voice communicate to each other the results of such inspections.
- (e) The conductor first arriving at a meeting point will arrange for a walking inspection of their freight train or transfer, inspecting as much as time and conditions permit.

112. LEAVING EQUIPMENT UNATTENDED

In the application of this rule:

(i) Equipment is considered unattended when an employee is not in close enough proximity to take effective action to stop the unintentional moving of equipment.

(ii) Physical securement or mechanical devices are:

- handbrakes;
- airbrakes;
- derails
- mechanical emergency devices;
- locomotive equipped with a reset safety control (RCS) with roll-away protection where air pressure is maintained by continuous operation or auto start is provided;
- bowled terrain; and
- if in a yard: retarder, stop-block, wheel chocks and skates.

(iii) High risk locations, as determined by a risk assessment, must be identified in company instructions.

(a) When equipment, including a locomotive without an air source, is left unattended on a main track, subdivision track, siding or high risk location, at least the minimum number of hand brakes as indicated in the hand brake chart in (k) must be applied and determined to be sufficient through an effectiveness test described in (e), and at least one additional physical securement or mechanical device must be used. When air brakes are used as an additional means of physical securement:

- (i) the air brake system must be charged to ensure proper brake application; and
- (ii) the brake pipe must be fully vented at a service rate or have an emergency application and, on freight equipment, the angle cock left open.
- (iii) the equipment may only be left unattended for up to a maximum of two hours.

If required to be left longer, an employee must conduct a visual verification to confirm that the equipment remains secure. The verification must confirm the air brake pistons are fully extended and the hand brakes remain applied. This verification must be carried out at consecutive intervals of two hours or less. If any motion is detected during the verification, additional hand brakes must be applied. The results of that verification must be communicated to another employee.

(b) When unattended equipment is left coupled to a locomotive with an air source on a main track, subdivision track, siding or high risk location, at least the minimum number of hand brakes as indicated in the hand brake chart in (k) must be applied and determined to be sufficient through an effectiveness test described in (e), and at least one additional physical securement or mechanical device must be used. When air brakes are used as an additional means of physical securement:

- (i) the locomotive controlling the air brake system must maintain pressure;
- (ii) the air brake system must be charged to ensure proper brake application and the equipment must be left with air brakes applied; and
- (iii) the independent brake must be fully applied.

(c) When equipment is left unattended in a yard, at least one physical securement or mechanical device must be utilized.

(d) When equipment is left unattended on non-main track, at other than a yard, siding, subdivision track, or high risk location, a sufficient number of hand brakes must be applied and determined sufficient through an effectiveness test described in (e). Special instructions must indicate the minimum hand brake requirements for these locations where equipment is left unattended.

- (e) When hand brakes are used, an effectiveness test must be performed as follows: release all air brakes and,
 - (i) allow or cause the slack to adjust. It must be apparent when slack runs in or out, that the hand brakes are sufficient to prevent the equipment from moving; or
 - (ii) apply sufficient tractive effort to determine that the hand brakes provide sufficient force to prevent the equipment from moving when tractive effort is terminated.
- (f) Hand brakes must be applied on all locomotives in the lead consist of an unattended movement.
- (g) Application of hand brakes must not be done while equipment is being pulled or shoved.
- (h) Before leaving equipment at any location, the employee securing such equipment must confirm with another employee the manner in which the equipment has been secured.
- (i) Exceptional weather situations, such as high winds or other unusual conditions, must be considered and factored into securement decisions. When exceptional weather situations emerge, previously secured equipment may require additional means of securement. Special instructions may contain location specific instructions where extreme weather events are prevalent.
- (j) When advised that trespasser(s) or emergency responder(s) have been in contact with unattended equipment, the person responsible for the territory must make arrangements to have an employee verify the equipment remains secured without delay.
- (k) In the application of this chart, the number of hand brakes on locomotives in the lead consist shall not be included in the number of hand brakes required by the chart.

Minimum Required Number Of Hand Brakes for Securing Equipment Or Movements Left Unattended													
Total Tons:	Average Grade Is Equal To Or Less Than												
	0.2%	0.4%	0.6%	0.8%	1.0%	1.2%	1.4%	1.6%	1.8%	2.0%	2.2%	2.4%	> 2.4%
0 – 2000	2	2	2	4	6	6	8	10	10	12	12	14	14
> 2000 – 4000	2	2	4	6	8	12	14	16	18	20	22	26	26
> 4000 – 6000	2	6	6	10	14	16	20	24	28	30	34	38	38
> 6000 – 8000	4	6	8	12	18	22	26	32	36	42	46	52	52
> 8000 – 10000	4	6	10	16	22	28	34	40	46	52	58	66	66
> 10000 – 12000	4	8	12	20	26	34	40	48	56	64	72	80	80
> 12000 – 14000	6	8	14	22	30	40	48	58	66	76	84	96	96
> 14000 – 16000	6	10	16	26	36	46	56	66	76	88	98	110	110
> 16000 – 18000	6	10	18	28	40	50	62	74	86	100	112	126	126
> 18000 – 20000	8	12	20	32	44	58	70	84	98	112	128	146	146
> 20000 – 22000	8	12	22	36	50	64	78	94	110				
> 22000 – 24000	8	12	24	38	54	70	86	104	122				
> 24000 – 26000	10	14	26	42	58	76	94	112	134				
> 26000 – 28000	10	14	28	46	64	82	104	124	148				
> 28000 – 30000	12	16	30	50	68	90	110	136	162				
> 30000	12	16	34	52	74	96	120	148	172				

100% Hand Brakes

113. COUPLING TO EQUIPMENT

- (a) Before coupling to equipment at any point, care must be taken to ensure that such equipment is properly secured.
- (b) Unless otherwise specified in special instructions, before coupling to or moving equipment being loaded or unloaded, all persons in or about such equipment must be notified. Vehicles and loading or unloading devices must be clear.
- (c) Before coupling to or moving service equipment, employees occupying such equipment must be notified and any attachments secured.
- (d) When coupling to equipment for any purpose except when humping or flat switching where cars are intentionally let run free, the coupling must be stretched to ensure it is secure.

A stretch must be made with a locomotive, track unit or other mechanical movement to ensure the coupling was successful. The use of slack action, gravity or inertia is not acceptable.

- (e) To prevent by-pass couplers when coupling to equipment on other than tangent track, or to prevent equipment left within 25 feet of the end of track from being shoved past the end of track, a stop must be made not less than 6 nor greater than 12 feet from the coupling and extreme caution must then be used, ensuring couplers are properly aligned prior to coupling being made or equipment is stopped prior to end of track.
- (f) After coupling, the equipment must be checked for applied hand brakes as may normally be expected to be present.
- (g) To prevent damage to equipment and injury to passengers, when coupling to passenger equipment a stop must be made not less than 6 nor greater than 12 feet from the coupling and a speed of 2 MPH must not be exceeded.

114. FOULING OTHER TRACKS

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

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

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

115. SHOVING EQUIPMENT

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

EXCEPTION: A crew member need not be so positioned when the portion of the track to be used is known to be clear. However, equipment not headed by an engine must not approach to within 100 feet of any public, private or farm crossing unless such crossings are protected as described in Rule 103 paragraph (b) or (g).

- (b) Known to be clear is defined as seeing the portion of the track to be used as being clear and remaining clear of equipment and as having sufficient room to contain equipment being shoved. This determination must be made by a qualified employee who can observe the track and has radio contact with the employee controlling the movement.

(i) A positive form of protection is applied for the track to be used, such as Point Protection Zone (PPZ), Protection Zone (PZ) or RTC Protection (Main Track authority or Siding Control Territory), or

(ii) A qualified employee through the use of a camera, who must not be involved in any unrelated tasks for the duration of the shove, and gives signals or instructions to control the movement.

- (c) On main track, when equipment is shoved by an engine or is headed by an unmanned remotely controlled engine, unless protected by a crew member as described in paragraph (a), this move must:

(i) have the required authority;

(ii) not exceed the overall length of the equipment; and

(iii) not exceed 15 MPH;

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

116. RUNNING SWITCH

Before making a running switch, crew members affected must understand the move to be made. It must be known that the switch and hand brakes are in working order before the move is commenced. A running switch must not be made;

(i) with or onto occupied equipment, or equipment placarded to indicate it contains or contained dangerous goods;

(ii) where the switch to be used is a dual control, power-operated or spring switch; or

- (iii) within interlocking limits of a drawbridge or railway crossing at grade.
- (iv) A minimum of 3 qualified employees must be utilized when performing a running switch.

RADIO

117. RELIABILITY TESTS

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

118. DEVICES USED IN LIEU OF RADIO

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

119. CONTINUOUS MONITORING

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

120. RADIO TERMS

- (a) In radio communication the following terms when used will denote:
 - "STAND BY" - Monitor this channel for my next transmission.
 - "OVER" - Transmission is ended and a response is expected.
 - "OUT" - Transmission is ended and no response is expected.
- (b) Except when radio communication relates to switching operations, when a transmission is complete and a response is expected or required, the transmitting employee must end each transmission with the spoken word "OVER".

121. POSITIVE IDENTIFICATION

- (a) The person initiating a radio communication and the responding party must establish positive identification. The initial call must commence with the railway company initials of the person being called.

In addition, when a non-railway company person is calling on a company's channels, they must use their company's name to identify themselves within the initial transmission.

When using the engine number to establish positive identification, both initial and number of the engine must be used.

