# CROR

## Canadian Rail Operating Rules

These Rules were approved by the
Minister of Transport, January 16, 1990,
under the authority of the Railway Safety Act of 1988
for use on federally regulated railways

**Note: Any rules changes approved after March 1, 2002 are not included**

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# General Notice

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

# General Rules

**A.** Every employee in any service connected with the movement of trains or engines shall;

(i) be subject to and conversant with these 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 in effect 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 movement of a train or engine 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 be governed by every safety rule and instruction of the company pertaining to their occupation;

(vii) pass the required examination at prescribed intervals and carry, while on duty, a valid certificate of rules qualification;

(viii) seek clarification from the proper authority if in doubt as to the meaning of any rule or instruction; and

(ix) conduct themselves in a courteous and orderly manner.

***CPR –System Special Instruction:***

***GENERAL RULE A - Documents required while on duty***

*In addition to the requirements of General Rule A (ii) & (vii), employees specified below shall also have the following documents accessible while on duty:*

- **ENGINE CREWS, TRAIN CREWS AND YARD CREWS**

  Note: Train crews on VIA passenger trains must have Form VIA 85-M0003-94 accessible while on duty.

  Train crews operating in Ontario must have accessible while on duty the "Ontario Office of the Chief Coroner – Rail Accident Protocol."

| | | | |
|---|---|---|---|
| **Monthly Operating Bulletins** | ● | | ● |
| **Safety and Health and Accident Prevention Guidelines (Form 300-3) Accident Prevention Policies (Form 300-4)** | ● ● | ● ● | ● ● |
| **1996 North American Emergency Response Guidebook or 2000 Emergency Response Guidebook** | ● | | ● |
| **Standard Practice Circulars, Track** | | ● | |
| **Rules for Protection of Track Units and Track Work (Form V280)** | | ● | ● |
| **Rail Traffic Controller's Manual** | | | ● |

- ENGINEERING AND MAINTENANCE OF WAY PERSONNEL IN POSSESSION OF VALID CERTIFICATE OF RULES QUALIFICATION

- RAIL TRAFFIC CONTROLLERS AND SIGNALMEN

*Employees on duty must also carry with them:*

- *valid Qualification Standards Regulations certificate or a valid Dangerous Goods Certificate of Training, when trained in the handling or transporting of Dangerous Goods.*

*IMPORTANT: All employees in safety critical positions must maintain periodic medicals (which include hearing and vision testing) in accordance with government rules and regulations and CPR policy.*

*All employees in safety sensitive positions must maintain hearing and vision testing requirements.*

*Employees must advise their supervisor between 1 and 3 months prior to expiry date shown on their certificates. Dangerous Goods certificate expires 3 years after training date.*

**B.** Special instructions will be found in current time tables, general operating instructions, operating bulletins and Daily Operating Bulletin (DOB).

**C.** Employees must;

(i) be vigilant to avoid the risk of injury to themselves or others;

(ii) expect the movement of a train, engine, car or track unit at any time, on any track, in either direction;

(iii) not stand in front of an approaching engine or car for the purpose of boarding such equipment;

(iv) not ride the side or above the roof of a moving engine or car when passing side and/or overhead restrictions;

(v) not be on the roof of a moving engine or car, or on the lading of a moving open top car; and

(vi) not be on the end ladder of a car while in motion except for the purpose of operating a hand brake.

**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 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. Employees must not ride on top or side of equipment when on any main shop, diesel shop or car shop track, whether or not the overhead and side clearance is restricted.

**G.** (a) The use of intoxicants or narcotics by employees subject to duty, or their possession or use while on duty, is prohibited.

(b) 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.

(c) 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.

(d) 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.

# Definitions

**Note:** In these rules the following definitions apply.

**ADVANCE SIGNAL**
A fixed signal used in connection with one or more signals to govern the approach of a train or engine to such signal.

**AUTOMATIC BLOCK SIGNAL SYSTEM (ABS)**
A series of consecutive blocks which are governed by block signals, cab signals, or both, in which ABS rules apply. The signals in ABS are actuated by a train or engine, or by other conditions affecting the use of a block.

**BLOCK**
A length of track of defined limits, the use of which by a train or engine is governed by block signals, cab signals, or both.

**BLOCK SIGNAL**
A fixed signal at the entrance to a block to govern a train or engine entering or using that block.

**CAB SIGNAL**
A device located in locomotive engineer's compartment or cab, indicating a condition affecting the movement of a train or engine and used with interlocking or block signals, or in lieu of block signals. Special instructions will be issued to govern the operation of cab signals where in use.

**CAUTIONARY LIMITS**
That portion of the main track or main tracks within limits defined by cautionary limit signs. Where the placement of a sign or signs is not practicable at the prescribed location, it will be so indicated in special instructions.

**CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)**
A system in which CTC rules apply.

**CONTROLLED BLOCK**
A block in CTC between consecutive controlled locations.

**CONTROLLED BLOCK SIGNAL**
A block signal at a controlled location in CTC 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 consisting of one or more controlled block signals.

**CROSSOVER**
A track joining adjacent main tracks, or a main track and another track. The switches at both ends of a crossover are normal when set for through movements on the other tracks.

**DAILY OPERATING BULLETIN (DOB)**
Instructions regarding track condition restrictions and other information which affect the safety and movement of a train or engine within limits indicated in the time table or specified in special instructions.

**DESIGNATED SWITCH**
A main track switch, at the station at either end of a subdivision, which is marked by a sign displaying the symbol  and indicated in the time table by location.

**DUAL CONTROL SWITCH**
A switch equipped for powered operation, also equipped for hand operation.

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

**ELECTRONIC COMMUNICATIONS SYSTEM (ECS)**
A system which may be used for the recording, verification and transmission of instructions or information affecting the movement of trains, engines or track units.

**ENGINE**
A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service.

**EQUILATERAL TURNOUT**
A turnout where both tracks leading from the switch diverge equally.

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

**FIXED SIGNAL**
A signal or sign at a fixed location indicating a condition affecting the movement of a train or engine.

**GENERAL BULLETIN ORDER(S) (GBO)**
Instructions regarding track condition restrictions and other information which affect the safety and movement of a train or engine.

**INTERLOCKING**
An arrangement of interconnected signals and signal appliances for which interlocking rules 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 extending through yards and between stations, upon which trains or engines are authorized and governed by one or more methods of control.

**MULTITRACK**
Two or more main tracks on the same subdivision.

**OCCUPANCY CONTROL SYSTEM (OCS)**
A system in which OCS rules apply.

**POWER-OPERATED SWITCH**
A switch equipped for powered operation, but not equipped for hand operation.

**ROUTE**
The track a train or engine will use in passing from one location to another.

**SCHEDULE**
Information pertaining to the movement and times of a passenger train. A schedule does not convey operating authority.

**SEMI-AUTOMATIC SWITCH**
A yard switch equipped with a mechanism which permits an engine to trail through the switch points thus setting the switch for the route being used.

**SIDING**
A track auxiliary to the main track, for meeting or passing trains, which is so designated in the time table, GBO or DOB.

**SIGNAL INDICATION**
The information conveyed by a fixed signal or cab signal.

**SINGLE TRACK**
One main track upon which trains are operated in both directions.

**SPEEDS:**

**CAUTION SPEED**
A speed that will permit stopping within one-half the range of vision of equipment or a track unit.

**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.

NOTE: When moving at restricted speed, be on the lookout for broken rails.

| ***CPR – System Special Instruction:*** |
| --- |
| *In the application of restricted speed, the train or engine must be stopped immediately when a broken rail is detected by the train crew. Movement of the train or engine must not resume until permission is received from the RTC.* |

**SLOW SPEED**
A speed not exceeding fifteen miles per hour.

**MEDIUM SPEED**
A speed not exceeding thirty miles per hour.

**LIMITED SPEED**
A speed not exceeding forty-five miles per hour.

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

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

**SUBDIVISION**
A portion of a railway designated by time table.

**SWITCHING ZONE**
That portion of the main track or main tracks in CTC, within limits specified in the time table or special instructions.

**TIME TABLE**
The document which contains subdivision information, footnotes and special instructions relating to the movement of trains, engines and track units.

**TRACK OCCUPANCY PERMIT (TOP)**
Permit(s) issued for the protection of track units and track work.

**TRACK UNIT (TU)**
A machine that operates on a railway track and is used in connection with construction or work on, or inspection of, a railway track.

**TRAIN**
An engine or more than one engine coupled, with or without cars, or a track unit(s) so designated by its operating authority, displaying a marker(s).

**YARD**
A system of tracks, other than main tracks, provided for the making up of trains, storing of cars and for other purposes, over which movements may be made, subject to prescribed signals, rules and special instructions.

**YARD LIMITS**
That portion of the main track or main tracks within limits defined by yard limit signs. Where the placement of a sign or signs is not practicable at the prescribed location, it will be so indicated in special instructions.

# Operating Rules

NOTES:

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

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

(iii) When an Electronic Communications System (ECS) is used, each copy received must be examined to ensure legibility. If the copy is not legible this must immediately be reported to, and retransmitted by the rail traffic controller. Illegible copies must immediately be destroyed.

(iv) Radio may be used to communicate information or instructions except when its use is restricted by these rules, special instructions or general operating instructions.

(v) 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.

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

conductor
flagman
foreman
locomotive engineer
pilot
rail traffic controller
signalman
snow plow foreman
switchtender
trainman
yardmaster.

(vii) Wherever the following:

engine
train
trains
train or engine
track unit

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 engine, train or track unit.

(viii) In these rules, special instructions and general operating instructions, the term:

(a) “engine” also applies to an engine with cars;

(b) “conductor” also applies to a yard foreman;

(c) “trainman” also applies to a yardman;

(d) “pilot” applies to an employee assigned to a train when the locomotive engineer or conductor, or both, are not fully acquainted with the physical characteristics or rules of the railway over which the train is to be operated;

(e) “proper authority” applies to the rail traffic controller or the appropriate railway supervisor.

(ix) The following abbreviations and those authorized by special instructions may be used:

| | |
|---|---|
| ABS | Automatic Block Signal System |
| Cndr | Conductor |
| CTC | Centralized Traffic Control System |
| DOB | Daily Operating Bulletin |
| ECS | Electronic Communications System |
| Eng | Engine |
| Engr | Locomotive engineer |
| Exp | Express |
| Frmn | Foreman |
| GBO | General Bulletin Order(s) |
| Jct | Junction |
| Mins | Minutes |
| MPH | Miles per hour |
| No | Number |
| OCS | Occupancy Control System |
| Psgr | Passenger |
| RTC | Rail Traffic Controller |
| SCS | Special Control System |
| Sub | Subdivision |
| TOP | Track Occupancy Permit(s) |
| Trnm | Trainman |
| TU | Track Unit. |

***CPR – System Special Instruction:***

***OPERATING RULES NOTE (ix)***
***Authorized additional abbreviations***

*In addition to the abbreviations included in Operating Rules NOTE (ix), the following abbreviations are authorized.*

| | |
|---|---|
| *B/E CTC Sign* | *Begin/End CTC Sign* |
| *B/E MT Sign* | *Begin/End Main Track Sign* |
| *C L Sign* | *Cautionary Limit Sign* |
| *Ds Swt* | *Designated Switch* |
| *RFP* | *Relief from Flag Protection* |
| *Sdg* | *Siding* |
| *SNS* | *Station Name Sign* |
| *Swt* | *Switch* |
| *S Z Sign* | *Switching Zone Sign* |
| *Wk* | *Work* |
| *Xover* | *Crossover* |
| *Y L Sign* | *Yard Limit Sign* |
| *N* | *North* |
| *E* | *East* |
| *S* | *South* |
| *W* | *West* |

*In transmitting and repeating by voice communication, each abbreviated term, except ABS, CTC, DOB, ECS, GBO, OCS, RTC, Sub, TOP and TU must be pronounced in full.*

The following may also be used for:

the names of the days:

| | | | |
|---|---|---|---|
| Mon | Monday | Fri | Friday |
| Tues | Tuesday | Sat | Saturday |
| Wed | Wednesday | Sun | Sunday |
| Thurs | Thursday | | |

the names of the months:

| | | | |
|---|---|---|---|
| Jan | January | Sept | September |
| Feb | February | Oct | October |
| Mar | March | Nov | November |
| Apr | April | Dec | December |
| Aug | August | | |

(x) 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.

