

SOUTHERN PACIFIC RAILROAD



RULES OF OPERATION

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2.0 RAILROAD RADIO RULES

2.1 Transmitting

Any employee operating a radio must do the following:

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

2.2 Required Identification

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

For base or wayside stations:

- Name or initials of the railroad
- Name and location or other unique designation

For mobile units:

- Name or initials of the railroad
- Train name (number), engine number, or words that identify the precise mobile unit

Short Identification

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

2.3 Repetition

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

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

2.4 Over

The employee transmitting must say, "Over" to the employee receiving the transmission when the communication is complete and a response is expected.

2.5 Out

The employee transmitting must give the required identification and say, "Out" to the employee receiving the transmission when the communication is complete and no response is expected.



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2.6 Communication Not Understood or Incomplete

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

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

2.8 Acknowledgment

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

2.10 Emergency Calls

Emergency calls will begin with the words "Emergency," "Emergency," "Emergency." These calls will only be used to cover initial reports of derailments, collisions, storms, washouts, fires, track obstructions, property damage, or injury to employees or the public. Emergency calls must contain as much complete information on the incident as possible.

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

2.14 Transmitting Track Warrants and Track Bulletins

When transmitted by radio, track warrants and track bulletins must be transmitted according to applicable operating rules and the following:

- The train dispatcher must state that a track warrant or track bulletin will be transmitted.
- The employee must inform the train dispatcher when ready to copy.
- The employee receiving track warrants or track bulletins must copy them in writing using the format outlined in the operating rules.

2.15 Phonetic Alphabet

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

2.17 Radio Testing

Radios used in train operation, outside of a yard, must be tested at the point where the train is originally made up. Engineers and conductors must test the radios at least once during each tour of duty to verify the radios are working. The radio test must include an exchange of voice transmissions with another radio. The test must confirm the quality of the radio's transmission.



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2.18 Malfunctioning Radio

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



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6.0 MOVEMENT OF TRAINS AND ENGINES

6.2 Initiating Movement

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

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

6.3 Main Track Authorization

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

- Rule 6.13 (Yard Limits)
- Rule 6.14 (Restricted Limits)
- Rule 10.1 (Authority to Enter CTC Limits)
- Rule 14.1 (Authority to Enter TWC Limits)
- Rule 16.1 (Authority to Enter DTC Limits)
- At manual interlockings, verbal authority from the control operator or a controlled signal that indicates proceed
- Special instructions or general order

6.4 Reverse Movements

Make reverse movements on the main track at restricted speed and only within the limits a train has authority to occupy the track.

6.4.1 Permission for Reverse Movements

Obtain permission from the train dispatcher or control operator before making a reverse movement, unless the movement is within the same block in any of the following territories:

- CTC
- or
- Signaled TWC

6.9 Meeting or Passing Precautions

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

A train standing on the main track to meet an opposing train must, if possible, line the switch for the opposing train to leave the main track.

6.11 Spacing Trains

In non-signalized territory, a train must not follow another train that has passed or been overtaken until 10 minutes after the train has departed.



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6.13 Yard Limits

Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines. Engines must give way as soon as possible to trains as they approach.

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

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

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

6.14 Restricted Limits

Between designated points specified by signs and in the special instructions, trains and engines may use the main track not protecting against other trains or engines. All movement must be at restricted speed. Movements against the current of traffic must not be made unless authorized or protected by track warrant, track bulletin, yardmaster, or other authorized employee.

6.17 Switches at Junctions

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

6.18 Stopping Clear of Crossings and Junctions

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

6.29 Inspecting Trains

6.29.1 Inspecting Passing Trains

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

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



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

Ground Inspections

When a train stops to let another train meet or pass it, trainmen on the head end must inspect the passing train from the ground. If safe to do so, a crew member must cross the track and inspect the side of the passing train opposite the stopped train.

If they detect a dangerous condition, the train must be stopped immediately for an inspection. Movement must not proceed until it is safe.

6.29.2 Train Inspections by Crew Members

When a walking inspection of the train is required, and physical characteristics prevent a complete train inspection, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection.

While their train is moving, crew members must inspect it frequently and look for indications of defects in the train, especially when rounding curves.

When inspecting their train, crew members must observe the train closely for any of the following:

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

Crew members who discover defects while the train is moving must stop the train promptly and correct any defects, if possible. If the defective car must be set out, they must not attempt to move the car to the setout point unless it is safe to do so.

When a car is set out because of an overheated journal, any fire must be completely extinguished and precautions taken to prevent further ignition.