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

122. CONTENT OF RADIO COMMUNICATIONS

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

123. VERIFICATION PROCEDURES

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

123.1 RADIO OR HAND SIGNALS

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

123.2 SWITCHING BY RADIO

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

- (i) direction in relation to the front of the controlling locomotive must be given in the initial instruction and from then on whenever the direction is to change;
- (ii) distance to travel must be given with each communication and increments of less than two car lengths need not be repeated;
- (iii) when the movement has travelled one-half the distance required by the last instruction and no further communication is received, the movement must stop;
- (iv) the indication of block and interlocking signals affecting their movement, must be communicated between crew members while switching;
- (v) doubt as to the meaning of an instruction or for whom it is intended must be regarded as a stop signal; and
- (vi) when car lengths are used to communicate distance, unless otherwise arranged, the distance referred to is 50 feet per car length.

125. EMERGENCY COMMUNICATION PROCEDURES

- (a) An employee will transmit the word "EMERGENCY" three times at the beginning of the transmission to indicate the report of;
 - (i) an accident involving injury to employees or others;
 - (ii) a condition which may constitute a hazard to employees or others;
 - (iii) a condition which may endanger the passage of movements; or
 - (iv) a derailment which has occurred on, or is fouling, a main track.
- (b) When an emergency communication, which is directed to a specific person or movement, has not been acknowledged, any other employee hearing it will, if practicable, relay the communication by any means available. Other employees must not interfere with such communication.
- (c) An emergency communication has absolute priority over other transmissions.

126. RESTRICTED USE OF RADIO

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

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

127. CONDUCTING EMERGENCY RADIO TEST

- (a) In order to ensure emergency communication channels are in operation, and to ensure employees are familiar with the emergency procedures, the RTC may contact a crew member of any movement or an engineering field employee and direct them to initiate an emergency test call on their respective RTC channel.
- (b) These tests will be made randomly and employees receiving a request for an emergency test will initiate it on the applicable RTC channel, using the following example for wording:

“Emergency test, Emergency test, Emergency test. ABC 1234 East at mile 12 Canada Sub, testing the Emergency call.”
- (c) Upon completion of the test, the RTC will inform the employee if the test was successful. Employees will then return to their designated standby channel.

GENERAL PROCEDURES

131. RECORDING

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

131.1 ELECTRONIC TRANSMISSION AND CANCELLATION

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

132. BREVITY, CLARITY, PRONUNCIATION AND RETENTION

- (a) A GBO, clearance, TOP, authority, instruction and its record shall contain only essential information. It must be brief, but clear in its meaning, in the prescribed form when applicable, and without erasure or any condition which may render it difficult to read or understand.
- (b) In transmitting and repeating by voice communication, all words and numbers must be clearly pronounced. When the communication is required to be in writing, numbers will be pronounced in full, then repeated stating each digit separately. Numbers represented by a single digit must be pronounced, then spelled.
- (c) The employee transmitting or repeating communications required to be in writing must

regulate the speed of transmission to allow compliance with this rule.

- (d) When an accident or incident occurs, all authorities, GBO or written instructions must be retained until relieved of this requirement by a supervisor.
- (e) When a clearance, TOP, other written instruction or authority is fulfilled, cancelled or superseded [or an item of a TOP or Track Warrant is cancelled](#);
 - (i) where applicable, other employees must be advised; and
 - (ii) except when displayed electronically:
 - an “X” must be immediately drawn across it to avoid further use; or
 - when contained within a book, must be marked with a single diagonal line drawn across the page to indicate that it is no longer active and a second diagonal line forming an “X” will be drawn across the page when there are no preceding active items.

133. NUMBERING

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

134. DESIGNATION OF MOVEMENTS

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

135. EMPLOYEES ADDRESSED

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

136. COPYING, REPEATING, COMPLETING AND CANCELLING

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

137. FOREMAN'S INSTRUCTIONS

Instructions from a foreman must be in writing except when the instructions permit unrestricted operation through the entire limits.

139. BECOMING EFFECTIVE

A GBO, clearance, TOP or other authority becomes effective at the moment the "complete" **time** and initials of the RTC are given by the RTC. However, the RTC must not take further action if there is a restriction contained therein until acknowledged by the employee copying.

140. CHANGES AFTER BECOMING EFFECTIVE

Changes must not be made to a GBO, clearance, TOP or other authority after becoming effective, except when;

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

141. MAKING ADDITIONAL COPIES

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

142. UNDERSTANDING BETWEEN CREW MEMBERS

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

[A radio broadcast must be made on the designated standby channel between 1 to 3 miles from each restriction stating:](#)

- [Designation \(ID or engine number\)](#)
- [Restriction being approached](#)

[In the application of this instruction, a restriction refers to:](#)

- [a requirement to protect against a movement or foreman](#)
- [a rule 42 or rule 43](#)
- [a defective crossing order contained in GBO or in a written message from the RTC](#)

[All crew members of a train or transfer, other than the employee\(s\) who copied an OCS Clearance, must confirm their verification of the copy that they have read by initialling the following:](#)

- (i) [Item 7-Protect against restrictions if issued](#)
- (ii) [Item 8 – switch warnings if issued](#)
- (iii) [The bottom of the OCS clearance without exception](#)

147. TRANSFER BETWEEN CREWS

- (a) When a conductor, locomotive engineer or both are changed off, or relieved, all GBO, DOB, clearances, authorities, TGBO and other written instructions and all necessary information still in effect must be transferred personally to the relieving crew. The transfer of information must be known to be understood by the relieving employee(s).

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

148. PERSONAL TRANSFER BETWEEN RTC

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

GENERAL BULLETIN ORDER (GBO)

151. IDENTICAL MEANING TO ALL

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

152. DELIVERY OF GBO

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

153. CONFIRMATION TO A FOREMAN

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

154. REMAIN IN EFFECT

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

155. CANCELLING GBO

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

Item _____ of GBO _____ is cancelled
_____ (RTC)_____.

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

GBO _____ is cancelled
_____ (RTC)_____.

(c) The cancellation must be repeated to, and acknowledged by, the RTC **with complete time and RTC initials**.

156. DAILY OPERATING BULLETIN (DOB)

(a) Except as provided for in paragraph (b), a movement must not move on any track where DOB is applicable unless it is in possession of:

- (i) the current DOB; or
- (ii) a TGBO which is applicable within the portion of the limits of the DOB over which the movement will operate.

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

(c) All crew members must verify that the DOB is properly dated, and it contains the correct number of pages, and the number of items compare with that number shown on the last page of the DOB.

To indicate the comparison has been undertaken, each crew member will sign the last page and initial all other pages of the copy of the DOB they are using.

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

157. TABULAR GENERAL BULLETIN ORDER (TGBO)

- (a) A movement must not move on any track where TGBO is applicable, unless it is in possession of a TGBO addressed to them.

Overlapping TGBO and DOB Limits. Movements required to operate outside of DOB limits must operate their entire trip with a TGBO addressed to them unless authorized by the RTC or by special instructions.

- (b) All crew members must ensure that their movement is properly designated on their TGBO, it contains the correct number of pages, the number of GBOs compare with that shown on the last page of the TGBO and that the “applicable on” portion limits cover the specific routing for the entire trip. If an incorrectly designated TGBO is received or there is no TGBO for that movement the RTC must be contacted immediately.

To indicate this check has been undertaken, each crew member will, on the copy of their TGBO they have checked, will initial each page except the last page, initial the “Applicable on” portion, initial the train or transfer designation and sign the last page.

- (c) When designated using the movement identification number, the train journal, list or other acceptable document may be used for verification. If the designation on the TGBO is incorrect, a change of designation must be issued by the RTC. If the designation of the train journal, list or other acceptable document is incorrect while the TGBO designation is correct, the designation on the train journal, list or other acceptable document may be changed when authorized by the RTC, a company officer or other employee who has access to the correct information. When a train journal, list or other acceptable document is not available, a member of the crew may obtain the correct designation of the movement for comparison to the TGBO from the RTC, Company Supervisor or other employee who has access to this information.
- (d) A crew of a movement within TGBO limits with a TGBO that includes an item that cancels the TGBO at a specific time, must communicate with and be governed by instructions of the RTC before the expiry time. If unable to communicate with the RTC and unable to clear TGBO limits, the movement must be stopped.

FORMS OF GBO

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

FORM S - MAIN TRACK OUT OF SERVICE

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

When a foreman has received confirmation in writing that the GBO is in effect, impassable main track, between the switches of the siding or other tracks, may be protected in the manner prescribed by Rule 841. Before Form S is issued, any derail on such track must be secured in the non-derailing position or removed from the rail.

FORM T - EQUIPMENT LEFT ON MAIN TRACK

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

Example (1) will be used to provide permission to leave and provide protection for equipment occupying the main track between the designated points. Equipment must be left between the designated points.

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

Example (2) will be used to protect derailed equipment on the main track or obstructing a main track.

The crew of a movement receiving examples (1) or (2) must proceed prepared to stop short of such equipment.

FORM V - SPECIFYING SPEED

- (1) ***Do not exceed 10 MPH between mile 15 and mile 20 (at mile 19.4) (on east track) Canada Sub.***

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

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

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

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

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

FORM Y - PLANNED PROTECTION

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

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

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

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

OCCUPANCY CONTROL SYSTEM (OCS) RULES

301. APPLICATION AND SUPERVISION

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

302. CLEARANCE REQUIRED

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

302.1 CLEARANCE IN EFFECT

A clearance remains in effect until fulfilled, superseded or cancelled.