# Time and Time Tables

NOTE: The twenty-four 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.

**1. CLOCKS**

(a) A standard railway clock, identified by indicator card, will be maintained at stations designated by time table.

(b) The employee responsible for a standard railway clock will compare it daily, when on duty, with a railway approved time source. Such employee will record on the prescribed form and display on the indicator card any variation from correct time.

***CPR – System Special Instruction:***

*In the application of Rules 1 (b) and 3 (a) (i), the following are railway approved time sources:*

*a) The National Research Council Standard Time Signal,*

- *transmitted daily by a network of Canadian Broadcasting Corporation radio stations, or*
- *when available, phone number listed in time table.*

*b) The U.S.A. National Bureau of Standards time signal; and*

*c) CPR approved time signals, synchronized with the National Bureau of Standards time signal. (Instructions on how to access an approved synchronized time signal, where such is available, will be indicated in special instructions.)*

(c) When a standard railway clock reflects a variation of more than ten seconds from a railway approved time source, it must be set to correct time. When a clock is required to be set more than twice in any five day period, the employee responsible for setting the clock must notify the proper authority.

**2. WATCHES**

Every conductor, locomotive engineer, trainman, pilot, foreman, snow plow foreman and such other employees as the company may direct, shall, when on duty, use a railway approved watch 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 thirty seconds in a twenty-four hour period;

(ii) set it to reflect the correct time if it reflects a variation of more than thirty seconds;

(iii) not regulate its movement.

***CPR – System Special Instruction:***

*In the application of Rule 2, a railway approved watch is a reliable watch that simultaneously displays hours, minutes, and seconds in the twenty-four hour system.*

*Every employee in possession of a valid certificate of rules qualification shall, when in service connected with the movement of trains or engines, use a reliable railway approved watch or clock.*

**3. WATCH COMPARISON**

(a) Before commencing work, every employee referred to in Rule 2 shall;

(i) compare the time on his watch with the time indicated on a standard railway clock where one is provided or with a railway approved time source;

***CPR – System Special Instruction:***

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*c) CPR approved time signals, synchronized with the National Bureau of Standards time signal. (Instructions on how to access an approved synchronized time signal, where such is available, will be indicated in special instructions.)*

(ii) where a standard railway clock or 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.

(b) Every crew member assigned to a train or engine shall compare the time with one another as soon as possible after commencing work.

### 3.1. TIME IN EFFECT

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

### 3.2. NOTICE OF TIME CHANGE

Notice of time change will be given by operating bulletin and posted at least seventy-two hours prior to the time change taking effect. Notice will also be given by GBO or DOB at least twenty-four hours prior to the change and for not less than six days after it takes effect.

***CPR – System Special Instruction:***

***Instructions when time changes***

*Between 0001 and 0400 on the date time changes, the following instructions apply:*

*GBO and instructions contained in a DOB, in which time is stated must not be used or be in effect during these hours, except that:*

- *Form Q may be used;*
- *Form T may be used when time stated is not between these hours; and*
- *Form Y may be used when time limits do not begin or end during these hours.*

### 3.3. EMPLOYEES ON DUTY WHEN TIME CHANGES

Each employee on duty when time changes, who is responsible for a standard railway clock or required to use a railway approved 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;

(iii) From or to a time, other than Standard Time or Daylight Saving Time:
Employees affected will be governed by special instructions.

### 3.4. CLOSED STANDARD RAILWAY CLOCK LOCATIONS

At standard railway clock locations, which will be closed when time changes, the employee responsible, before going off duty, must cover the face of the clock. The employee responsible coming on duty after the change of time, will uncover the face of the clock and must immediately set it to the new time.

### 3.5. TIME COMPARISON WHEN TIME CHANGES

(a) When time changes, each employee responsible for a standard railway clock must compare time with the RTC, or with a railway approved time source, immediately after such clock has been set to the new time.

(b) Employees who have changed time in accordance with Rule 3.3 must immediately compare time with each other, within the following groups:

(i) Crew members on the engine of a train and snow plow foreman, if any;

(ii) Crew members on a train other than the engine, where applicable;

(iii) Crew members in yard service.

***CPR – System Special Instruction:***

***Unable to compare time***

*In the application of Rule 3.5(b), employees who are unable to compare time with each other must, as soon as possible, compare time with:*

- *the RTC;*
- *a standard railway clock; or*
- *a railway approved time source.*

### 4. TIME TABLES AND THEIR USE

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

### 4.1. NOTICE OF NEW TIME TABLE OR SUPPLEMENT

Notice will be given by operating bulletin and posted at least seventy-two hours prior to a new time table or supplement taking effect. Notice will also be given by GBO or DOB at least twenty-four hours prior to the new time table or supplement taking effect and for not less than six days after it takes effect.

## 6. SYMBOLS AND DIAGRAMS

(a) The following symbols when used in the time table indicate:

* See footnote
B Operating bulletins
C Standard railway clock
D Trains report departure to RTC
K Standard railway clock and operating bulletins
U Cautionary limits
W Switching zone
X Crossover between main tracks
Y Wye
Z Yard limits.

(b) A diagram in the station column of the time table may be used to illustrate the limits or location of single track, multitrack, siding, crossover between main tracks, main track spring switch, wye and other physical track characteristics. When a diagram is used to depict a crossover between main tracks, or wye, the corresponding symbol need not be used.

(c) The background of such diagram may be colour-shaded to depict method of train control or block signal system as follows:

| | |
|---|---|
| Occupancy Control System | BLUE |
| Centralized Traffic Control System | RED |
| Automatic Block Signal System | GREEN |

(d) When not depicted by a diagram, with or without colour codes, method of train control, ABS and the limits of single track or multitrack, will be indicated in the time table and when practicable, shown within brackets on either side of the station column.

(e) The location of each interlocking, non-interlocked drawbridge and non-interlocked railway crossing at grade will be indicated in subdivision footnotes.

(f) Siding capacity and the extent of DOB limits, yard limits, cautionary limits or a switching zone will be indicated in time table columns, to the side of the station column or in subdivision footnotes.

# Signals – General

**11. FUSEES**

(a) A train or engine 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 3000 yards beyond the location of the fusee. If moving at other than reduced speed, a train or engine 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.

EXCEPTION: On a subdivision where flagging distance is decreased by Rule 35.1, the distance of at least 3000 yards required by this rule is decreased to at least 2000 yards.

**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) 

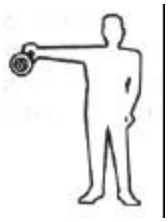
Swung in a circle at right angle to the track at a speed in proportion to the speed required.

MOVE BACKWARD

(iii) 

Raised and lowered at a speed in proportion to the speed required.

MOVE FORWARD

(iv) 

Held horizontally at arm's length.

REDUCE SPEED

(v) 

Raised and swung horizontally above the head, at right angle to the track when standing.

APPLY AIR BRAKES

(vi) 

Raised and held at arm's length above the head when standing.

RELEASE AIR BRAKES

(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 unit.

(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) When switching is being performed, signals shall be given directly to the locomotive engineer, whenever practicable. The conductor is responsible for seeing that trainmen are in proper position to give or relay signals 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 train or engine is clear of the main track, must not give an approaching train or engine a hand signal to move forward.

**12.1. RADIO OR HAND SIGNALS**

Radio will be used to communicate signals or instructions, but if conditions require, hand signals may be used in lieu of radio. A definite understanding as to the method of control must be established between crew members giving or receiving instructions, before changing from radio to hand signals or from hand signals to radio. In case of an emergency, either method may be used in addition to that previously arranged.

**12.2. SWITCHING BY RADIO**

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

(i) direction in relation to the front of the controlling unit must be given in the initial instruction and from then on whenever the direction of movement is to change;

(ii) distance to travel must be given with each communication; and

(iii) movement must be stopped at once if no further communication is received when the movement has travelled one-half the distance required by the last instruction.

Note: Doubt as to the meaning of an instruction or for whom it is intended must be regarded as a stop signal.

**13. ENGINE BELL**

The engine bell must be rung when:

(i) an engine is about to move;

(ii) passing a train or engine 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. When engine whistle signal 14(l) is sounded, the engine bell need not be rung.

**13.1. ENGINE BELL FAILURE**

Should the engine bell fail on the lead unit, repairs must be made as quickly as possible. If repairs cannot be made the train or engine may proceed to the first point where repairs can be made. The engine bell, if available on another unit in the engine consist, will be rung continuously while moving to the repair point.

**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 “o” 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 (#).

| SOUND | INDICATION |
|---|---|
| (a) o | When standing - braking system is equalized; angle cock may be closed. |
| (b) o o | (i) Answer to a “stop” signal (except a fixed signal).<br>(ii) Answer to any signal not otherwise provided for.<br>NOTE: (b) not applicable when switching. |
| (d) o o o o | Call for signals. |
| (e) o o o o o o | 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) ___ ___ o ___ | (#) (i) At every whistle post.<br>(#) (ii) At least one-quarter of a mile from every public crossing at grade, (except within limits as may be prescribed in special instructions) to be prolonged or repeated according to the speed of the movement until the crossing is fully occupied by the engine or cars.<br>(#) (iii) At frequent intervals when view is restricted by weather, curvature or other conditions. |

(q) When two or more engines are coupled, the locomotive engineer on the leading engine will sound the signals as prescribed by this rule.

(r) In case of engine whistle failure the engine bell must be rung continuously:

(i) approaching and moving through curves; and

(ii) approaching and passing station facilities, yards and public crossings at grade.

In addition, the train or engine must not exceed twenty-five miles per hour entering each public crossing at grade which is not protected by a watchman, gates or automatic warning devices, until such crossing is fully occupied.

(s) When a movement, not headed by an engine or snow plow, is equipped with a whistle at the leading end, such whistle must be sounded as prescribed by 14 (f) and 14 (I). In addition, all engine whistle signals must be sounded by the locomotive engineer.

(t) When a snow plow is operated ahead of an engine, the snow plow foreman 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.

**15. SNOW PLOW WHISTLE SIGNALS**

(This rule also applies when work equipment is handled by an engine.)

When radio cannot be used, and snow plow whistle signals are used in lieu of voice communications, they will indicate the following to the crew members on the engine.

NOTE: Signals prescribed by this rule are illustrated by “o” for short sounds; “___” for longer sounds.

| **SOUND** | **INDICATION** |
|---|---|
| (a) o | Stop at once. |
| (b) o ___ o | Move forward. |
| (c) ___ o ___ | Move backward. |

**17. HEADLIGHT**

(a) The full power of the headlight must be displayed continuously to the front of every train except as provided in paragraph (b), (c) or (d).

(b) The headlight shall be extinguished when standing clear of the main track or when standing on a yard track.

(c) On an engine so equipped, the headlight shall be dimmed:

(i) approaching or being approached by the front or rear of another train or engine; and

(ii) approaching a station where a stop is to be made, to discharge or receive passengers.

(d) The headlight should be dimmed at night when facing oncoming vehicles which may be affected on adjacent roadways.

EXCEPTION: The full power of the headlight must be used approaching each public crossing at grade until such crossing is fully occupied by the train.

### 17.1. HEADLIGHT FAILURE

(a) If the headlight on a train fails and repairs cannot be made, the RTC must be notified as quickly as possible. Ditch lights or oscillating headlight in the stationary position, will, when the engine is so equipped, be used in lieu of the headlight and the train may proceed.

(b) If the engine is not equipped with ditch lights or oscillating headlight, such lights as are available must be displayed and the train may proceed to the first point where repairs can be made. It must not exceed twenty-five miles per hour entering each public crossing at grade not protected by a watchman, gates or automatic warning devices until the crossing is fully occupied by the train.

### 17.2. DITCH LIGHTS OR OSCILLATING HEADLIGHT

(a) A train equipped with operating ditch lights or an operating oscillating headlight must have such lights displayed continuously to the front except that;

(i) such lights must be extinguished when the headlight is required to be dimmed or extinguished; and

(ii) ditch lights should be extinguished at night when facing oncoming vehicles on adjacent roadways except when approaching each public crossing at grade until such crossing is fully occupied by the train.