6.31 Maximum Authorized Speed

Conductors and engineers are jointly responsible for knowing and not exceeding the maximum authorized I speed for their train. Passenger speed is applicable only to trains consisting entirely of passenger equipment. When possible, crew members must notify the train dispatcher promptly of any condition that will delay or prevent their train from making the usual speed.



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6.32 Road Crossings

6.32.2 Automatic Crossing Devices

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

- Movement has been delayed or stopped within 100 feet of the crossing.
 - Movement is closely following another movement.
- or
- Movement is on other than the main track or siding.

Crew members must observe all automatic crossing warning devices and report any that are not operating properly to the train dispatcher or proper authority by first available means of communication.

When a train has been notified that automatic warning devices are not operating properly, the train must not occupy the crossing until vehicular traffic is clear of the crossing.

6.32.4 Clear of Crossings and Signal Circuits

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

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

6.32.6 Blocking Public Crossings


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



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14.0 RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS

SOUTHERN PACIFIC		Track Warrant
NO. _____, 19 _____		
To: _____ At: _____		
1. <input type="checkbox"/> Track Warrant NO. _____ is VOID.		
2. <input type="checkbox"/> Proceed from _____ to _____ on _____ track.		
3. <input type="checkbox"/> Proceed from _____ to _____ on _____ track.		
4. <input type="checkbox"/> Work between _____ and _____ on _____ track.		
5. <input type="checkbox"/> Not in effect until after arrival of _____ at _____.		
6. <input type="checkbox"/> This authority expires at _____.		
7. <input type="checkbox"/> Hold main track at last named point.		
8. <input type="checkbox"/> Clear main track at last named point.		
9. <input type="checkbox"/> Between _____ and _____ make all movements at restricted speed. Limits occupied by train, engines, men or machines.		
10. <input type="checkbox"/> Do not exceed _____ MPH between _____ and _____.		
11. <input type="checkbox"/> Other specific instructions: _____		

OK _____ M Dispatcher _____.		
Copied by _____.		
Reported Clear At _____ M By _____.		
(Mark an 'X' in the box for each item instructed.)		

14.1 Authority to Enter TWC Limits

Where designated by the timetable, a track warrant will authorize main track use under the direction of the train dispatcher or as prescribed by Rule 6.13 (Yard Limits) or 6.14 (Restricted Limits). Track warrant instructions must be followed where yard limits or restricted limits are in effect.

14.2 Designated Limits

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



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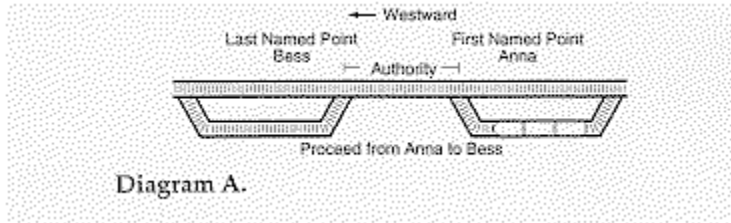
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A. First Named Point

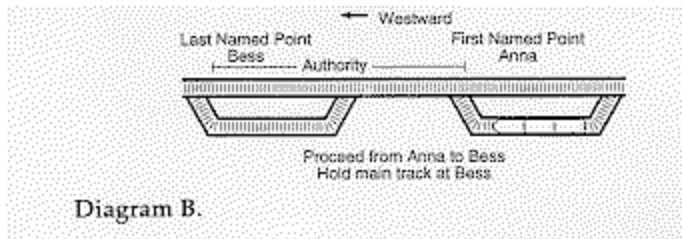
When a station name designates the first named point, authority extends from and includes the last siding switch. Authority extends from the station sign if no siding exists.

B. Last Named Point

When a station name designates the last named point, authority extends to and includes the first siding switch. Authority extends to the station sign if no siding exists.

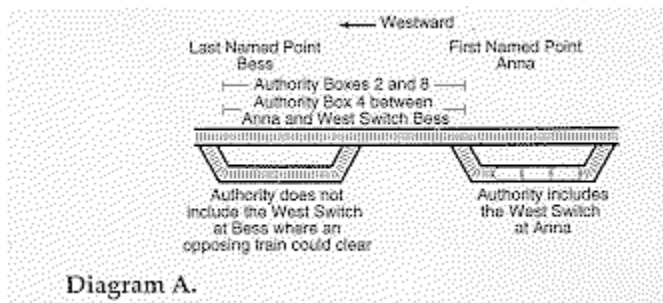


1. At the last named point, authority extends to but does not include the last siding switch when the track warrant states, "Hold main track at last named point."