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

302.2 SUPERSEDING A CLEARANCE

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

302.3 CANCELLING CLEARANCE

- (a) Before a clearance is cancelled, the train or transfer addressed must be;
 - (i) clear of the limits; or
 - (ii) protected by Form T GBO.
- (b) When a clearance is cancelled, the cancellation does not take effect until it has been acknowledged by the conductor and locomotive engineer. These employees must acknowledge by repeating the clearance number, cancelled **time** and initials of the RTC to the RTC.

303. PROTECTION AGAINST FOLLOWING TRAINS OR TRANSFERS

- (a) A combination of trains or transfers to a limit of two may each be authorized to proceed in the same direction, within the same limits, provided that each is instructed on its clearance to protect against the other. Before either moves within the limits stated, the conductor and locomotive engineer of each train or transfer must have a thorough understanding, in writing, as to the specific operation of each train or transfer and the protection to be provided. If communication fails between the trains or transfers affected, no moves shall be made other than those which were last arranged.

304. RESTRICTION BEFORE LEAVING

When a train or transfer has been restricted by clearance, such train or transfer must not leave the point named until it is positively known that the opposing train(s) or transfer(s) named on the clearance have arrived.

A train or transfer has not arrived until its designated engine and marker have arrived.

Trains or transfers operating without a marker have not arrived until confirmed by direct communication with a member of the crew of such train or transfer.

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

304.1 STOPPING CLEAR OF FOULING POINT

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

305. BEFORE ISSUING CLEARANCE AUTHORITY

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

306. TRACK USE

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

308. WORK CLEARANCE AUTHORITY

- (a) When authorized to work by clearance a train or transfer may move in either direction within the limits named in the clearance.
- (b) A work clearance remains in effect until superseded or cancelled.

308.1 CHANGING DIRECTION – PROCEED CLEARANCE

Unless otherwise provided by rules or special instructions, when authorized to proceed by clearance, a train or transfer must move only in the specified direction.

Provided the track to be operated over has not been released, a train or transfer authorized by clearance to proceed may reverse a distance of 300 feet or less.

309. MOVING THROUGH WORKING LIMITS

- (a) To enter or move within the working limits of one or more trains or transfers, a train or transfer must be restricted by its clearance as follows: “Protect against Work 5748 (and Work 9460) between Exeter and Jasper.”
- (b) A train or transfer must not enter nor move within the working limits until a thorough understanding is established with the conductor and locomotive engineer of each work train or transfer. Such understanding must be in writing and include information with respect to the specific operation of each train and transfer and the protection to be provided. Such protection must be provided until the train or transfer has left the working limits.

310. MULTIPLE WORK AUTHORITIES

- (a) Two or more work authorities may be issued within the same or overlapping limits. Each train or transfer must be restricted by its clearance to protect against each other.
- (b) Conductors and locomotive engineers authorized to work must have a thorough understanding, in writing, as to the specific operation of each work train or transfer and the protection to be provided.

311. PROTECTING AGAINST A FOREMAN

- (a) A train or transfer must not be authorized to enter or move within the limits of a TOP until it has been restricted as follows:
“Protect against foreman (name) between (location) and (location).”
- (b) The train or transfer must not enter, nor move within, the TOP limits until instructions have been obtained from the foreman named on the clearance. These instructions must be repeated to, and acknowledged by, the foreman before being acted upon.

When permission is granted from the foreman, the current time and location / mileage of the movement must be recorded next to restriction on the clearance. All crew members, other than the employee that recorded it, must acknowledge and initial the time and location. This clearance must be retained until the completion of the shift.

315. RADIO BROADCAST REQUIREMENTS

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

SIDING CONTROL TERRITORY (SCT) RULES

360. APPLICATION

Where specified by special instructions, the use of non-signalled sidings within CTC will be governed by the Siding Control Territory rules.

361. SUPERVISION

Movements, protection of track work and operation of track units will, unless otherwise provided, be supervised by the RTC who will issue instructions as may be required.

362. CLEAR OF EQUIPMENT

- (a) Sidings will be considered as clear of equipment unless otherwise informed by the RTC.
- (b) Before permitting a movement to enter a siding occupied by other equipment, the RTC must advise a member of the crew that other equipment occupies such siding.

363. HAND OPERATED SWITCHES

Hand operated switches in sidings may be considered lined for the normal position unless advised otherwise by the RTC, GBO or special instruction.

364. PROTECTION OF TRACK WORK AND OPERATION OF TRACK UNITS

A foreman must be in possession of a TOP for the protection of track work and operation of track units. Rule 41/841 is not applicable.

GENERAL DESCRIPTION AND LOCATION OF FIXED SIGNALS

401. LOCATION

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

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

401.1 SIGNAL DISPLAYED

The indications displayed on block and interlocking signals govern operation to the next signal or block end sign. Except as otherwise specified in special instructions, a signal to leave the main track to enter non-main track applies to the block end sign or until the leading end of the movement has passed entirely through the controlled location and entered non-main track. Speed requirements protecting turnouts must be complied with until the entire movement has cleared the turnout.

401.2 NO ADVANCE SIGNAL

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

402. POSITIONING

Where conditions allow, block and interlocking signal heads will be positioned with respect to the tracks on which they affect movements. Bridges, cantilevers, dummy masts and other structures will be used and must be illustrated in company instructions to ensure proper understanding or signal intent.

Where conditions require, block and interlocking signal heads will be positioned with respect to the tracks occupied by track units or movements as illustrated in Figures 1, 2 and 3. One or more dummy masts, as in Figure 3, indicates that there are one or more tracks between the active signal and the track on which it affects track units and/or movements.

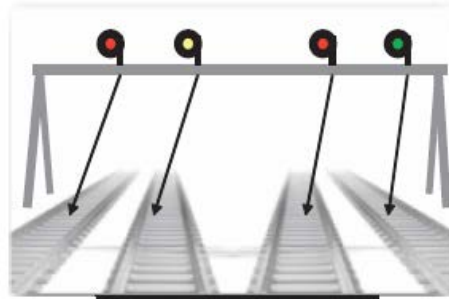


FIG. 1 - BRIDGE STRUCTURE

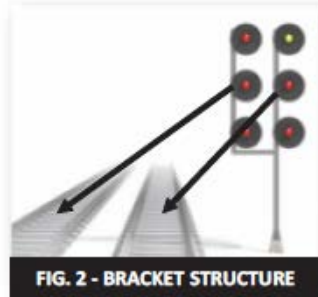


FIG. 2 - BRACKET STRUCTURE

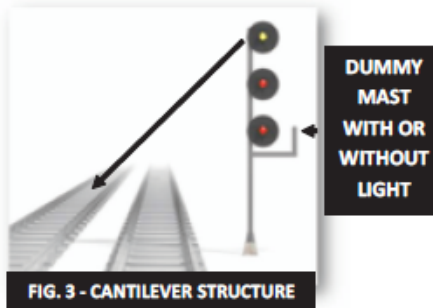


FIG. 3 - CANTILEVER STRUCTURE

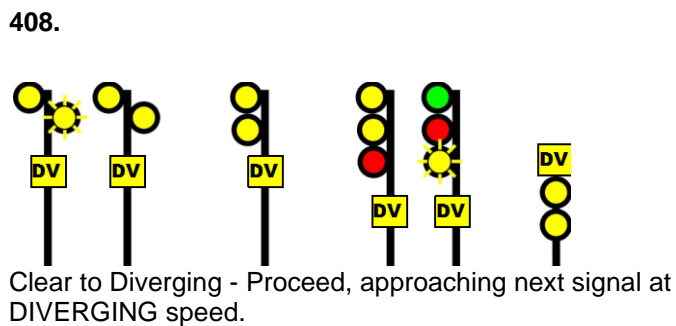
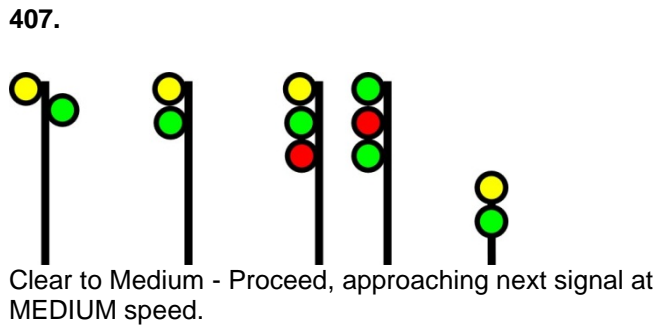
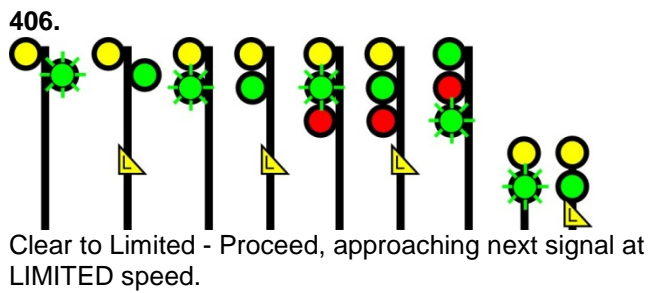
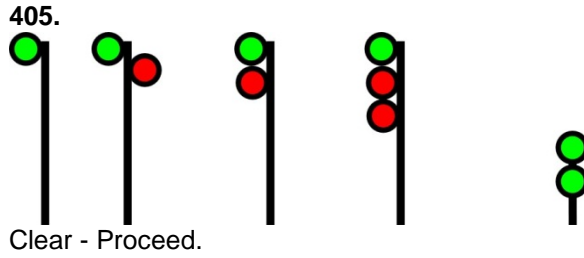
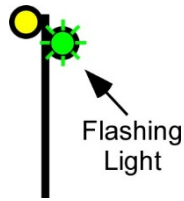
403. APPEARANCE OF COLOUR LIGHT SIGNALS

- (a) Block and interlocking signal aspects will be displayed by the colour, position, flashing of lights, or combinations thereof.
- (b) The indications of any such signal may be qualified or modified by an attached arrow and/or plate(s). The attached plate(s) may have permanent lettering, and/or illuminated (flashing or solid) lettering. Where illuminated lettering plates are used, modification to the indication of the signal applies only when lit.
- (c) Lights may be attached to either side of the signal mast and number plates may be provided for the purpose of identifying the location.