***CPR – System Special Instruction:***

*In the application of Rule 17.2 (a) **Lead engines used in road service must be equipped with operative ditch lights.*

*Should a ditch light(s) fail en route, engine may be operated to the nearest repair location in the direction of movement where repairs can be effected or the engine can be exchanged. Designated repair points/engine exchange locations for ditch lights are:*

- *Coquitlam*
- *Calgary*
- *Winnipeg*
- *Toronto*
- *Montreal*

** *Includes Rail Diesel Cars (RDC) and cab cars used in commuter service. Excludes 8000 series locomotives.*

(b) When ditch lights or an oscillating headlight are used as a substitute headlight, they must be extinguished when the headlight is required to be extinguished.

(c) Ditch lights must be extinguished while switching except when used as a substitute headlight.

**17.3. ENGINE LIGHTS**

(a) A headlight will be displayed at the front and, when so equipped, at the rear of;

(i) an engine separated from its train; and

(ii) an engine in yard or transfer service.

When not so equipped, such engine must display a headlight to the front and a back-up light to the rear. The headlight (back-up light) on the end coupled to cars may be dimmed or extinguished, subject to the provisions of Rules 17 and 17.1.

(b) A train or engine unable to display a headlight in the direction of movement, must not exceed twenty-five miles per hour entering each public crossing at grade not protected by a watchman, gates or automatic warning devices, until such crossing is fully occupied by the train or engine.

**19. MARKER(S)**

One marker, or two markers when so equipped, lighted and/or reflectorized, will display red to the rear of every train by day and by night to mark the rear of the train.

**19.1. SUBSTITUTE MARKER**

A red flag by day or a red light by night will be displayed to mark the rear of a train not equipped to display markers prescribed by Rule 19.

NOTE: A red reflectorized plaque may be used in lieu of a red flag or light.

**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 train or engine 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.

(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 train or engine 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.

**26.1. PROTECTION FOR EMERGENCY REPAIR WORK**

The locomotive engineer must be notified before emergency repair work is to be undertaken on an engine, or on equipment coupled to an engine if blue signals are not available. When so notified, the locomotive engineer must ensure that no movement is made nor the brakes applied or released until the workmen have moved clear and have advised the locomotive engineer accordingly.

**27. SIGNAL IMPERFECTLY DISPLAYED**

(a) Except as provided in paragraph (b), a fixed signal or cab 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, trains may proceed reducing to slow speed through turnouts, when practicable, preparing to stop at the next signal.

EXCEPTION: This does not apply to a single yellow displayed at the bottom position of a signal or when a signal is known or suspected as being damaged.

**34. FIXED SIGNAL RECOGNITION AND COMPLIANCE**

(a) The crew on an engine and snow plow foreman 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 train or engine 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.

(c) If prompt action is not taken to comply with the requirements of each signal indication affecting their train or engine, 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 train or engine, including stopping it in emergency if required.

NOTE: The indication of a switch target or light need not be communicated unless it indicates that the switch is not properly lined for the train or engine affected.

***CPR – System Special Instruction:***

*The following signals are considered fixed signals which must be communicated between crew members in compliance with Rule 34:*

- *each block signal;*
- *each interlocking signal;*
- *each switch target or light, subject to the provisions of the NOTE in Rule 34(c).*

*Due to the importance of early recognition and action by crew members of the position of each switch specified by a clearance to be restored to normal position, the following indication must also be communicated:*

- *each target or light of a switch specified in Item 6 of a clearance, whether or not it indicates that the switch is properly lined for the train or engine affected.*

**35. EMERGENCY PROTECTION**

(a) Any employee discovering a hazardous condition which may affect the safe passage of a train or engine 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 train or engine 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 train or engine will have sufficient time and distance to be able to stop before the condition. Unless otherwise provided, a flagman must go at least 3000 yards from the condition to a location where there will be a clear view of the flagman from an approaching train or engine.

When a train or engine 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);

(ii) come to a stop; or

(iii) reached the location of the flagman.

(c) A train or engine stopped by a flagman must not proceed until so instructed by the flagman.

| ***CPR – System Special Instruction:*** |
| --- |
| ***In the application of Rule 35 (c):***<br>*Instructions to enter or move within the protected limits must be recorded in writing.* |

(d) A flagman must be equipped with a red flag and eight red fusees. The presence of an unbroken seal verifies that the flagging equipment kit is properly supplied.

NOTE: This rule does not authorize main track movement or track work.

***CPR – System Special Instruction:***

*The RTC may relieve a crew from the requirement to provide emergency protection as prescribed by Rule 35:*

- *by issuing Relief from Flag Protection (RFP) Authority in the following form:*

  **On** _____ **track**
  *(designated)*

  **Between** _____ **and** _____
  *(location)* *(location)*

  **Protection against** _____ **trains**
  *(all or specified direction)*

  **is not required until this authority is cancelled.**

- *the provisions of Rule 136 apply;*
- *authority must not be issued until the RTC has provided protection against the specified trains;*
- *protection must be maintained until the Relief from Flag Protection (RFP) Authority is cancelled;*
- *Relief from Flag Protection (RFP) Authority does not provide operating authority.*

## 35.1. DECREASED FLAGGING DISTANCE

On a subdivision specified in the time table or special instructions, in the application of Rule 35, 42 or 43, the distance of at least 3000 yards is decreased to at least 2000 yards.

# Protection of Impassable or Slow Track

NOTE (i) Wherever the words “General Bulletin Order” (GBO) appear in Rules 42, 43 and 44 they also apply to Daily Operating Bulletin (DOB).

NOTE (ii) Special instructions will specify when Rules 42, 43 and 49 are applicable on other than main track except on signalled sidings and other signalled tracks.

**40.1. PROTECTION OF TRACK WORK ON OTHER THAN MAIN TRACK**

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

NOTE (ii) Before starting any track work on a siding, the RTC must be advised. Before starting any track work on a yard track, the yardmaster, where employed, must be advised.

(a) Before any work is started, which may make the track unsafe for a train or engine movement, track forces or other employees will provide protection as follows:

(i) Each switch must be locked with a special lock in the position which will prevent a train or engine from operating on the portion of track where work is to be performed; or

***CPR – System Special Instruction:***

***In the application of Rule 40.1 (a) (i):***

- *the RTC or signalman may line and block a dual control or power-operated switch in the position which will prevent a train or engine from operating on the portion of track where work is to be performed;*
- *confirmation that switch blocking has been provided must be received in writing by the foreman from the RTC or signalman;*
- *DUAL CONTROL AND POWER-OPERATED SWITCH BLOCKING CONFIRMATION form should be used to record this confirmation;*
- *the RTC or signalman must maintain the switch blocking until cancelled by the foreman; While switch blocking is in effect, the RTC must not authorize a train or engine to enter the protected track.*
- *The provisions of Rule 136 apply.*

(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 train or engine of 300 yards if possible. When there is equipment on that track which prevents a clear view from an approaching train or engine of 300 yards, the red signals must be placed to include such equipment.

(b) A train or engine approaching a signal prescribed by paragraph (a), clause (ii), must be stopped before passing it and must not proceed beyond such signal until it has been removed. An employee of the same class who placed the red signal may alone remove it, but only when authorized by the foreman.

(c) Equipment must not be placed on the track being protected which will block a clear view of the red signals.

***CPR – System Special Instruction:***

***Operation of track units on other than main track.***

*Rule 40.1 may be used to protect the movement of track units on track designated as other than main track. When not using the provisions of Rule 40.1, track units may be operated on other than main track provided:*

*a) The foreman does not permit the track unit to foul or occupy a yard track until the yardmaster, where employed, has been advised.*

*b) A foreman in charge of a track unit must give way as quickly as possible on the approach of a train or engine on the track affected.*

*c) On the approach of a train or engine from either direction on the track affected, if unable to comply with paragraph b), the foreman will arrange the display of a stop signal.*

***Note:*** *The application of paragraphs a), b), and c) will not authorize track work.*

**40.2. TRACK WORK IN CAUTIONARY LIMITS**

Within cautionary limits specified by special instructions:

(a) Before any work is started, the RTC and/or yardmaster must be advised, and in addition:

(i) The working limits must be protected by a red flag by day, and in addition, a red light by night, which must be placed between the rails, at least 100 yards where practicable, in each direction from the working point. The limits must be protected by lining and locking one or more main track switches to prevent access to the working limits. Such switches must be locked with special locks;

(ii) When not practicable to line and lock switches to prevent access to the working limits, TOP or Form Y protection must be obtained to restrict trains from entering the cautionary limits;

(iii) Switches within the working limits that provide access must be lined for normal position and locked with a special lock.

(b) A train or engine approaching a red signal prescribed by (i) or a switch locked with a special lock as prescribed by (iii) must stop and there be governed by instructions of the foreman in charge. An employee of the same class who placed the red signal may alone remove it, but only when authorized by the foreman.

***CPR – System Special Instruction:***

***In the application of Rule 40.2 (b):***

*Instructions to enter or move within the protected limits must be recorded in writing by the foreman and a crew member.*

(c) After track work is completed, main track switches lined to protect the track work must be restored to normal position. The RTC and/or yardmaster must be so advised.

### 40.3. PROTECTION OF TRACK WORK AT AUTOMATIC INTERLOCKING

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

(i) Permission must be obtained from the RTC of both railways.

(ii) After permission has been obtained, and before any track work is started, the foreman must open the box marked “switches” located at the interlocking, and after opening the switch, must wait five minutes or such greater time as may be posted in the box. The switch must be left opened until track work is completed.

(iii) In addition, a red flag must be placed between the rails at each interlocking signal.

(iv) A train or engine stopped at the entrance of such automatic interlocking must not proceed beyond the red signal until instructions have been received from the foreman and the red flag removed in clear view of the locomotive engineer.

(v) When track work is still ongoing, a train or engine authorized to proceed is therefore relieved of the requirements of Rule 611, except that such movement must be made at restricted speed to the next signal or Block End sign.

(vi) When track work is completed and the train crew is so advised by the foreman, the train or engine will proceed according to the signal indication.

(vii) After track work is completed the RTCs of both railways must be notified.

| ***CPR – System Special Instruction:*** |
| --- |
| ***In the application of Rule 40.3:***<br><br>*Instructions to enter or move within the protected limits must be recorded in writing by the foreman and a crew member.* |

**42. PLANNED PROTECTION**

(a) When Form Y protection is required, the request must be in writing and on the prescribed form, when practicable. 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 signals as follows:

(i) Place a red flag at each location stated in the GBO to the right of the track as seen from an approaching train or engine. The defective or working point must not be less than 200 yards inside the track limits defined by the red signals; and

(ii) place a yellow over red flag at least 3000 yards outside the track limits defined by the red signals, to the right of the track as seen from an approaching train or engine.

(b) A train or engine in possession of the Form Y must not proceed beyond the red signal prescribed by paragraph (a), clause (i), 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.

***CPR – System Special Instruction:***

***In the application of Rule 42 (b):***

- *within CTC, where there is more than one potential route for train or engine movements, approaching or within Rule 42 limits, RTC and Foremen must communicate to determine the track(s) to be used prior to authorizing movements into the limits.*
- *RTC will ensure the route is lined for movement on the track(s) to be used.*

*When the same route is granted for multiple train or engine movements, such instruction must be recorded by the RTC and repeated to the foreman to ensure proper understanding.*

(c) The instructions must be repeated to, and acknowledged by, the foreman named in the GBO before being acted upon.

***CPR – System Special Instruction:***

***In the application of Rule 42 (c):***

- *instructions to enter or move within the protected limits must be recorded in writing by the foreman and a crew member.*
- *Before issuing instructions, the foreman must ensure the track, or portion of the track, to be used by the train or engine is clear and all switches, for which the foreman is responsible, are lined and locked in normal position.*

*Before granting permission for a train or engine to enter or move within the limits of a TOP or Rule 42, the foreman must first state:*

- *"I am protecting (number) sub-foremen and they have reported clear"; or*
- *"no sub-foremen are being protected."*

*Note: When sub-foremen are protected beyond the limits to be granted, the statement "no sub-foremen are being protected" must be qualified by stating limits in which no sub-foremen are protected.*
*Example: "no sub-foremen are being protected between (location) and (location)."*

*The crew of the train or engine must:*

- *repeat such statement to the foreman; and*
- *if not received, request such statement from the foreman.*

(d) Where signalled turnouts, which can provide access to the protected track, are located between the opposing yellow over red signals, the protection must be provided on all main tracks of the subdivision named in the GBO.