14.3 Operating with Track Warrants

A track warrant authorizes a train or engine to occupy the main track within designated limits. However, the train or engine must not foul a switch at either end of the limits where an opposing train may use the same switch to clear the main track.





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The train or engine must move as follows:

1. Proceed from one point to another in the direction the track warrant specifies. When a crew member informs the train dispatcher that the entire train has passed a specific point, track warrant authority is considered void up to that point.
or
2. If authorized to "WORK BETWEEN" two specific points, the train or engine may move in either direction between those points without flag protection.

14.4 Occupying Same Track Warrant Limits

Only one train can occupy the same or overlapping limits of a track warrant except when:

1. All trains within the limits are authorized to move in the same direction and required to not foul the limits ahead of any preceding train.
 - A train required to not foul the limits ahead of any preceding train *must report to the train dispatcher* when it clears the main track before reaching the last named point, unless a flagman is left to prevent a following train from passing.
2. Two or more trains are authorized to "WORK BETWEEN" two specific points at *restricted speed* within the overlapping limits.
or
3. Trains are moving through the limits of another train authorized to "WORK BETWEEN" two specific points, and track warrants have instructed all trains to move at restricted speed within the overlapping limits.

Where track warrant authority includes yard limits or restricted limits, the terms of Rule 6.13 (Yard Limits) or Rule 6.14 (Restricted Limits) apply, but track warrant instructions must be followed.

14.5 Protecting Men or Equipment

Men or equipment may receive a track warrant in the same manner as trains to occupy or perform maintenance on the main track without other protection.

A track warrant must not be issued to protect men or equipment within the same or overlapping limits with a train unless:

1. All trains are authorized to proceed in one direction only, and the track warrant specifies that men or equipment do not foul limits ahead of these trains.
or
2. All trains authorized are notified of the men or equipment and have been instructed to move at restricted speed. Also, a track warrant must inform the employee in charge of men or equipment about the trains. If the track is not safe for trains to move at restricted speed, a flagman must protect the track with flags.



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14.6 Movement Against the Current of Traffic

When a track warrant authorizes a train to move against the current of traffic, the train must use only the track designated within the specified limits. This train must not allow a train following on the same track to pass, unless the train dispatcher instructs it to pass.

14.7 Reporting Clear of Limits

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

1. The rear of the train has a rear-end telemetry device, and air pressure on the head-end device indicates brake pipe continuity.
 2. An employee verifies the marker is on the rear of the train.
 3. A crew member can observe the rear car of the train on which the marker is placed.
 4. The train is stopped, and an inspection verifies that the marker is on the rear car of the train.
- or
5. A trackside warning detector transmits an axle count for the train, and the axle count duplicates the axle count transmitted by the previous trackside warning detector.

In addition, a train clearing in a siding or other track must realign all switches back to the main before reporting clear of the limits.

14.8 Track Warrant Requests

An employee who requests a track warrant must inform the train dispatcher what movements will be made and, when necessary, which tracks will be used and how much time is required.

14.9 Copying Track Warrants

The conductor and the engineer must have a copy of the track warrant issued to their train, and each crew member must read and understand it. The following must occur when transmitted verbally:

A. Transmitting Track Warrants

1. An employee will enter all of the information and instructions on the track warrant.
2. The employee will repeat the information to the train dispatcher.
3. The train dispatcher will check it and, if correct, will say "OK" and give the time and his initials.
4. The employee will enter the "OK" time and the train dispatcher's initials on the track warrant and repeat them to the train dispatcher.

B. In Effect

1. The track warrant is not in effect until the "OK" time is shown on it.



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2. If the track warrant restricts movement or previously granted authority, it cannot be considered in effect by the train dispatcher until acknowledgment of the "OK" has been received.

14.10 Track Warrant in Effect

A track warrant is in effect until a crew member reports the train has cleared the limits, or the track warrant is made void. The crew member must inform the train dispatcher when the train has cleared the limits.

Time Limit Shown

If the track warrant shows a time limit, the train must clear the limits by the time specified, unless another track warrant is obtained.

14.11 Changing Track Warrants

Employees must not add to or alter the track warrant in any manner.

When the limits or instructions of a track warrant must be changed, a new track warrant must be issued showing, "Track Warrant NO. _____ is void" and the number of the track warrant being changed. The previous track warrant will no longer be in effect.

14.12 Voiding Track Warrants

A crew member must write "VOID" across each copy of the track warrant when the train has reported clear of the limits or the track warrant has been made void.