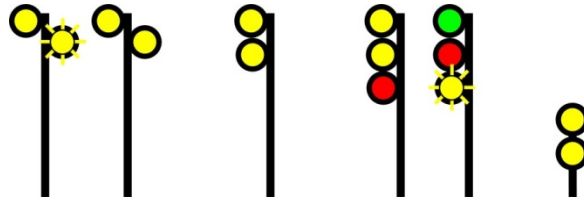
404. STANDARD INDICATIONS

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

BLOCK AND INTERLOCKING SIGNALS

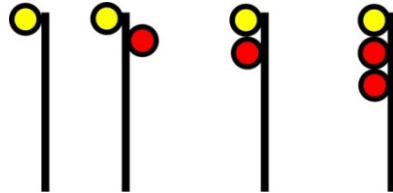


409.



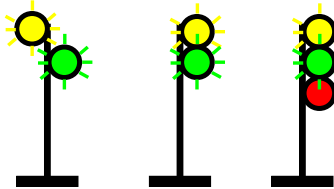
Clear to Slow - Proceed, approaching next signal at SLOW speed.

411.



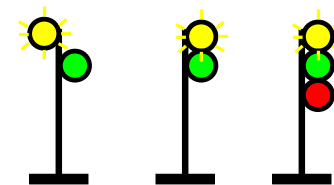
Clear to Stop - Proceed, preparing to stop at next signal.

412.



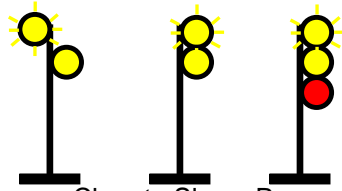
Advance Clear to Limited - Proceed, approaching second signal at LIMITED speed.

413.



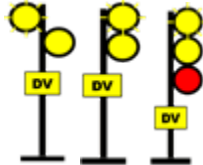
Advance Clear to Medium - Proceed, approaching second signal at MEDIUM speed.

414.



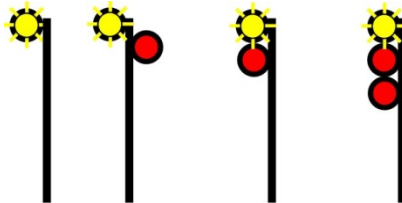
Advance Clear to Slow - Proceed, approaching second signal at SLOW speed.

414A.



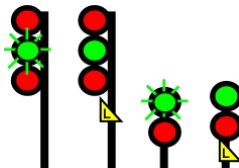
Advance Clear to Diverging - Proceed, approaching second signal at DIVERGING speed

415.



Advance Clear to Stop - Proceed, prepared to Stop at second signal.

416.



Limited to Clear - Proceed, LIMITED speed passing signal and through turnouts.

417.



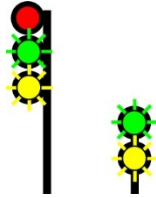
Limited to Limited - Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at LIMITED speed.

418.



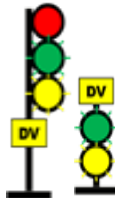
Limited to Medium - Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at MEDIUM speed.

419.



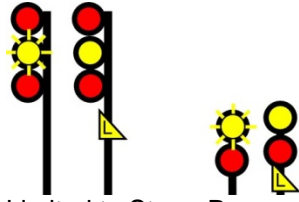
Limited to Slow - Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at SLOW speed.

419A.



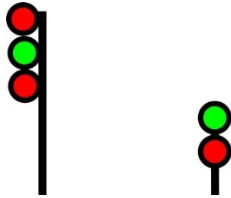
Limited To Diverging - Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at DIVERGING speed.

421.



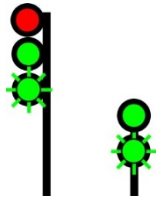
Limited to Stop - Proceed, LIMITED speed passing signal and through turnouts, preparing to stop at next signal.

422.



Medium to Clear - Proceed, MEDIUM speed passing signal and through turnouts.

423.



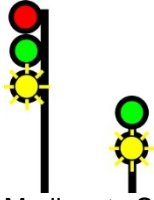
Medium to Limited - Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at LIMITED speed.

424.



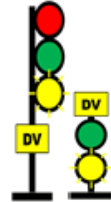
Medium to Medium - Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at MEDIUM speed.

425.



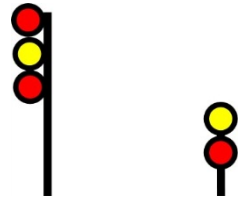
Medium to Slow - Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at SLOW speed.

425A.



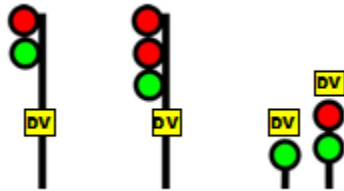
Medium to Diverging - Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at DIVERGING speed.

427.



Medium to Stop - Proceed, MEDIUM speed passing signal and through turnouts, preparing to stop at next signal.

428.



Diverging to Clear - Proceed, DIVERGING speed passing signal and through turnouts.

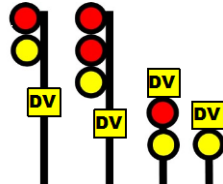
429.



Diverging to stop - Proceed, DIVERGING speed passing signal and through turnouts preparing to stop at next signal.

430.

Diverging - Proceed at REDUCED speed, not exceeding



DIVERGING speed passing signal and through turnouts.

431.



Slow to Clear - Proceed, SLOW speed passing signal and through turnouts.

432.



Slow to Limited - Proceed, SLOW speed passing signal and through turnouts, approaching next signal at LIMITED speed.

432A.



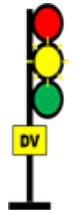
Diverging to Limited - Proceed, DIVERGING speed passing signal and through turnouts, approaching next signal at LIMITED speed.

433.



Slow to Medium - Proceed, SLOW speed passing signal and through turnouts, approaching next signal at MEDIUM speed.

433A.



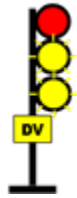
Diverging to Medium - Proceed, DIVERGING speed passing signal and through turnouts, approaching next signal at MEDIUM speed.

434.



Slow to Slow - Proceed, SLOW speed passing signal and through turnouts, approaching next signal at SLOW speed.

434A.



Diverging to Diverging - Proceed, DIVERGING speed passing signal and through turnouts, approaching next signal at DIVERGING speed.

435.



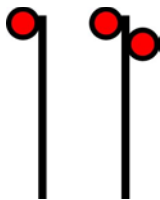
Slow to Stop - Proceed, SLOW speed passing signal and through turnouts, preparing to stop at next signal.

436.



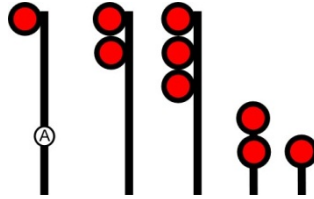
Restricting - Proceed at RESTRICTED speed.

437.



Stop and Proceed - Stop, then proceed at RESTRICTED speed.

439.



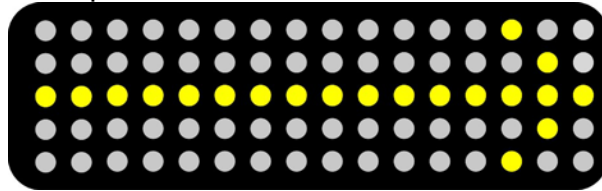
Stop - Stop.

Unless required to clear a switch, crossing, controlled location, or spotting passenger equipment on station platforms, a movement not authorized by Rule 564 must stop at least 300 feet in advance of the STOP signal.

440. DIRECTION INDICATOR

Flashing arrow indicators used in conjunction with block signals when illuminated, identify that the route at the next controlled location is displaying a permissive signal and the route is lined and secured as indicated by the direction of the arrow.

Example:



CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC) RULES

560. SUPERVISION AND APPLICATION

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

561. CTC SUSPENDED

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

564. AUTHORITY TO PASS STOP SIGNAL

- (a) A train or transfer must have authority to pass a block signal indicating Stop.
- (b) The RTC may authorize the train or transfer to pass the signal but before doing so must:
 - (i) ensure that there are no conflicting trains or transfers within, or authorized to enter, the controlled block affected (other than one authorized by Rule 567.3 or 577); and
 - (ii) provide protection against all opposing trains or transfers.
- (c) When signal blocking devices are used, they may be removed after the authorized train or transfer has entered the controlled block affected. The RTC must not permit any opposing trains or transfers to enter the controlled block until the authorized train or transfer has cleared such block.
- (d) The train or transfer so authorized need not stop at the signal but must positively identify the signal by number; operate at RESTRICTED speed to the next signal or Block End sign, and must be governed by Rule 104.1 at spring switches, Rule 104.2 at dual control switches, Rule 104.3 at power-operated switches and Rule 611 at automatic interlockings.
- (e) When a known condition prevents clearing of controlled signals into an affected block, the RTC may authorize operation at REDUCED speed to the next signal or Block End sign. The train or transfer will be advised whether or not equipment is present in the block.