(e) Track limits shall be kept as short as practicable and be expressed in whole miles or by other identifiable locations.

**43. SLOW TRACK PROTECTION**

(a) When the defect does not require a stop to be made, and after GBO protection has been provided, the speed restriction and limits must be confirmed to the foreman in writing who will arrange to:

(i) Place a yellow flag at least 3000 yards in each direction from the defect, to the right of the track as seen from an approaching train or engine; and

(ii) place a green flag in each direction, immediately beyond the defect, to the right of the track as seen from an approaching train or engine.

(b) A train or engine must not exceed the speed requirement of the GBO while any portion of the train or engine is between the opposing green signals.

(c) When a signalled turnout is within 3000 yards of a speed restriction which does not apply on all tracks, every train or engine must approach such location prepared to comply with the speed restriction until it is known which route is to be used. Where an equilateral turnout is involved, the following must be added to the Form V: "This restriction is within 3000 yards of equilateral turnout at _____."

**44. UNUSUAL TRACK SIGNAL CONDITIONS**

(a) In the absence of one or more of the signals prescribed by Rule 42, between the times stated in a Form Y, a train or engine 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 train or engine which encounters a yellow over red flag, outside the times stated in the Form Y, may proceed on the instructions received from the foreman named in the GBO. If the foreman cannot be contacted, the train or engine must be prepared to stop at a red flag and, if no red flag is encountered at the location stated in the GBO, the RTC must be advised.

(ii) A train or engine which encounters a red flag, outside the times stated in the Form Y, must stop and may then proceed on the instructions received from the foreman named in the GBO. If the foreman cannot be contacted, the train or engine must communicate with the RTC as quickly as possible and be governed by instructions received.

(iii) A train or engine which encounters a yellow over red flag or red flag, 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.

| ***CPR – System Special Instruction:*** | | | |
|---|---|---|---|
| *In the application of Rule 44 (b) or Rule 44 (e), the following applies:* | | | |
| **Trains and Engines** | **Flag Encountered** | **Are instructions "in writing" required to resume normal movement?** | **Example of Instruction** |
| **In possession of Form Y, flag encountered OUTSIDE of times stated** |  | *No, verbal only from Foreman | "1234 East may (*remove and*) pass red (*yellow over red*) signal at mile 10 Gander Sub and proceed." |
| **NOT in possession of Form Y – GBO** |  | Yes<br>GBO from RTC | |
| **NOT in possession of Form V - GBO** |  | Yes<br>GBO from RTC | "Rule 44 (e) 10 MPH restriction for yellow (green) flag between mile 10 and mile 11 is cancelled." |
| * This verbal instruction does not authorize the crew to proceed in the protected limits within the times stated. | | | |

(c) A train or engine 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 train or engine will be governed by the requirement of the Form V. Such condition must be communicated to the RTC as quickly as possible.

(e) A train or engine which encounters a yellow or green flag without a GBO requiring the placement of such signal, must reduce the speed to 10 MPH and immediately communicate with the RTC. The train or engine will be governed by instructions received from the RTC.

(f) The Form Y or Form V must indicate the location of signals which cannot be placed at the distance prescribed by Rule 42 or 43.

(g) When the placement of signals as prescribed by Rule 43 is delayed, the RTC must be advised and the following must be added to the Form V: "Signals may not be in place." The signals must be placed as soon as possible and the GBO changed accordingly.

## 45. PROTECTION BOTH DIRECTIONS

In providing protection, each main track must be regarded as a track upon which a train or engine may be operated in either direction.

## 45.1. SIGNAL PLACEMENT TWO TRACKS

Except on a subdivision designated in special instructions, where two main tracks are on the same roadbed, signals required to be placed to the right of the track as seen by the crew of an approaching train or engine under Rules 42 and 43 must be placed to the outside of the track affected and not between the two main tracks.

**46. MOUNTING OF SIGNALS**

(a) When signals are displayed as prescribed by Rules 40.1 - 43, they will be mounted on staffs and elevated to give an unobstructed view of them as seen by the crew of an approaching train or engine. 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 40.1, the required light must be displayed.

| ***CPR – System Special Instruction:*** |
| --- |
| *In the application of Rule 40.2, the required light must be displayed.* |

**47. PERMISSIBLE SPEED SIGNS**

Signs bearing figures indicating permissible speed, placed at the side of the track, will indicate permanent speed restrictions or zone speeds. Such restrictions will be specified in the time table, GBO or DOB.

## 49. TRACK OCCUPANCY PERMIT (TOP)

(a) When authorized by a TOP, track units may be operated and track work may be carried out on the main track without flag protection.

(b) The limits of a TOP must be defined as between two identifiable locations, such as;
- (i) whole miles;
- (ii) specific siding switches;
- (iii) other main track switches specifying location or stating mileage;
- (iv) specific signals identified by number;
- (v) specific yard limit signs or cautionary limit signs, specifying location or stating mileage; or
- (vi) station names.

NOTE: When station names are used to define the limits of a TOP, the authority does not include the use of the main track between the siding switches at either of the stations named. At a location where there is;
- (i) no siding, the authority begins or ends at the designated switch; or
- (ii) neither a siding nor a designated switch, the authority begins or ends at the station name sign.

***CPR – System Special Instruction:***

***Station names added to TOP limits***

*When both signal numbers and station names (with or without a direction) are used in a TOP to specify a location:*

- *the location is defined by the signal numbers ALONE;*
- *the station name and direction only clarify the location of the signal, but must be written, pronounced and spelled in accordance with the provisions of SSI to Rule 132.*

## 49.1. TOP AUTHORITY WITHIN YARD LIMITS OR CAUTIONARY LIMITS

(a) A TOP must not be issued to apply within yard limits or cautionary limits where there are trains or engines operated whose movements cannot be controlled by the RTC.

(b) The RTC must not authorize a train or engine movement to the yard limit sign or cautionary limit sign while a TOP is in effect within such limits.

## 49.2. BEFORE ISSUING TOP AUTHORITY

Before issuing TOP authority, the RTC (or signalman within an interlocking) must;

(i) ensure there is no conflicting train or engine within, or authorized to enter, the TOP limits to be granted unless such train or engine has been restricted in accordance with Rule 311, Rule 567.1 or Rule 618; and

(ii) in CTC and controlled interlockings, block at Stop all devices controlling signals governing the movement of trains or engines into the limits to be granted. Signal blocking applied to protect a TOP must be maintained until the TOP is cancelled to the foreman.

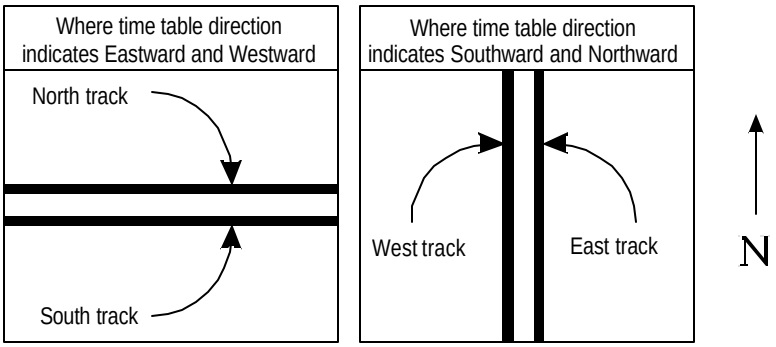
## 49.3. SAME OR OVERLAPPING TOP LIMITS

The RTC (or signalman within an interlocking) must not authorize a train or engine to enter TOP limits when such limits are the same as or overlapping other TOP limits.

# Movement of Trains and Engines

**51. DESIGNATION AND USE OF MAIN TRACKS**

(a) Where two main tracks are in service, unless otherwise directed by time table or 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.

**80. MAIN TRACK AUTHORIZATION**

A train or engine must not foul or enter a main track without authority.

**81. CLEARANCE REQUIRED**

(a) Unless otherwise directed by time table, GBO or operating bulletin, a train required to operate outside yard limits, cautionary limits or switching zones, must not leave such limits or zones without a clearance.

***CPR – System Special Instruction:***

***Clearance requirements***

*In CTC, when a clearance is issued to an "Engine at…" (to authorize movements in a switching zone), or when a clearance is issued to "Proceed" that will not be fulfilled, such clearance must be cancelled to the crew before they go off duty.*

*When a time table footnote indicates that a clearance is required in yard limits, cautionary limits or switching zones, the RTC must ensure such clearance specifies all GBO in effect within the yard limits, cautionary limits, or switching zones on that subdivision and any abutting subdivision at that location. If the clearance authorizes a train to leave the yard limits, cautionary limits, or switching zones, GBO on that subdivision must also be shown.*

*At locations where the same engine is used in yard limits, cautionary limits or switching zones by different crews during the course of a day, and where it is necessary for such crews to obtain a clearance before entering the main track, a new clearance must be issued for each tour of duty, and cancelled at the completion of each tour of duty.*

(b) A clearance will be sent direct to the crew of the train or engine 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 engine is correctly designated. Engine number must be verified visually to ensure correctness.

***CPR – System Special Instruction:***

***Clearance required in yard limits, cautionary limits or switching zones***

*At locations where this special instruction is designated:*

*a) Before entering or moving within yard limits, cautionary limits or switching zones:*

- *a train or engine must be in possession of a clearance, other than a clearance transferred under Rule 147;*
- *such clearance must indicate the numbers of GBO in effect.*

*b) Paragraph (a) does not apply to the crew arriving at the entrance of such limits or zone on a train authorized by CPR clearance.*

**81.1. LEAVING TIME RESTRICTED BY CLEARANCE**

A clearance may restrict the leaving time of a train, except a work train, at any location within the limits of the operating authority. The time(s) stated must not be reduced when it has been issued to other than the train being restricted. The train named must not leave the designated point(s) before the time stated.

**81.2. DEFINING CLEARANCE LIMITS OF AUTHORITY**

(a) In a clearance the limits of operating authority must be defined by identifiable locations.

(b) 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 of the stations named. Where there is no siding, the authority begins or ends at the designated switch. Where there is neither a siding nor a designated switch, the authority extends from or to the station name sign.

**81.3. CLEARANCE IN EFFECT**

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

**82. SUPERSEDING A CLEARANCE**

(a) A clearance may be issued superseding a clearance already in possession of the crew of the train addressed.

(b) The superseding clearance must include the section of track occupied by the train. In OCS**,** the superseding clearance must not include a requirement to wait until the arrival of an opposing train.

(c) If a superseding clearance restricts the limits of operating authority already in possession of the train addressed, the RTC must not take further action until the conductor and locomotive engineer have acknowledged the complete time.

**82.1 CANCELLING A CLEARANCE**

(a) Before a clearance is cancelled, the train or engine addressed must be;

(i) clear of the limits of the clearance;
(ii) within yard limits or cautionary limits; or
(iii) protected as prescribed by Rule 101.2.

(b) When a clearance is cancelled, the cancellation does not take effect until it has been correctly repeated and acknowledged by the conductor and locomotive engineer. The conductor and locomotive engineer must acknowledge by repeating the cancelled time and initials of the RTC to the RTC.

**82.2. AVOIDING FURTHER USE**

To avoid further use when a clearance is fulfilled, cancelled or superseded the conductor and locomotive engineer must immediately draw an “X” across the clearance and advise other crew members accordingly.

**83. OPERATING BULLETINS**

(a) Operating bulletins will be issued by the proper authority and in the prescribed format. They will be posted in a book provided for that purpose at stations or other locations designated in the time table, GBO or operating bulletins. Operating bulletins will only contain information or instructions pertaining to the movement of trains and engines. They will be numbered consecutively, beginning on the first day of each year.

(b) Employees responsible for the placement of operating bulletins must post them in the book provided for that purpose immediately after they are received. They must record on each bulletin the time and date it is posted in the book.

(c) A monthly operating bulletin, containing the number, date and contents of, or reference to, each operating bulletin remaining in effect, will be issued the first of each month. Operating bulletins of a previous date, which are not included or referred to in the monthly reissue, become void.