REDUCED speed remains applicable unless the block is known to be clear of equipment. REDUCED speed commences when the leading piece of equipment has passed entirely through the controlled location.

The train or transfer must approach the next signal prepared to stop and there be governed by the indication displayed.

- (f) The authority granted and instructions must be in writing and, where applicable, specify the route to be used. The locomotive engineer must be made aware of the route to be used before moving.

567.2 ENTERING FOREMAN'S LIMITS

Trains or transfers may be authorized to enter or move within the limits of a TOP.

- (a) Each time a train or transfer is so authorized, the train or transfer must be restricted as follows:

“Protect against foreman (name) between (location) and (location)”.

Such restriction must be provided to the train or transfer when it is within:

- (i) two controlled blocks of the limits; or
- (ii) 25 miles of the limits when there is no controlled block prior.

The RTC must ensure that the authorized train or transfer is the only one that will encounter the signal indication to enter the limits.

- (b) No entry into TOP limits may be made until both the conductor and locomotive engineer are aware of the authority and limits granted and have received instructions from the foreman named in the authority. Such instructions must be repeated to and acknowledged by the foreman before being acted upon.

When permission is granted from the foreman, the current time and location / mileage of the movement must be recorded next to the restriction on the track warrant. All crew members, other than the employee that recorded it, must acknowledge and initial the time and location. This track warrant must be retained until the completion of the shift.

567.3 PROCEEDING THROUGH WORK LIMITS

Trains or transfers may be authorized to enter or move within work limits of other trains or transfers.

- (a) Each time a train or transfer is so authorized, the train or transfer must be restricted as follows:

“Protect against work (number) between (location) and (location)”.

- (b) A train or transfer authorized as outlined in paragraph (a) must not enter or move within the working limits until a written understanding has been established with the conductor and locomotive engineer or each train or transfer. This understanding must include information with respect to the intended operation of each train or transfer and remain in place until the affected train or transfer has left the working limits.

- (c) Prior to entering the limits, the train or transfer must also be authorized by signal indication or under the provisions of rules 564 or 568.

- (d) When entry is to be provided by signal indication, the restriction may only be issued when the train or transfer is within:

- (i) two controlled blocks of the limits; or
- (ii) 25 miles of the limits when there is no controlled block prior

The RTC must ensure the authorized train or transfer is the only one which will encounter the signal governing entry into the limits.

568. SIGNAL OR PERMISSION TO ENTER MAIN TRACK

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

EXCEPTION: Permission is not required to enter or re-enter the main track at a hand operated switch within the limits when authorized by Rule 577.

Entering at an Electric Switch Lock

To enter main track:

- (i) Before opening the door of the box, permission must first be obtained from the RTC
- (ii) Move the operating handle to "Request" position and wait for the banner to show "Unlocked".
- (iii) When "Unlocked" is obtained, move the operating handle counter clockwise to "Release" position. The switch may then be opened.

To clear main track:

- (i) Movement must be stopped within 100 feet of the switch.
- (ii) Move the operating handle to "Request" position and wait for the banner to show "Unlocked".
- (iii) When "Unlocked" is obtained, move the operating handle counter clockwise to "Release" position. The switch may then be opened.

Emergency Release:

- (i) Permission must first be obtained from the RTC to break the seal.
- (ii) Break the seal, hold down the emergency release lever and move the operating handle to the "Unlocked" position, the switch may then be opened. After use of electric switch lock is complete: When all movement through the switch has been completed and the switch restored to normal position and locked, the operating handle must be restored to normal position, the door closed and locked and the RTC advised.

569. CANCELLING AUTHORITIES

- (a) Authority or permission granted by Rules 564, 567.3 or 568 may be cancelled provided the train or transfer has not entered the controlled block affected.
- (b) When authority granted by Rules 564, 567.2, 567.3 or 577 or the permission in writing granted by Rule 568 is cancelled, the cancellation does not take effect until it has been correctly repeated and acknowledged by the conductor and locomotive engineer of the train or transfer affected. These employees must acknowledge the cancellation by repeating the authority number, cancelled **time** and initials of the RTC to the RTC.

570. ENTERING BETWEEN SIGNALS

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

571. RESTORING SIGNALS TO STOP

- (a) Signals must not be restored to indicate stop when the train or transfer for which signals were first cleared is less than three blocks distant from the first of such signals, unless the locomotive engineer has acknowledged that they are stopped or able to stop their train or transfer without passing the controlled signal to be restored.

- (b) In case of emergency, a signal may be restored to stop at any time.

573. REVERSING DIRECTION

- (a) A train or transfer, having passed beyond the limits of a block, must not back into that block until the RTC has been informed, and such train or transfer is authorized by;
 - (i) the indication of a block signal, other than a Restricting Signal equipped with a plate displaying the letter "R", or a Stop and Proceed Signal;
 - (ii) Rule 564 or 567.3; or
 - (iii) Rule 577.

NOTE: (iii) does not dispense with the requirements of Rule 564 at a Stop Signal except in the application of Rule 577(f).

- (b) When a train or transfer has entered a controlled location on signal indication, and stops with its trailing end within such controlled location, it may only move in the opposite direction within the controlled location with permission from the RTC. Unless relieved by the RTC, the movement must comply with Rule 104.2(b). RTC permission does not authorize occupancy outside of the controlled location.
- (c) Provided it will not re-enter a block it has cleared, a train or transfer may reverse direction within a block without Rule 577 protection as follows:
 - (i) to reverse a distance of 300 feet or less, a crew member must take up a position to see the section of track to be used is clear and will remain clear of equipment or a track unit; or
 - (ii) to reverse a distance greater than 300 feet, a flagman must take up a position beyond the farthest point to which the train or transfer may extend. Stop signals must be given by the flagman from a point where they can be plainly seen from an approaching train or transfer from not less than 300 yards.

576. SWITCHING AT A CONTROLLED LOCATION

- (a) **Signal Indication** - The preferred method of switching at a controlled location is with the use of the signal system by having the RTC signal the train or transfer over the controlled location with directional signals. If unable to clear the controlled location when switching is completed, the RTC will authorize departure by issuing a Rule 577 to the train or transfer. If the first move into the block was authorized by Rule 564, operation to the next signal must be made at RESTRICTED speed.

Exception: [when trailing end is not within the controlled location](#). Rule 577 would not be required when the RTC verbally authorizes the train or transfer to pull ahead to the next signal where there are no dual control switches to be encountered.

- (b) **Switching Signals** - A member of the crew will request the switching signal so that multiple moves may be made through the controlled location on a specific route. When switching is completed, the RTC must be advised to ensure the signal will be cancelled. Before doing so, the member of the crew requesting the cancellation must advise all other crew members and receive their assurance that they are and will remain clear of the switching signal limits. If unable to clear the controlled location, the RTC will verbally authorize departure. The RTC will then cancel the switching signal. The train or transfer may then proceed to the next signal at RESTRICTED speed.

To avoid having to proceed at RESTRICTED speed, trains or transfers should attempt to back clear of the switching signal on the final move and leave on a more permissive signal indication.

- (c) **Rule 577.1 Signals Suspended** - The train or transfer must be authorized to enter the block before Rule 577/577.1 authority is issued by the RTC. If the train or transfer is unable to be clear of the limits when switching is completed, they must advise the RTC before leaving the location. If Rule 564 authorized the first move into the block, the train or transfer must operate to the next signal at RESTRICTED speed.

577. WORK AUTHORITY

- (a) A train or transfer may be given work authority in writing which permits moving in either direction within specified limits. Before issuing such authority, the RTC must:
- (i) ensure that there are no other trains or transfers within, or authorized to enter, the required limits, and;
 - (ii) block at Stop all devices controlling signals governing other trains or transfers into such limits.
- (b) Other trains or transfers may be authorized to work within the limits of one or more trains or transfers authorized to work provided such trains or transfers are restricted on their authority as follows: "Protect against work (number) between (location) and (location)".
- (c) When entry is to be provided by signal indication, the signal may only be requested when the train or transfer is within:
- (i) two controlled blocks of the limits; or
 - (ii) 25 miles of the limits when there is no controlled block prior

The RTC must ensure the authorized train or transfer is the only one which will encounter the signal governing entry into the limits.

- (d) Trains or transfers so authorized as outlined in paragraph (b) must not enter or move within the working limits until a written understanding has been established with the conductor and locomotive

engineer of each train or transfer. This understanding must include information with respect to the intended operation of each train or transfer and remain in place until the affected train(s) or transfer(s) has left the working limits.

- (e) The RTC must maintain signal blocking against trains or transfers and must not authorize any train or transfer, other than one authorized by Rule 567.3 or as outlined in paragraph (b), to enter the affected limits until the work authority has been cancelled. Each train or transfer must be clear of the affected limits before its work authority is cancelled.

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

The locomotive engineer of a train or transfer so authorized must be made aware of the track limits before moving.

A track warrant may be issued superseding a Rule 577 work authority already in possession of the crew of the train or transfer addressed.