(d) Before commencing work at a station or location where operating bulletins are posted, every yardmaster, locomotive engineer, conductor and trainman must have read, understood and signed the operating bulletins.

**83.1. DAILY OPERATING BULLETIN (DOB)**

(a) Within limits indicated in the time table or specified in special instructions, a DOB will be issued by the proper authority.

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

(c) 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.

(d) Forms Q, S, T, V and Y will, as required, be included in DOB.

(e) Except as provided by paragraph (b), a train or engine must not occupy the main track within DOB limits unless it is in possession of the current DOB.

**84. STARTING A TRAIN OR ENGINE**

A train or engine must not commence movement until the proper signal or instruction is received by the locomotive engineer from a crew member.

**85. REPORTING DELAYS**

The conductor of each train will ensure that the RTC is promptly advised of any known condition which may delay the train.

**85.1. TRAIN LOCATION REPORT**

(a) The conductor of each train will ensure the RTC is promptly advised of the time the train has arrived, left or cleared a location specified by the RTC, or at a time specified by the RTC.

(b) The conductor and locomotive engineer must ensure the accuracy of the location report and that the entire movement has arrived, left or cleared that location.

(c) When a report is to be used for track release purposes, the RTC must, as it is transmitted, verify the train, engine or track unit identification, and record the location and time on the train sheet or, where applicable, into a computer assisted system.

***CPR – System Special Instruction:***

***Track Release***

*In the application of Rule 85.1, when a train in possession of a clearance to PROCEED is required to provide a location report for the purpose of releasing track behind the train, such report (track release) must be;*

- *transmitted to the RTC by the conductor in the following form: "Conductor (name), (train designation) clear of (identifiable location) at (time);"*
- *entered in the computer system by the RTC as it is received;*
- *repeated from the computer screen by the RTC to the crew; and*
- *if correct, confirmed to the RTC by the locomotive engineer, stating the location e.g.: "That's correct, west siding switch Borden, confirmed by Locomotive Engineer Brown."*

*RTC will verify the confirmation and, if correct, will complete the process.*

**88. STOPPING CLEAR OF FOULING POINT**

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

**89. POSITIVE IDENTIFICATION BEFORE LEAVING**

A train must not leave any point without knowing positively that the train or trains to be met or cleared at that point have arrived or left.

## 90. COMMUNICATION BETWEEN CREW MEMBERS

(This rule also applies to an engine in transfer service)

(a) When a crew member is located on other than the engine of a train and communication is possible, such crew member must voice communicate with a crew member on the engine between one and three miles from every point at which the train is;

(i) restricted by the clearance;

(ii) to diverge from a main track when so instructed;

(iii) restricted by Form Y;

(iv) approaching yard limits or cautionary limits;

(v) to move over a drawbridge or railway crossing at grade;

(vi) approaching a controlled location on single track;

(vii) approaching a controlled location in multitrack, where so specified in special instructions; or

(viii) approaching other locations specified in special instructions.

(b) If a crew member on the engine fails to acknowledge the communication, the train must be stopped before it reaches the controlled location, interlocking or point of restriction.

***CPR – System Special Instruction:***

***Voice communication – additional requirements***

***1.*** *In addition to the requirements of Rule 90, voice communication must be made at the following times and places:*

*a) Before departure from location where crew receives operating authority, stating:*

- *name of the station from which the train is departing;*
- *location train is first restricted by limit of operating authority (item 3), item 4, 6, 7 or 8 of clearance.*

*b) In OCS, unless otherwise specified by subdivision footnote, before passing station mile signs en route, stating:*

- *name of the station;*
- *location train is first restricted by limit of operating authority (item 3), item 4, 6, 7 or 8 of clearance.*

*c) Between one and three miles from locations where protection of impassable or slow track has been provided by GBO or DOB.*

*d) Between one and three miles from locations where instructions from a foreman are required, as specified by Rule 311, 567.1 or 618.*

***2.*** *When all crew members are located in the operating cab of the lead locomotive:*

- *a crew member will make such announcement on the Standby radio channel designated in the time table.*

***3.*** *In the application of Rule 90:*

- *a crew member located in other than the operating cab of the lead locomotive must voice communicate with a crew member located in the operating cab of the lead locomotive.*

**92. SNOW PLOW PROHIBITED**

A train carrying passengers must not be used to operate a snow plow.

**93. YARD LIMITS**

(This rule does not apply in CTC).

(a) A train or engine is authorized to use the main track within yard limits.

***CPR – System Special Instruction:***

***Clearance required in yard limits, cautionary limits or switching zones***

*At locations where this special instruction is designated:*

*a) Before entering or moving within yard limits, cautionary limits or switching zones:*

- *a train or engine must be in possession of a clearance, other than a clearance transferred under Rule 147;*
- *such clearance must indicate the numbers of GBO in effect.*

*b) Paragraph (a) does not apply to the crew arriving at the entrance of such limits or zone on a train authorized by CPR clearance.*

(b) Trains and engines must operate at reduced speed within yard limits, unless the main track is known to be clear. An ABS signal indication does not relieve a train or engine from the requirement of operating at reduced speed.

EXCEPTION: In ABS, unless otherwise directed by special instructions, or unless the train or engine has stopped or has been otherwise delayed in the block, "Clear Signal", Rule 405, may be accepted by such train or engine as an indication that the track is clear, but only to the next signal or Block End sign.

(c) Each yard limit sign and advance sign will be reflectorized. Outside ABS, an advance sign will be placed at least one mile in advance of each yard limit sign. At locations where the placement of an advance sign or signs is not practicable at the required distance, it will be so indicated in special instructions.

**93.1. ADDITIONAL RESTRICTION IN YARD LIMITS**

On a subdivision specified in the time table, in the application of reduced speed as required by Rule 93, a train or engine must also be prepared to stop short of a switch not properly lined.

**94. CAUTIONARY LIMITS**

(This rule does not apply in CTC)

(a) A train, engine or track unit is authorized to use the main track within cautionary limits.

***CPR – System Special Instruction:***

***Clearance required in yard limits, cautionary limits or switching zones***

*At locations where this special instruction is designated:*

*a) Before entering or moving within yard limits, cautionary limits or switching zones:*

- *a train or engine must be in possession of a clearance, other than a clearance transferred under Rule 147;*
- *such clearance must indicate the numbers of GBO in effect.*

*b) Paragraph (a) does not apply to the crew arriving at the entrance of such limits or zone on a train authorized by CPR clearance.*

(b) Trains and engines must operate at caution speed within cautionary limits.

(c) Each cautionary limit sign and advance sign will be reflectorized. An advance sign will be placed at least one mile in advance of each cautionary limit sign. At locations where the placement of an advance sign or signs is not practicable at the required distance, it will be so indicated in special instructions.

NOTE: This rule does not authorize track work.

**94.1. ADDITIONAL RESTRICTIONS IN CAUTIONARY LIMITS**

On a subdivision specified in the time table, in the application of caution speed as required by Rule 94, a train or engine must also be prepared to stop short of a switch not properly lined.

At a location where Rule 40.2 is applicable, a train or engine must also be prepared to stop short of a red flag or red light.

**97. INTERLOCKING IN USE**

A train or engine will be governed by interlocking rules within interlocking limits.

**98. APPROACHING DRAWBRIDGES AND RAILWAY CROSSINGS AT GRADE**

(a) Special instructions will specify the maximum speed for a train or engine entering a drawbridge or a railway crossing at grade. The maximum speed must not be exceeded until the entire movement has passed the drawbridge or railway crossing at grade.

(b) A train or engine must stop before any part of the movement 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.

**98.1. SPEED THROUGH TURNOUTS**

Speed through a turnout must not exceed fifteen miles per hour unless otherwise provided by signal indication, special instructions, GBO or DOB.

**101. PROTECTION AGAINST EXTRAORDINARY CONDITIONS**

(a) A train or engine must be fully protected against any known or suspected condition which may interfere with its safe passage.

(b) A train or engine must stop at once and be fully inspected when it is known or suspected to have struck any object which may interfere with its safe operation. The RTC must be notified as quickly as possible.

(c) When a portion of a train is left on the main track, outside yard limits or cautionary limits, precautions must be taken by the crew to protect the remaining portion against the returning movement.

***CPR – System Special Instruction:***

***Protection against extraordinary conditions***

*In ABS territory, in the application of Rule 101, the following applies when doubling or switching over an extended distance:*

*When there are entrance switches between the portion of the train left on the main track and the head end of the train, the crew must prevent other trains or engines from entering the track to be used by the returning movement or a work clearance must be obtained.*

**101.2. EQUIPMENT LEFT ON MAIN TRACK**

Equipment may be left on the main track under the following conditions:

- when protected by yard limits or cautionary limits;
- when protected by clearance; or
- when protection has been provided by Form T GBO or DOB.

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 location.

NOTE: In CTC and controlled interlockings, once the RTC has been advised, Form T GBO or DOB protection need not be provided. The RTC must inform each train or engine, required to enter the occupied track, of the location of the unattended equipment.

**102. EMERGENCY STOP PROTECTION**

(a) The crew of a train or engine 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,

_____ on _____ track
*(train or engine)* *(designated)*

stopped (stopping) in emergency between

mile _____ and mile _____

_____ subdivision;"

(ii) as soon as possible, advise the RTC of train or engine number, 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 trains or engines 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 the movement of trains or engines;

(iv) If unable to comply with (i), (ii), (iii), the adjacent track must be protected as per Rule 35 (b) EMERGENCY PROTECTION.

NOTE: When tracks of other railways may be obstructed the emergency radio broadcast must be transmitted on their standby channel if practicable.

(b) Other trains or engines 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 for the movement of trains or engines.

(c) The RTC must:

(i) immediately secure and advise affected trains or engines on other tracks of the location of the train or engine 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 stop, and request that the other RTC advise trains or engines on adjacent tracks the location of the train or engine in emergency stop; and

(iii) advise the crew of the train or engine involved in the emergency stop when all other affected trains and engines have been advised of the condition.

## 103. PUBLIC CROSSINGS AT GRADE

***CPR – System Special Instruction:***

***Defective automatic warning devices***

*a) In all instances when automatic warning devices are reported defective;*

- *a flagman must be posted at such crossing as soon as possible, in order that users of it may be adequately protected until repairs are made;*
- *if this protection covers more than four tracks, two flagmen must be used, one on each side of the tracks.*

*b) Employees observing the improper operation of any such device:*

- *must notify the RTC as soon as possible.*

*c) RTC must immediately notify the S&C maintainer and arrange for protection, where required.*

(a) When cars not headed by an engine are moving along a public road not protected by a fence or other barrier a crew member must be 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 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 not protected by a watchman or gates, a crew member must provide manual protection of the crossing.

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) No part of a train or engine may be allowed to stand on any part of a public crossing at grade, for a longer period than five minutes, when vehicular or pedestrian traffic requires passage. Switching operations at such crossings, must not obstruct vehicular or pedestrian traffic for a longer period than five minutes at a time. When emergency vehicles require passage, employees must cooperate to clear public crossings at grade and private crossings as quickly as possible.

(d) 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.

(e) Before making a switching movement over an unprotected public crossing at grade where the locomotive engineer's view of the crossing is obscured, arrangements must be made for a crew member to be in position to observe the crossing and give signals and instructions to the locomotive engineer as necessary.

(f) Where special instructions require that train or engine movements over certain public crossings at grade be protected by a crew member providing manual protection of the crossing, such protection must be provided until the crossing is fully occupied.

(g) When providing manual protection of a crossing, a crew member must be on the ground ahead of the train or engine, in a position to stop vehicular and pedestrian traffic before the train or engine enters the crossing. A hand signal by day, and a red light or a lighted red fusee by night, will be used to give a signal to stop the movement of vehicular and pedestrian traffic over such crossing. The train or engine must not enter the crossing until a signal to enter the crossing has been received from the crew member providing the manual protection.

### 103.1. PUBLIC CROSSINGS AT GRADE WITH WARNING DEVICES

(a) When a train or engine passes over any public crossing at grade, equipped with automatic warning devices, it will be necessary, before making a reverse movement over the crossing, for a crew member to provide manual protection of the crossing.

(b) Unless otherwise directed by special instructions, a main track train or engine movement over a public crossing at grade, equipped with automatic warning devices, must not exceed ten miles per hour from a distance of 300 feet from the crossing until the crossing is fully occupied by the movement which;

(i) has stopped or is switching, on the main track in the vicinity of the crossing;

(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.

NOTE: Such movement must not obstruct the crossing until the warning devices have been operating for at least twenty seconds.

***CPR – System Special Instruction:***

***Approaching crossings when following another train or engine***

*A train or engine following another train or engine 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 have been operating for at least 20 seconds;*
- *gates, if any, are in horizontal position; or*
- *a crew member has provided manual protection of the crossing.*

(c) Unless otherwise directed by special instructions, a train or engine movement on other than the main track over a public crossing at grade, equipped with automatic warning devices, must not exceed ten miles per hour from a distance of 300 feet until the crossing is fully occupied by the movement.

***CPR – System Special Instruction:***

***Approaching crossings on other than main track***

*At public crossings at grade where this special instruction is designated by subdivision footnote, in addition to the maximum speed of 10 MPH from 300 feet of the crossing as required by Rule 103.1 (c):*

- *a train or engine movement on other than the main track must approach the crossing prepared to stop; and*
- *must not obstruct the crossing until the warning devices are seen to be operating or until a crew member has provided manual protection of the crossing.*

(d) At a public crossing at grade where special instructions require that warning devices be operated by pushbutton, or other appliances, or that train or engine movements stop at stop signs, train or engine movements affected must not obstruct the crossing until the warning devices have been operating for at least twenty seconds.

(e) Equipment must not be allowed to stand so as to cause the unnecessary operation of warning devices.

## 104. HAND OPERATED SWITCHES

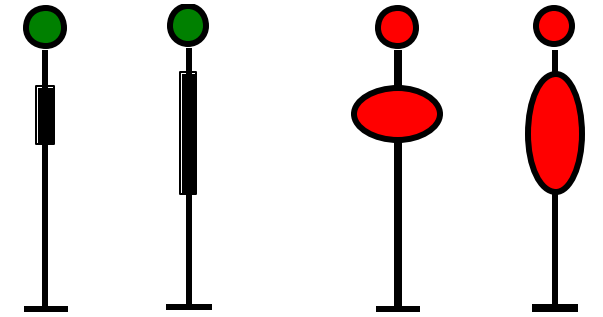
***CPR – System Special Instruction:***

***Qualifications to handle hand operated switches***

*Employees are not permitted to manually operate a switch equipped with a lock unless:*

- *they have passed the required examination in the Canadian Rail Operating Rules (CROR); and*
- *they are in possession of a valid certificate of rules qualification.*

(a) Unless otherwise specified by special instructions, the normal position for a main track switch is for main track movement. Except as provided in paragraph (b), main track switches must be lined and locked in normal position. A main track hand operated switch must display a reflectorized target, or light and target, to indicate the following:



NORMAL POSITION REVERSE POSITION

EXCEPTION: A light or reflectorized target need not be maintained on a main track switch in CTC and single track ABS or on a subdivision specified in special instructions.

(b) 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 trains or engines,

2) attended by an employee, who must be in position to restore the switch to normal before it is occupied by an approaching train or engine on the main track,

3) occupied by equipment,

4) required in the application of Rule 40.2,

5) in OCS or cautionary limits;

(i) equipment is left on the main track,
(ii) the equipment is left as close as practical to the switch, and
(iii) movement 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.

Note: Except when switching, main track switches when left in the reverse position, must be left locked.

***CPR – System Special Instruction:***

***Rule 104 (b) - Handling of switches by another employee (Switchtender)***

*When arrangements are made for another employee (switchtender) to take charge of switch(es) left in reverse position by a train, the train must not leave the location of the switch until the conductor has received confirmation from the switchtender that the switch has been restored to normal position.*

***CPR – System Special Instruction:***

***Rule 104 (b) - Switch lined for route***

***Voice Communication required - handling of hand operated main track switches***.

*When the employee operating equipment or a track unit over a hand operated main track switch is unable to clearly observe the position of the switch target, the employee handling the switch must communicate:*

- *switch (or crossover) location*
- *"LINED FOR"*
- *route*

*Such communication must be repeated by the employee operating the equipment or track unit before proceeding.*

***CPR – System Special Instruction:***

***Rule 104 (b) - Handling of switches in reverse position***

*In the application of Rule 104 (b), the following instructions apply:*

***Note:** A main track switch may be "temporarily" left reversed when the conditions required by Rule 104 (b) are met.*

| **Territory or Location** | **Authority required to leave the switch reversed:** | **Trains and engines are advised/protected against a main track switch left reversed by:** | **Employees encountering an unattended main track switch in the reverse position must:** |
|---|---|---|---|
| **OCS**<br>(Outside Cautionary Limits) | Item 3 of clearance. | Item 6 of clearance.<br>Note: When "all switches" is indicated in item 6, the work train or engine must approach each hand operated switch prepared to find it in the reverse position every time it is encountered. | restore it to normal position *and* immediately advise the RTC from the location of the switch.* |
| **Cautionary Limits** | Item 3 of clearance<br>*or*<br>Special Instruction (footnote). | Item 6 of clearance<br>*or*<br>Special Instruction (footnote) indicating Rule 94.1 applies. | restore it to normal position** *and* immediately advise the RTC from the location of the switch.*<br>*or*<br>Be governed by Special Instruction (footnote). |
| **Yard Limits** | Special Instruction (footnote). | Special Instruction (footnote) indicating Rule 93.1 applies. | |
| **CTC** | Equipment left in the controlled block<br>*or*<br>Permission from the RTC. | Block signals and CTC Rules<br>*or*<br>RTC. | restore it to normal position *and* immediately advise the RTC from the location of the switch.* |
| **At a crossover,** including a crossover connecting a main track to an adjacent non-main track | *In addition to previous requirements;*<br>When the main track switch of the crossover is left reversed, the switch on other than main track may also be left reversed. | *In addition to previous requirements;*<br>Trains and engines moving on other than main track must be prepared to find such crossover switches lined in either position. | Except as provided for by Special Instruction (footnote) in Cautionary Limits or Yard Limits, or by Rule 40.2:<br>restore both switches of the crossover to normal position *and* immediately advise the RTC from the location of the crossover.* |

* **Report to RTC**:

If the RTC cannot be contacted, the employee may leave that location, leaving the switch lined and locked in normal position.

The RTC must not act on any information received concerning a hand operated main track switch restored to normal position unless such information is received from the location of the switch.

** **In the application of Rule 40.2** (Cautionary Limits), switches locked with special locks are the responsibility of the foreman in charge. In such case, the requirement to restore the switch to normal position does not apply.

***CPR – System Special Instruction:***

***Rule 104(b) – Reporting switch restored to normal***

*Special instruction related to Rule 104(b), requires an employee who encounters an unattended hand operated main track switch in the reverse position to restore it to normal position and immediately advise the RTC from the location of the switch.*

*In the application of this instruction, the following procedure applies in OCS:*

*NOTE: The RTC and the employee transmitting the report MUST establish (or have already established) "Positive Identification" as required by Rule 121 and SSI.*

1. *The employee will advise the RTC of the intent to transmit a "Switch Restored to Normal" report AND identify the location of the switch.*
2. *The RTC will select the "Normal Switch" function (F6) on the OCS computer.*
3. *The RTC will view the "Normal Switch" function to ensure that the reported switch may be accepted. Upon determining that the report may be accepted at that location AND while viewing the "Normal Switch" function, the RTC will advise the employee to transmit the report.*

   *Note: When only one switch is offered, the RTC must confirm whether it is the correct switch.*
4. *The employee will transmit the report.*
   *As it is transmitted, the RTC will select and display*
   *- the correct switch location from the listed options*
   *- the "occupation" of the employee and will manually enter the employee's name in the space provided.*
5. *The RTC will repeat the "displayed" information to the employee and will respond to the computer prompt "Has the displayed information been voiced?"*
6. *The employee must ensure that the "repeated" information by the RTC is accurate. If accurate, the employee will acknowledge that the information is correct.*

*Example: (after establishing "Positive Identification")*

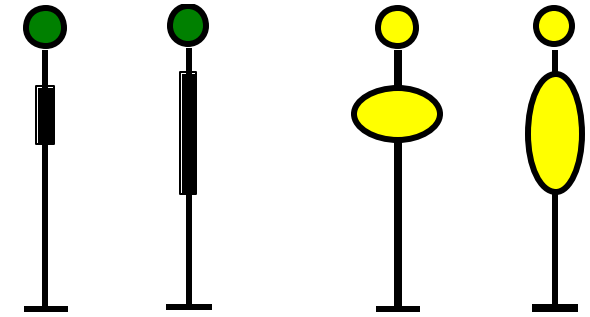
1. *"RTC this is Conductor Brown. I wish to report that the west siding switch at Borden is in normal position."*
2. *RTC selects and displays the "Normal Switch" function (F6).*
3. *RTC states "OK Conductor Brown, transmit your report."*
4. *"Conductor Brown at west siding switch Borden confirms switch is in normal position"*

   *As the report is being transmitted, the RTC*
   *- selects west siding switch Borden, (unless no other options are available)*
   *- selects the employee's "Occupation" and*
   *- enters the employee's name in the space provided.*
5. *The RTC repeats the information displayed on the computer screen to the employee:*
   *"Conductor Brown on main track at west siding switch Borden confirms switch is in normal position. Is that correct?"*

   ***NOTE**: The RTC will then respond to the computer prompt "Has the displayed information been voiced?"*
6. *If yes, the employee will acknowledge as correct: e.g. "That's correct, west siding switch Borden, acknowledged by Conductor Brown."*

   *RTC will verify the acknowledgement and, if correct, will complete the process.*

(c) Unless otherwise specified in special instructions, switches other than main track switches, when equipped with a lock, must be lined in normal position and locked after having been used. When equipped with a target, light or reflector, it will indicate the following:



NORMAL POSITION REVERSE POSITION

***CPR – System Special Instruction:***

***Yard crossover switches***

*Before movement commences over either switch of a yard crossover (a connecting track between two yard tracks) both switches must be lined in the same position.*

*The same applies when such crossover is left unattended i.e.*

- *both switches set for normal position; or*
- *both switches set for reverse position.*

(d) The employee handling a main track hand operated switch in non-signalled territory 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. Communication may be achieved by personal contact, radio or telephone.
NOTE: This rule also applies where ABS signals do not govern movement in both directions.

(e) Except while being turned, each switch must be secured with an approved device.

(f) 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.

(g) 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 104 (k).

(h) Except when switching, when a train is closely approaching or passing over a main track switch, other than a dual control switch, employees must keep at least twenty feet from the switch stand, and must, when practicable, on single track, stand on the opposite side of the track.

(i) On single track, a crew member of a train stopped on the main track to meet or to be passed by another train, will, when practicable, reverse the switch for the approaching train and protect it unless relieved by a crew member of the other train.

(j) 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 yardmaster as quickly as possible.

(k) A train or engine must not foul a track until the switches connected with the movement are properly lined, or in the case of semi-automatic or spring switches, the conflicting route is seen or 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 seen or known to be clear; and

(iii) the switch is properly lined before the movement passes over it.

***CPR – System Special Instruction:***

***Stop prior to fouling another track***

*In the application of Rule 104(k), the train or engine must first stop clear of the fouling point PRIOR to applying the EXCEPTION as provided by this rule.*

*NOTE: For the purposes of this instruction, the fouling point is defined as the point at which two tracks commence to converge when approaching a switch.*

(l) Unless otherwise directed by special instructions;

(i) the normal position for a main track switch at the end of two tracks is when such switch is set for a train or engine leaving single for two tracks to operate to the right;

(ii) the normal position for a main track junction switch is when such switch is set for a train or engine to operate as a through movement on one subdivision.

(m) When a train or engine diverges from a main track, the switch used must not be restored to its normal position until the movement has cleared the fouling point.

(n) When a crossover is to be used, the switch in the track on which the train or engine is standing must be reversed first. Both switches must be reversed before a crossover movement is commenced and the movement must be completed before either switch is restored to normal position.

(o) Where 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.

***CPR – System Special Instruction:***

*Turnouts equipped with switch point locks are identified by white coloured top castings of the switch stand.*

(p) 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.