When superseding:

- (i) The track warrant must include that section of track which includes limits the train or transfer is occupying
 - (ii) If the superseding track warrant restricts the authority already in possession of the train or transfer addressed, the RTC must not take further action until the complete time has been acknowledged by the conductor and locomotive engineer.
 - (iii) The RTC must not supercede a work authority when a train or transfer is within the limits of a “protect against” restriction or when another train or transfer has a “protect against” within the limits.
- (f) Controlled signals within the limits other than the entry and exit signals of the authority that are indicating STOP may be considered as indicating “proceed at RESTRICTED speed”. Not applicable at automatic interlockings or interlockings controlled by a foreign railway. Rule 104.2(b) is not applicable when advised by the RTC that dual control switch(es) are lined for the route to be used.

577.1 SIGNAL INDICATION SUSPENDED WHILE SWITCHING

- (a) A train or transfer may be authorized to manually operate specific dual control switches at a controlled location as prescribed by Rule 104.2, paragraph (d). Such authority must be included with work authority, as prescribed by Rule 577. The indications of signals governing operation over such switches may be considered suspended while switches are in the "hand" position, but only while switching is being performed at the designated controlled locations.

Note: Verbal permission may be given to manually operate specific dual control switches within the limits of Rule 577 authority that did not include Rule 577.1 authority for those switches.

- (b) When switching is to be performed over a spring switch, which is included in the limits of a work authority prescribed by Rule 577, the indication of the signal governing operation over such switch may be considered suspended if the switch is properly lined.

When switching is to be performed at a controlled location that includes ONLY a hand operated switch, which is included in the limits of a work authority prescribed by Rule 577, the indication of the signal governing movement through the controlled location may be considered suspended but only when switching movement are being made through that switch.

578. RADIO BROADCAST REQUIREMENTS

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

INTERLOCKING RULES

601. APPLICATION

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

602. PROPER SIGNAL INDICATIONS REQUIRED

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

604. ESTABLISHING AND CHANGING ROUTES

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

605. DELAYED IN TIMING CIRCUIT

A movement approaching an automatic interlocking, equipped with a timing circuit, must approach the interlocking signal prepared to stop if occupying the timing circuit in excess of the time specified in special instructions.

At automatic interlockings not equipped with a timing circuit, a movement occupying the track between the advance signal and the interlocking signal in excess of 5 minutes must approach the interlocking signal prepared to stop.

606. APPROACHING INTERLOCKING LIMITS

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

607. RULE APPLICABLE AT A STOP SIGNAL

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

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

608. MANUAL INTERLOCKING

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

609. LOCALLY-CONTROLLED INTERLOCKING SIGNAL INDICATING STOP

- (a) A movement must have authority to pass a locally-controlled interlocking signal indicating Stop. When no conflicting movement is evident:
 - (i) the signalman may authorize such movement to pass the signal, but before doing so, the signalman must provide protection against all conflicting movements; and
 - (ii) the movement so authorized need not stop at the signal but must positively identify the signal by number. It must move at RESTRICTED speed to the next signal or Block End sign and will be governed by Rule 104.1 at spring switches, Rule 104.2 at dual control switches and Rule 104.3 at power-operated switches.
- (b) Before moving, the locomotive engineer must be informed of the situation.
- (c) When the signalman is off duty at a locally-controlled interlocking, a movement stopped by an interlocking signal indicating Stop will be governed by special instructions.

610. REMOTELY-CONTROLLED INTERLOCKING SIGNAL INDICATING STOP

- (a) A movement must have authority to pass a remotely-controlled interlocking signal indicating Stop. The signalman may authorize the movement to pass the signal but before doing so must ensure that there is no conflicting movement in the route to be used, and that all devices controlling signals governing conflicting movements are blocked at Stop. The authorization must specify the route to be used, and must be in writing.
- (b) The movement so authorized need not stop at the signal but must positively identify the signal by number. It must move at RESTRICTED speed to the next signal or Block End sign and will be governed by Rule 104.1 at spring switches, Rule 104.2 at dual control switches and Rule 104.3 at power-operated switches. If there is a railway crossing at grade equipped with a box marked "switches" within the interlocking, the provisions of Rule 611 apply.

- (c) The locomotive engineer must be made aware of the route to be used before moving.

611. AUTOMATIC INTERLOCKING SIGNAL INDICATING STOP

When a movement is stopped by an automatic interlocking signal indicating Stop:

- paragraphs (a), (b) and (c) apply when no other movement or track work is evident; or
 - paragraph (d) applies when track work is evident.
- (a) When no other movement or track work is evident;
- (i) a crew member, after opening the box marked “switches”, will observe panel lights, where provided. If those of the conflicting route(s) are lighted and no conflicting movement is evident, the crew member will open the knife switch and may then allow the movement to proceed;
 - (ii) (MULTI-TRACK) in the box marked “switches” where lights are provided to indicate the approach of a movement, if those of the conflicting route and those of the same railway on the adjacent track are lighted and no other movement is seen approaching, the crew member will open the knife switch and may then allow the movement to proceed;
 - (iii) where lights are not provided, or where those of the conflicting route(s) are not lighted, the crew member, after opening the knife switch, must wait five minutes, unless a greater period is specified in special instructions and posted in the box marked “switches”, before permitting the movement to proceed;
(MULTI-TRACK) - When the lights of the same railway on the adjacent track are not lighted and no other movement is seen approaching, the crew member will contact the RTC before opening the knife switch, to ascertain whether or not a movement is closely approaching on that adjacent track to prevent displaying STOP indications to such movement.
 - (iv) after complying with (i), (ii) or (iii) the movement must then operate at RESTRICTED speed to the next signal or Block End sign; and
 - (v) after the movement has occupied the crossing, the switch must be closed and the box marked “switches” locked.
- (b) Where a pushbutton is provided, to enable a reverse move to be made over the crossing, the crew member will open the box, depress the pushbutton and be governed by signal indication. If the signal fails to clear, the instructions contained in paragraph (a) must be complied with.
- (c) A movement required to switch within or into automatic interlocking limits must, after complying with (a)(iii) leave the knife switch open until switching is completed. When the knife switch is in the open position, signals governing the switching may be considered suspended but only while switching.

- (d) When track work is evident; i.e. when encountering a “840.3 Protection” visible indicator or a special lock on the box marked “switches”; after stopping at the signal, the movement must not proceed beyond the signal until instructions have been received from the foreman. When so authorized by the foreman to proceed, the movement must move at RESTRICTED speed to the next signal or Block End sign.

612. STOPPED FOUL OF SIGNAL

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

614. LEAVING INTERLOCKING IN CTC

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

615. SINGLE UNIT OF EQUIPMENT RESTRICTED

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

616. DAMAGE TO INTERLOCKING

When it is known or suspected that:

- (i) a derailment has occurred; or
- (ii) track, appliances or signals are damaged or malfunctioning;

the signalman must block all controls for signals governing movements over the affected routes at Stop. No move may then be permitted until the signalman has established that they may pass safely.

617. DISCONNECTING TRACK PARTS OR LOCKING DEVICES

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

618.1 PROTECTING AGAINST A FOREMAN

Movements may be authorized to enter or move within the limits of a TOP.

- (a) Each time a movement is so authorized, the movement must be restricted as follows:

“Protect against foreman (name) between (location) and (location)”.

Such restriction must be provided when the movement is within:

- (i) two controlled blocks of the limits; or
- (ii) 25 miles of the limits when there is no controlled block prior.

The RTC or signalman must ensure that the authorized movement is the only one that will encounter the signal indication to enter the limits.

- (b) No entry into TOP limits may be made until both the conductor and locomotive engineer are aware of the authority and limits granted and have received instructions from the foreman named in the authority. Such instructions must be repeated to, and acknowledged by, the foreman before being acted upon.

When permission is granted from the foreman, the current time and location / mileage of the movement must be recorded next to the restriction on the track warrant. All crew members, other than the employee that recorded it, must acknowledge and initial the time and location. This track warrant must be retained until the completion of the shift.

- (c) In addition to the permission and instructions received from a foreman to enter and/or move within the limits, trains or transfers must also be authorized to enter the TOP limits by signal indication or the provisions of Rules 609, 610 or to reverse within the TOP limits under the permission of the signalman.

619. TRANSFER BY SIGNALMEN

- (a) Where an ECM is used or where a computer assisted system generates a list as outlined in (b), the relieving signalman must sign into the system in the presence of the on-duty signalman, and receive verbal and/or written transfer of other necessary instructions and information.
- (b) Except as prescribed in paragraph (a), before being relieved, the signalman must make a transfer in a book or on a form provided for that purpose, of TOP and other authorities in effect. The transfer must include the time and other necessary information and must be signed by both the relieved and the relieving signalman.

620. NON-INTERLOCKED DRAWBRIDGES AND RAILWAY CROSSINGS AT GRADE

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

PROTECTION OF TRACK UNITS AND TRACK WORK

NOTICE

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

A foreman must advise and/or obtain permission from the RTC prior to commencing any track work or operating a track unit which will interfere with the signal system.

In addition, foreman must keep informed as to the location of movements and must not open a main track switch or perform any work which could cause a block or interlocking signal to display a more restrictive indication to a movement.

Portable Derails:

When track work is being protected under a form of positive protection, for example TOP, Rule 841, 842 or OCS Clearance, and protection against movement of unattended equipment into the work limits is required, portable derails may be used as an additional protection under the following conditions:

- (i) Portable derails are located within the protected limits
- (ii) Employees protected or conflicting foreman are informed of their placement and location and are recorded in job briefing books.
- (iii) Derails are removed or placed in the non-derailing position and locked, BEFORE a movement is permitted into the work limits. If still attached to the track, permission to enter the work limits must include derail location and position.
- (iv) Derails are removed from the track before protection is cancelled, removed or expired.