***CPR – System Special Instruction:***

***Instructions for operation of electric switch locks:***

*a) Movement FROM the Main Track:*
- *leading trucks of train or engine must be stopped within 75 feet of switch points;*
- *operate electric switch lock.*

*b) Movement TO the Main Track:*
- *request permission from RTC to enter main track;*
- *ensure train or engine is clear of main track;*
- *operate electric switch lock.*

*c) Operating Electric Switch Lock:*
- *unlock and open door;*
- *move operating handle to intermediate (stop) position;*
- *wait until indicator shows UNLOCKED. (Where the electric switch lock has timed release, as indicated in subdivision footnote, wait specified time for indicator to show UNLOCKED);*
- *move operating handle to extreme left, to permit manual operation of the switch.*

*d) After train or engine has cleared the switch:*
- *restore switch to normal position;*
- *restore operating handle of the electric switch lock to the LOCKED position;*
- *close and lock door of the electric switch lock.*

(q) Unless or until the switch is seen to be in normal position, trains and engines 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 |

**104.1. SPRING SWITCHES**

(a) A spring switch will be identified by a spring switch sign bearing the letters “SS”.

(b) When a spring switch is operated by hand, the rules governing hand operated switches apply.

(c) When a trailing movement is stopped before it has entirely passed through a spring switch, the movement must not be reversed, nor slack taken, until the switch has been properly set by hand.

(d) When a train or engine is stopped by a fixed signal governing movement over a spring switch in the facing point direction, the points must be examined from a position on the ground. If there is no signal governing movement in the facing point direction, stop must be made before the leading wheels have moved onto the switch points and the points examined from a position on the ground. If the points are found to be properly closed the train or engine will be governed by the indication of the signal, if any. 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 train or engine will be governed by the indication of the signal, if any. After movement over a spiked spring switch has been made, the spike must be removed and the RTC or employee in charge notified as quickly as possible.

NOTE: When necessary to manually operate a spring switch, the employee must keep clear of the switch handle while it is being lifted or released.

### 104.2. DUAL CONTROL SWITCHES

(a) When a dual control switch is operated by hand, the rules governing hand operated switches apply.

(b) Except as required by rule, a dual control switch must not be placed in "hand" position without permission from the RTC or signalman.

***CPR – System Special Instruction:***

***Operation of dual control switches***

*When necessary to operate a dual control switch in "hand" position, crews must not use excessive force on the hand throw lever. Should unusual force be required:*

- *the switch must be securely spiked;*
- *movement over the switch must be made with extreme caution, not exceeding 4 MPH;*
- *the entire movement must move clear of the switch before the spike is removed and before the selector lever is restored to "power" position and locked;*
- *all such incidents must be reported to the RTC or Signalman.*

***Cleaning dual control switches and power-operated switches***

*When the Rail Traffic Controller or Signalman receives an indication that a dual control switch or power-operated switch has failed to lock in the desired position, before authorizing a train or engine to pass a Stop Signal governing movement over such switch, the crew must be instructed to thoroughly clean switch points.*

*After advice is received that the switch has been cleaned, the Rail Traffic Controller or Signalman will attempt to operate the switch and clear the signal. Should indication continue to show that the switch has failed to lock in the desired position, the Rail Traffic Controller or Signalman's controls must be operated for the desired route and left lined for that route while the switch is manually operated.*

(c) When a train or engine is required to move over a dual control switch under a Stop indication, unless relieved of the responsibility by the RTC or signalman, movement must not be made 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 movement 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.

(d) The RTC or signalman must not relieve a crew of the requirements of paragraph (c) until it has been determined, from the office control devices and indications, that dual control switches in the route to be used are properly lined. When so relieved, a crew member must observe that switch points are lined for the authorized route.

***CPR – System Special Instruction:***

***Rules 104.2 and 104.5 – Dual control switch point derail***

*Note: Time Table footnotes will cover dual control switch point derails on signalled yard tracks or other signalled tracks.*

*Unless otherwise specified, the following instructions apply at locations where special instructions indicate "Dual Control Switch Point Derails" are in service.*

*When the main track switch is locked in normal position, the dual control switch point derail will be lined and locked in the derailing position, thereby preventing uncontrolled movements from entering the main track.*

*When the main track switch is locked in reverse position, the dual control switch point derail will be locked in the non-derailing position, permitting movement between such track and the main track, similar to a crossover movement.*

*The provisions of Rule 104.5 (c) apply.*

***RTCs responsibilities***

*The RTC is responsible to ensure that the derail is locked in the derailing position except when movements are required over the turnout. The switch must be lined for movements over the turnout sufficiently in advance to prevent train delays and facilitate ES activities.*

*At other times, RTC will ensure the main track switch is lined for NORMAL position. A flashing graphical icon on the RTC's CTC display will be provided as a reminder for the RTC to restore the switch point derail in derailing position.*

***Train and engine movements over dual control switch point derails are governed by signal indication.***

*When a train or engine is required to move over a dual control switch point derail under a Stop indication and item 3 of the authorization specifies:*

*"Dual control switch(es) MUST be placed in hand position...";*
*movement must not be made until;*

1. *the selector levers of both switch and derail have been placed in the "hand" position;*
2. *each hand throw lever is operated until the switch points move in both directions with the movement of the hand throw lever; and*
3. *each (switch and derail) is lined by hand for the route to be used.*

*Each selector lever must be restored to "power" position and locked, but not before the movement has occupied the switch points.*

*The RTC must not relieve a crew of the requirements to place the switch/derail in the "hand" position until it has been determined, from office control devices and indications, that dual control switch(es) and derail in the route to be used are properly lined.*

*In addition, all other provisions of CROR Rule 104.2 apply.*

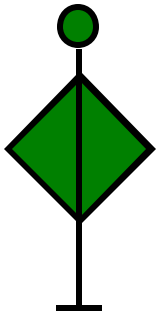
(e) When switching is to be performed over a dual control switch, in conjunction with Rule 566.1, the switch may be operated by hand after authority has been obtained as prescribed by Rule 566 or 567. The selector lever must be placed in "hand" position. The hand throw lever must be operated until the switch points move in both directions with the movement 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

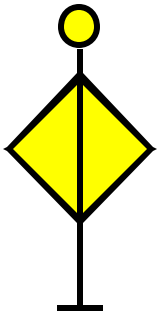
When the crew of a train or engine is authorized to pass a stop signal to move over a power-operated switch, a crew member must observe that the switch points are lined for the authorized route.

### 104.4. SEMI-AUTOMATIC SWITCHES

(a) A semi-automatic switch will be equipped with a reflectorized target to indicate the following:



SET FOR
NORMAL ROUTE



SET FOR OTHER THAN
NORMAL ROUTE

(b) When a semi-automatic switch is operated by hand, the rules governing hand operated switches apply.

(c) After coupling to equipment at a semi-automatic switch, or when reversing direction through such switch, a facing point movement 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 train, engine or track unit must stop short of a derail set in the derailing position.

(c) Each derail must be left in the derailing position. When so authorized by special instructions, a derail on a main track, siding or spur, may be left in the non-derailing position only when stored equipment is not present.

(d) Derails must be left secured with a locking device.

***CPR – System Special Instruction:***


Derail set in derailing position

***Special derails***

*CROR Rule 104.5 (c) allows for certain derails to be left locked in the non-derailing position when stored equipment is not present. These derails are referred to as "Special Derails" and will display a yellow target marked with "Special Derail" when set in the derailing position.*

- *When equipment is left on a track equipped with a Special Derail, the derail must always be set in the derailing position and locked.*
- *Unless otherwise specified, employees lifting the last equipment from a track equipped with a Special Derail may leave the derail lined and locked in either position.*

***CPR – System Special Instruction:***

***Rules 104.2 and 104.5 – Dual control switch point derail***

*See System Special Instruction relating to Rule 104.2 for Dual Control Switch Point Derail.*

### 105. SPEED ON OTHER THAN MAIN TRACK

Unless otherwise provided by signal indication, a train or engine using other than a main track must operate at reduced speed and be prepared to stop short of the red flag or the red light prescribed by Rule 40.1. This rule does not apply on a track specified in special instructions.

***CPR – System Special Instruction:***

***Speed restriction on other than main track***

*Unless otherwise provided by subdivision footnote, when any part of a train or engine is operating on other than main track, a speed of 10 MPH must not be exceeded. Exception: In the application of this special instruction, a speed of 15 MPH applies for sidings.*

***CPR – System Special Instruction:***

***Operation of track units on other than main track***

*Rule 40.1 may be used to protect the movement of track units on track designated as other than main track. When not using the provisions of Rule 40.1, track units may be operated on other than main track provided:*

*a) The foreman does not permit the track unit to foul or occupy a yard track until the yardmaster, where employed, has been advised.*

*b) A foreman in charge of a track unit must give way as quickly as possible on the approach of a train or engine on the track affected.*

*c) On the approach of a train or engine from either direction on the track affected, if unable to comply with paragraph b), the foreman will arrange the display of a stop signal.*

*Note: The application of paragraphs a), b) and c) will not authorize track work.*

### 105.1. EQUIPMENT LEFT ON SIDING

When equipment is left on a siding the RTC must be advised. The RTC will notify trains affected as soon as practicable. This rule does not apply on a subdivision or at a location specified in special instructions.

### 105.2. OCCUPIED SERVICE EQUIPMENT

When occupied service equipment is placed on a siding, a GBO or DOB will be issued specifying the location of such equipment. If the switches of the siding are locked with special locks, the GBO or DOB will so state.

**106. CREW RESPONSIBILITIES**

(a) A train will run under the direction of its conductor.

(b) The locomotive engineer of a train is in charge of and responsible for the operation of the engine of such train.

(c) When a train is operated without a conductor, the locomotive engineer will perform the duties of the conductor.

(d) The conductor and locomotive engineer, (also pilot if any) are responsible for the safe operation of the train or 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. Other crew members are not relieved of their responsibility under the rules.

***CPR – System Special Instruction:***

***Crew responsibilities – TU as a train or engine***

*In the application of Rule 106, when a track unit is operated as a train or engine:*

- *the operator of the track unit is a crew member and will perform all duties of the locomotive engineer relating to the operation of the track unit;*
- *the conductor, operating officer or operating foreman will perform the duties of the conductor and all other duties of the locomotive engineer not relating to the operation of the track unit;*
- *the conductor is responsible for all operating authorities and must ensure that the operator of the track unit is aware of the contents of a GBO, clearance or other authority, and arrangements for protection with foremen and other crews, before such authority or arrangements are acted upon.*

***CPR – System Special Instruction:***

***Crew responsibilities – Safe control of train or engine movement***

*Whenever the locomotive engineer fails to safely control the train or engine movement, the conductor must;*

- *caution the locomotive engineer and, if necessary*
- *take action to comply with the applicable rules so as to ensure the safety of the train, including stopping the movement with an EMERGENCY brake application.*

*NOTE: If any movement attains a speed 5 MPH above permissible speed, the conductor must immediately take action and stop the movement with an EMERGENCY brake application.*

**107. RESTRICTIONS AT PASSENGER TRAIN STOPS**

(a) Unless otherwise directed by special instructions, a train or engine must move with extreme care when moving along side a train carrying passengers which is discharging or receiving traffic. They must not pass between such train and the station or platform, unless the movement is properly protected.

(b) When practicable, the RTC must advise other trains affected (and engines affected in CTC) when a train carrying passengers is to make an unscheduled stop for the purpose of discharging or receiving traffic.

(c) Unless advice is received in writing that other trains (and engines affected in CTC) are advised of the stop, the crew of the train making the unscheduled stop must protect their traffic from other movements.

**109. SNOW REMOVAL RESTRICTIONS**

When snow removal equipment is being operated, points must be raised, wings closed and slow speed must not be exceeded when meeting or passing a train on an adjacent track, or passing a structure which is liable to be damaged.

**110. INSPECTING PASSING TRAINS**

(This rule also applies to an engine in transfer service).

(a) When duties and terrain permit, at least two crew members of a standing train 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. When performing a train inspection, the locomotive engineer will inspect the near side of such train. When a group of wayside employees is present, at least two employees must inspect the passing train.