801. OCS CLEARANCE IN LIEU OF TOP

A clearance may be issued in lieu of TOP and the provisions of Rules 80(b), 82, 85, 302, 304.1, 308.1, 311, 803(c)(d), 849 apply.

802. SPEED

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

803. TRACK UNIT AND TRACK WORK AUTHORIZATION

Refer to Rules 805 to 813 for rules applicable within interlocking limits and non-interlocked railway crossings at grade and non-interlocked drawbridges.

(a) Track occupancy by a track unit is permitted as follows:

Territory	Rule or Authority
OCS	Rule 842, TOP or Clearance
CTC	Rule 842 or TOP
Signalled Track	Rule 842 or TOP
NMT	Rule 841
	Rule 105(c) or where it is not applicable, it must be known that there is no conflicting movement(s)
	TOP when SCT is applicable or specified by special instructions
	Other forms of protection when specified by special instructions

(b) Track work is permitted as follows:

Territory	Rule or Authority
OCS	Rules 842, TOP or Clearance
CTC	Rules 842 or TOP
Signalled Track	Rules 842 or TOP
NMT	Rule 841
	TOP when SCT is applicable or specified by special instructions
	Other forms of protection when specified by special instructions

(c) When no longer required, the foreman must promptly cancel or remove the protection and advise any person responsible for the track.

(d) Prior to the removal, cancellation or expiration of protection, or providing instructions to a movement; the foreman must ensure, unless otherwise protected:

- (i) the track is safe for movements at normal speed; and
- (ii) employees or track units for which the foreman is responsible are clear of the track.

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

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

See special instructions.

806. AUTOMATIC INTERLOCKINGS – RAILWAY CROSSINGS AT GRADE

(a) Track Work:

Rule 840.3 applicable.

(b) Track Units:

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

EXCEPTION: A track unit that affects the signal system must stop before passing the interlocking signal.

Before permitting the track unit to proceed the foreman must wait five minutes or such greater time as may be posted in the box or indicated in special instructions. The required waiting period need not be observed when occupancy indication lights on the conflicting route(s) are illuminated.

MULTI-TRACK - When the lights of the same railway on the adjacent track are not lighted and no movement is seen approaching, the foreman will contact the RTC before opening the switch, to ascertain whether or not a movement is closely approaching on that adjacent track to prevent displaying STOP indications to such movement.

808. LOCALLY-CONTROLLED INTERLOCKING – DRAWBRIDGES

(a) Track Work:

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

(b) Track Units:

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

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

809. REMOTELY-CONTROLLED INTERLOCKING – RAILWAY CROSSING AT GRADE

(a) Track Work:

Separate TOP for interlocking unless in possession of other protection encompassing all routes which provide access to the working limits.

(b) Track Units:

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

810. REMOTELY-CONTROLLED INTERLOCKING – DRAWBRIDGES

(a) Track Work:

Separate TOP for interlocking.

(b) Track Units:

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

811. SIGNALMAN REQUIREMENTS – CONTROLLED INTERLOCKINGS

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

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

812. NON-INTERLOCKED RAILWAY CROSSINGS AT GRADE

(a) Track Work:

Rule 841 applicable.

(b) Track Units:

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

813. NON-INTERLOCKED DRAWBRIDGES

(a) Track Work:

Rule 841 applicable.

(b) Track Units:

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

TRACK UNITS OPERATING OVER POWER-OPERATED AND DUAL CONTROL SWITCHES

814. POWER-OPERATED SWITCHES

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

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

815. DUAL CONTROL SWITCHES

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

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

When the foreman requests that the RTC lines a dual control switch to allow a track unit to move over it, the foreman must receive confirmation from the RTC that it is lined and locked for the requested route.

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

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

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

840.3 PROTECTION OF TRACK WORK AT AUTOMATIC INTERLOCKINGS RAILWAY CROSSINGS AT GRADE

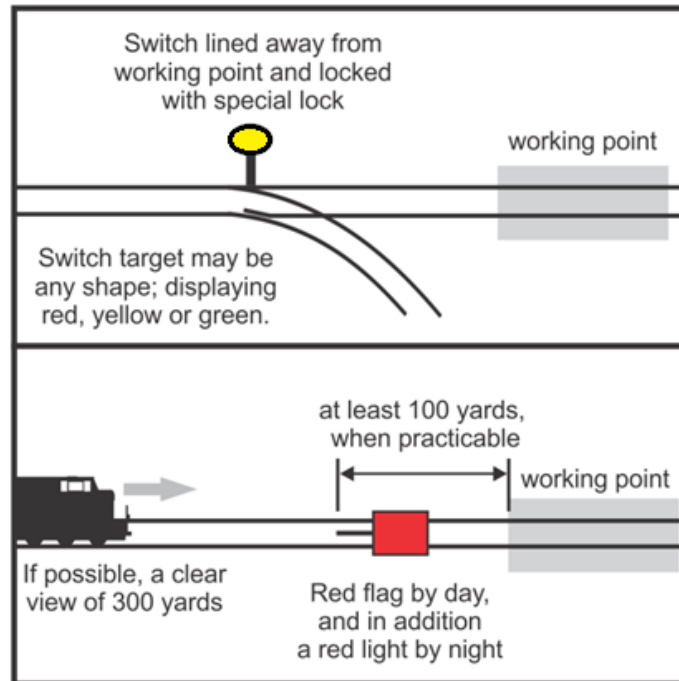
Foreman must also refer to Rule 611(d).

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

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

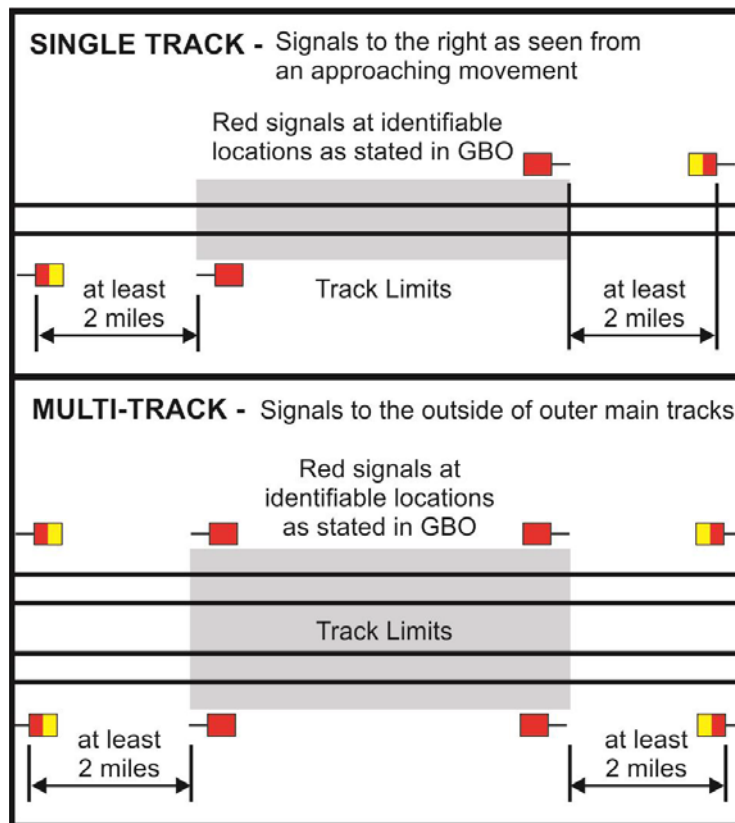
- (a) Permission must be obtained from the RTC of both railways (where applicable).
- (b) After permission has been obtained and before any track work is started, the foreman must open the box marked "switches", open the knife switch and must wait five minutes or such greater time as may be posted in the box. The switch must be left open until track work is completed.
- (c) In addition, a visible indicator marked "840.3 Protection" or special lock must be secured to the box marked "switches" to indicate that track work is ongoing.
- (d) After track work is completed the RTC of both railways (where applicable) must be notified.

841. PROTECTION OF TRACK WORK ON NON-MAIN TRACK



- (a) Before applying protection the employee responsible, if any, for the track must be advised.
- (b) The foreman will provide protection as follows:
 - (i) each switch must be locked with a special lock in the position which will prevent a movement from operating on the portion of track where work is to be performed; or
 - (ii) place a red flag by day, and in addition, a red light by night, or when day signals cannot be plainly seen, between the rails in each direction from the working point. When practicable such signals must be placed at least 100 yards from the working point and where there will be a clear view of them from an approaching movement of 300 yards if possible. Where there is equipment on the track which prevents a clear view from an approaching movement of 300 yards the red signals must be placed to include such equipment.
 - (iii) Protection may be provided by using a combination of the requirements of items (i) and (ii).
 - (iv) Before starting any track work at any location where the work will be protected by the use of the prescribed red signals, foreman must ensure the signals will be visible to all movements operating or switching within the limits.

842. PLANNED PROTECTION – RULE 42



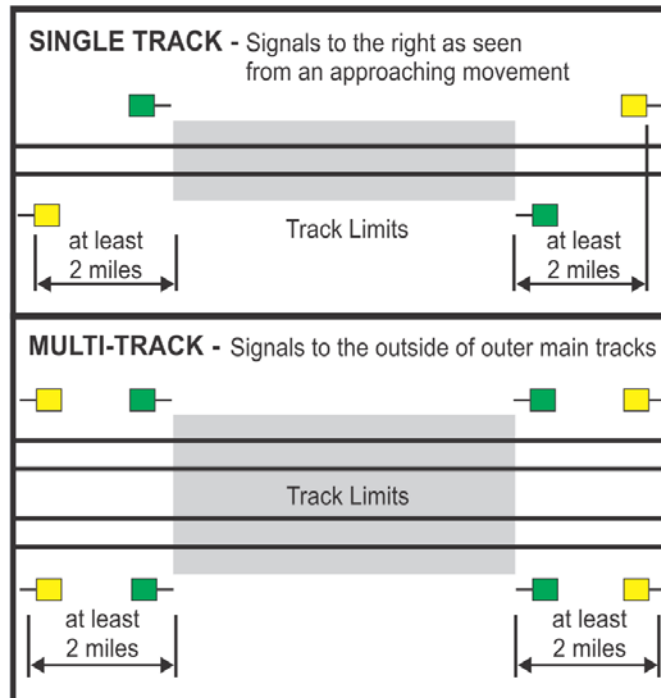
- (a) When protection is required, the request must be in writing and on the prescribed form. When protection has been provided, the track and time limits must be confirmed in writing prior to the foreman named in the GBO arranging for the display of the prescribed flags as follows;
- (i) place a red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

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

foreman require operation on a specific track when the arrangement with the RTC was for more than one route, the foreman must make a new arrangement with the RTC before authorizing the movement.

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

843. SLOW TRACK PROTECTION – RULE 43

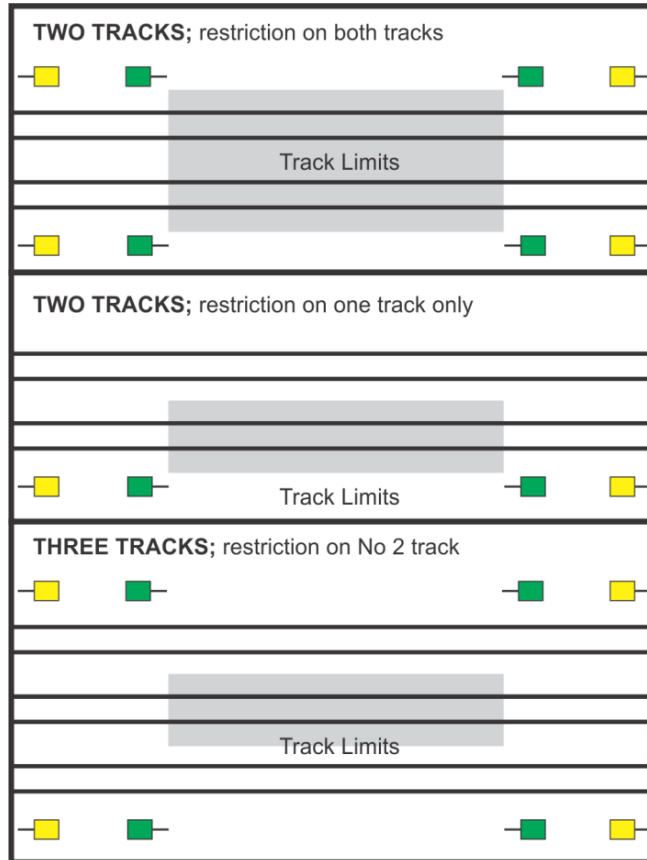


- (a) When slow track protection is required the request must be in writing and when practicable on the prescribed form, and after GBO protection has been provided, the speed restriction(s) and limits must be confirmed to the foreman in writing who will arrange to place a:
 - (i) yellow flag to the right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

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

845. SIGNAL PLACEMENT MULTI-TRACK

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



846. MOUNTING OF SIGNALS

- (a) Signals displayed for protection of track work and track conditions must provide an unobstructed view of them as seen by the crew of an approaching movement. They will be of the prescribed colour, size and shape.
- (b) When a day signal cannot be plainly seen, each flag must be reflectorized or equipped with a reflectorized lens, target or disc, or a reflectorized sign may be used instead. In the application of Rule 841, the required light must be displayed.
- (c) Red, yellow, and yellow over red flags may display those colours only in the direction of an affected approaching movement. Green flags must display that colour in both directions.

TRACK OCCUPANCY PERMITS

849. BEFORE ISSUING TOP AUTHORITY

Before issuing TOP authority, the RTC must;

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

850. SAME OR OVERLAPPING TOP LIMITS

The RTC must not authorize a movement to enter overlapping TOP limits.

852. TOP ENCOMPASSING CONTROLLED LOCATIONS

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

853. REMAINS IN EFFECT

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

854. ONE TRACK UNIT – FOREMAN REQUIREMENTS

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

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

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

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

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

Procedures for Protection of Sub-Foreman work groups

Where “Train” is referenced in the following special instruction, it applies to “Trains, Transfer or Engines”

Sub-foreman protection is restricted for use for those work groups performing work directly related to the protecting foreman’s work project.

The protecting foreman named on the original authority, must enter the name(s) of the sub-foreman in charge of the separated work group, in the applicable portion of the authority.

Only 4 sub-foreman are allowed at one time unless otherwise specified in special instructions.

Sub-foremen are restricted from protecting other sub-foreman.

Prior to commencing work, the sub-foreman must:

- (i) be provided with or transmitted a copy of the protecting foreman’s TOP, Clearance or Rule 42, from the protecting foreman.
- (ii) if authority is transmitted, the employee copying this information must repeat it back to the protecting foreman who will check and underscore it as it is repeated back. Once repeated correctly, the foreman will advise the employee it was correct and they will compare time.
- (iii) apply Rule 855 with any employees accompanying him.

Any changes to the protecting foreman’s authority, including changes to other sub-foreman, must be communicated to the sub-foreman and they must document these changes.

Prior to allowing a train to enter the working limits, the protecting foreman must:

- (i) enter the designation and direction of the train on the clearing record
- (ii) advise sub-foreman of the train and direction, and receive confirmation from all sub-foreman that every employee and machine are clear of the track.
- (iii) place a check mark in the box whose number corresponds with that of the sub-foreman.

- (iv) record the time the train was authorized to enter the work limits as well as the authorized route/speed, on the clearing record.

Before allowing a sub-foreman work group to recommence work, the protecting foreman must:

- (i) ensure any train authorized has departed the authority limits or work location of the foreman or sub-foreman.
- (ii) this must be done by personal observation or radio contact with the involved train by the foreman or sub-foreman and the clear time must be recorded on the clearing record of both foreman and sub-foreman.

The sub-foreman must advise the protecting foreman when protection is no longer required.

Prior to cancelling the authority or prior to the expiration of the time limits on a Rule 42, the protecting foreman must receive confirmation from each sub-foreman that all employees and machines are clear of the track.

856. COMMUNICATION BETWEEN EMPLOYEES AND FOREMEN

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

857. MULTIPLE TOP

Conflicting TOP / OCS Clearances

Where limits of TOP/OCS Clearances overlap, only 3 foremen will be allowed a TOP/OCS Clearance at one time within the overlapping limits.

Visiting foreman, those not directly involved with the work project of the foreman holding the TOP /OCS Clearance, are not allowed at any time.

A foreman requesting a TOP/OCS Clearance which overlaps another TOP/OCS Clearance will be provided the conflicting information, of all conflicting foreman from the RTC.

In OCS territory, the RTC will indicate "no conflicts" if there are no other foreman authorized by OCS Clearance in the limits.

The foreman must record this information in the applicable portion of the authority form and repeat it back to the RTC for accuracy.

Prior to entering any conflicting limits the foreman must:

- Contact all other foreman holding permits within the overlapping limits.
- Obtain a definite understanding, in writing, as to each other's movements and the protection to be provided.

Each foreman must maintain a written record of the original and any new understandings, including when the foreman is clear of the conflicting limits.

Regardless of understandings between foremen, the provisions of TRACK UNIT SPEED must be complied with at all times.

If communication fails after an understanding in writing has been made, or the foreman is unable to contact the conflicting foreman, the RTC must be contacted to verify if the foreman shown as conflicting foreman still holds the overlapping authority.

If the conflict no longer exists, the RTC may verbally advise the foreman of this.

If the conflict is still in effect and unable to contact the conflicting foreman, including through the RTC, the foreman may enter the overlapping limits but only to the point to cancel the preceding authority or clear the main track.

Examples of written understanding:

"I am in the clear at Able, okay through my limits with no restrictions, call me when you are clear the limits."

"I am working east of mile 16, do not pass mile 16 without contacting me."

EXCLUSIVE TOP

858. EXCLUSIVE DESIGNATION

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

859. EXCLUSIVITY

Before an Exclusive TOP is issued, the RTC must verify that no other TOP, Form Y or Form T is in effect within the limits to be covered by the TOP.

An Exclusive TOP must not be issued as a Follow-Up TOP.

860. AFTER ISSUING AN EXCLUSIVE TOP

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

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

861. EXCLUSIVE TOP – TWO TRACK UNITS

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

FOLLOW-UP TOP

862. RTC REQUIREMENTS

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

The RTC;

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

863. FOREMAN REQUIREMENTS

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

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

TOP CANCELLATION

864. TOP CANCELLATION

- (a) The foreman must advise the RTC of the TOP number to be cancelled;
- (b) the RTC must state the TOP number and limits of the TOP to be cancelled which must be acknowledged as correct by the foreman;
- (c) the RTC will state the TOP number, cancelled **time** and the initials of the RTC which must be repeated by the foreman; and
- (d) the cancellation does not take effect until it has been correctly repeated and acknowledged by the foreman.