(b) Employees inspecting the condition of equipment in a passing freight train must, when possible, communicate the results of the inspection to a crew member of such train.

(c) When a dangerous condition is detected in any train being inspected, every effort must be made to stop the train. Each crew member of a train must be alert at all times for a stop signal given by an employee. The report to the train being inspected must state only the location of the dangerous condition and what was observed.

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

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 when a dangerous condition is noted.

***CPR – System Special Instruction:***

*a) In the application of Rule 110, when reporting a dangerous condition to the crew of the train, employees should:*
- *state the location of the dangerous condition on the train;*
- *not speculate as to the cause of the dangerous condition.*

*b) If unable to establish communication with the crew of the train, employees must make every effort to:*
- *advise the RTC, who will in turn*
- *alert the crew and stop the train.*

**111. TRAIN INSPECTION**

(This rule also applies to an engine in transfer service).

(a) The train and engine crew must know that equipment in their train is in good order before starting and inspect it whenever they have an opportunity to do so. Equipment added to a train en route must be examined with extra care to ensure it is in good order.

(b) When crew members are on the rear of a moving train 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 must make frequent inspections of both sides of their train to ensure that it is in order.

(d) On completion of crew-planned train 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.

**112. SECURING EQUIPMENT**

Unless otherwise directed by special instructions, a sufficient number of hand brakes must be applied on equipment left at any point to prevent it from moving. If left on a siding, it must be coupled to other equipment, if any, on such track unless it is necessary to separate such equipment at a public crossing at grade or elsewhere.

**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) 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 attachments secured.

**114. FOULING OTHER TRACKS**

(a) Equipment must not be moved foul of another track unless the movement is properly protected.

(b) 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. PUSHING EQUIPMENT**

(a) When equipment is pushed by an engine, a crew member must be on the leading car or on the ground, in a position to observe the track to be used and to give signals or instructions necessary to control the movement.

EXCEPTION: A crew member need not be so positioned when the portion of the track to be used is seen or known to be clear. However, the movement 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) On MAIN TRACK, when equipment is pushed by an engine, unless protected by a crew member as described in paragraph (a), the movement must:

(i) NOT be made while the leading car is within yard limits or cautionary limits;

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

(iii) NOT exceed 15 MPH.

**116. RUNNING SWITCH**

Before making a running switch, crew members affected must understand the movement to be made. It must be known that the switch and hand brakes are in working order before the movement 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.

***CPR – System Special Instruction:***

***Running switches***

*Running switches are prohibited on Canadian Pacific Railway except at specific locations approved by the General Manager Operations. In locations where a running switch is permitted, written procedures will be developed by the local Safety & Health Committee. Written procedures must include provision(s) for ensuring compliance.*

*"Static" or "gravity" drops are permitted, provided that:*

***1.*** *the switch and hand brake are tested prior to making the move*

***2.*** *the switch is not lined until equipment is clear of the fouling point.*

# Radio

**117. RELIABILITY TESTS**

The crew of a train or engine 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 train or engine is equipped with a single radio, it must be voice tested as soon as practicable after the crew commences duty.

**118. REPLACEMENT OF DEFECTIVE RADIOS**

(a) A portable radio which is defective must be turned in for repairs as soon as practicable. A mobile radio which is defective must be exchanged for a working radio as soon as practicable.

(b) The employee discovering a radio which is defective must attach thereto a tag indicating the apparent nature of the defect.

**119. CONTINUOUS MONITORING**

(a) When not being used to transmit or receive a communication, mobile radio receivers (and portable receivers when practicable) must be set to the appropriate standby channel and at a volume which will ensure continuous monitoring.

(b) The volume of a radio receiver should be kept at a level which will avoid annoyance to the public in passenger cars and station facilities.

**120. RADIO TERMS**

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.

**121. POSITIVE IDENTIFICATION**

(a) The person initiating a radio communication and the responding party must establish positive identification.

***CPR – System Special Instruction:***

***Telephone communication – Positive identification and procedures.***

*In establishing and responding to an initial call, when telephone is used to communicate information or instructions pertaining to the movement of a train or engine or the protection of a track unit or track work:*

- *the railway, the employee, train or engine being called and the employee calling must be identified; and*
- *the verification procedures contained in Rule 123 apply.*

(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."

**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 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.

(b) 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.

(c) When verbal instructions or information pertaining to a train or engine movement, are received by radio, such information must be repeated to the sender.

EXCEPTION: When coupling, switching or spotting equipment, increments of less than two car lengths need not be repeated.

**124. AVOIDING DISTRACTION**

GBO, authorities or instructions, must not be copied by the employee operating moving equipment, if it will interfere with the safe operation of such equipment.

**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 trains or engines; 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 fixed signal; or

(ii) give information which may influence a crew to consider that speed restrictions are diminished.

**127. RADIO SPECIAL INSTRUCTIONS**

Special instructions necessary to govern the use of radios will be issued. Except as affected by such instructions and Rules 117-126, all Operating Rules remain in force.

# 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 which 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 the complete time has been given 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 train or engine movements authorized by a clearance and all TOP limits must be recorded on a train sheet.

**132. BREVITY, CLARITY AND PRONUNCIATION**

(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.

***CPR – System Special Instruction:***

**Spelling when transmitting and repeating - Voice communication**

When transmitting or repeating a clearance, GBO, TOP, track release, switch restored to normal report or instructions/arrangements required to be in writing:

- *station names will be pronounced and then the first three letters spelled.*
- *when a direction (north, south, east or west) is used in an identifiable location, the direction must be pronounced, then spelled.*

***Example***
*"North Siding Switch Estevan" would be transmitted and repeated as:*
*"North (* N-o-r-t-h *) Siding Switch Estevan (* E-S-T *)."*

**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 TRAINS AND ENGINES**

(a) In the body of a GBO or clearance:

(i) Except as indicated below, directional trains will be designated by their engine number and direction.

(ii) A passenger train operating on a schedule will be designated by train and engine number.

(iii) A work train will be designated by *Work* and the engine number.

(iv) A work train operating a snow plow will be designated by *Plow work* and the engine number.

(v) An engine of another railway or company will be designated by its initials and number.

(vi) When a track unit is operated as a train the abbreviation *TU* will precede the unit number.

(b) In the address of a GBO, clearance or other authority, in addition to those designations outlined in (a), the following may be used:

(i) A passenger train operating on a schedule may be designated by train number only.

(ii) A freight train may be designated by its freight identification number.

(c) Engines will be designated by their engine number. When the engine number is unknown, GBO may be addressed to a crew member.

(d) When trains are designated by engine number and units are operated in multiple, the number of the leading unit must, when practicable, be used in the designation of the train or engine. The number lights of the designating unit only will be illuminated at all times.

**135. EMPLOYEES ADDRESSED**

A GBO, clearance or other authority must be addressed to those who are to execute or observe it. When addressed to a train or engine it 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 AND COMPLETING**

(a) The employee copying a GBO, clearance, TOP or other authority from the RTC, must copy as it is transmitted and repeat from the copy received all applicable written and preprinted portions. The spelling of each station name must be exactly as shown in the time table.

| ***CPR – System Special Instruction:*** |
| --- |
| ***Copying authority from the RTC*** <br> *The RTC must regulate the speed of transmission to allow compliance with this rule.* |

(b) 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 the complete time by repeating the complete time and the initials of the RTC to the RTC.

(c) When transmitted by voice communication direct to the crew of a train or engine, the complete time must not be given until each crew member copying has correctly repeated it.

**138. ELECTRONIC TRANSMISSION**

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

***CPR – System Special Instruction:***

***FAX Machines***

***Using Pitney Bowes FAX machines***

*Pitney Bowes FAX machines are equipped with ECM (Error Correction Mode) and may be used to send and receive GBO or DOB.*

*When necessary to transmit a GBO or DOB to a crew by FAX, and RIT (Remote Intelligent Terminal) is NOT available:*

- *RTCs must use Pitney Bowes FAX to transmit the GBO or DOB;*
- *the FAX machine receiving the GBO or DOB must be a Pitney Bowes (other than model 8220);*
- *each copy received must be examined to ensure legibility.*

***When NOT using Pitney Bowes FAX machines***

*If the above requirements cannot be met:*

- *a crew member must repeat the contents of the GBO or DOB to the RTC;*
- *the RTC must check and underscore each word and digit each time it is repeated; and*
- *if correct, the RTC will confirm the repeat as correct and the crew member will acknowledge as follows*
  *"(train/engine No) received GBO No __ by FAX. Acknowledged by (occupation/name)."*

*NOTE: Clearances must be sent to crews by RIT or must be issued directly to a member of the crew.*

**139. BECOMING EFFECTIVE**

A GBO, clearance, TOP or other authority takes effect at the moment the complete time is given by the RTC**.** However, the RTC must not take further action if there is a restriction contained therein until the complete time has been acknowledged by the employee copying.

**140. CHANGES AFTER COMPLETION**

Changes must not be made to a GBO, clearance, TOP or other authority after the complete time has been given by the RTC, except;

(i) when 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) when 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.

**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 ECS or reproduced by a duplicating device.

(b) An employee producing or reproducing a copy for delivery to other employees 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 GBO, clearances and DOB as soon as possible after they have been received. Each GBO, clearance and DOB 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.

***CPR – System Special Instruction:***

***Crew member on other than lead unit***

*In the application of Rule 142(a), when a train is operated without a manned caboose:*

*a) Crew member(s) located in other than the leading unit must be in possession of a copy of all clearances and GBO or DOB for their train.*

*b) This may be accomplished by:*

- *delivery of a copy of the clearance, GBO or DOB to such crew member(s); or*
- *such crew member may copy the clearance, GBO or DOB directly from the RTC.*

*c) When copied directly from the RTC, such crew member must repeat the clearance, GBO or DOB:*

- *to the RTC in the usual manner; or*
- *to another crew member who has previously repeated the clearance, GBO or DOB to the RTC.*

(b) Crew members within physical hearing range are required to remind one another of the restrictions contained in GBO, clearances and DOB in sufficient time to ensure compliance.

**143. GBO NUMBERS ON CLEARANCE**

(a) Unless otherwise directed by special instruction, the number of each GBO in effect at the time the clearance is issued, which will affect the train or engine on each subdivision, or the entire trip, will be shown on the first clearance delivered to the crew of the train addressed and need not be shown on subsequent clearances sent to that crew. When there are no GBO for that train or engine the word “Nil” must be shown on the first clearance sent to the crew.

(b) The conductor and locomotive engineer must be in possession of GBO listed on their clearance.

**147. TRANSFER BETWEEN CREWS**

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

(b) When it is not practicable to carry out a personal transfer between conductors and locomotive engineers, a list of the items transferred must be prepared and signed by the conductor and locomotive engineer going off duty. The relieving conductor and locomotive engineer must compare all pertinent information with the RTC before proceeding.

**148. PERSONAL TRANSFER BETWEEN RTCs**

(a) Where an ECS 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, DOB, clearances, other operating authorities and TOP 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 RTCs 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, train or engine addressed.

**152. DELIVERY OF GBO**

The RTC must ensure that trains and engines 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 trains and engines affected have received a copy of the GBO or are otherwise secured.

**154. REMAIN IN EFFECT**

GBO in the possession of a train or engine crew 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**

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

(a) Item No _____ of GBO No _____ is cancelled _____.
(RTC)

(b) GBO No _____ is cancelled _____.
(RTC)

When the cancellation has been correctly repeated, the RTC will respond “complete”, the time and the initials of the RTC.

# Forms of GBO

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

## FORM DL - PROTECTION OF DIMENSIONAL TRAFFIC.

(This form of GBO also applies to an engine in transfer service)

Example (1) will be issued to a train which is to handle traffic or equipment requiring special handling not otherwise covered by special instructions.

(1) Be governed by instructions contained in file DL 572 of Sept 21st.

The crew of a train receiving this GBO must be in possession of, and governed by, the instructions named in the GBO while handling the traffic referred to in such instructions.

When the dimensions of the traffic require that special arrangements be made to permit movement past other trains, the following example will be used.

(2) 5748 West
with wide traffic
will be protected by the RTC
against other main track movements
between Zephyr and Aurora.

The RTC must, by the use of signal blocking devices, clearances or other control methods, prevent other movements from occupying main tracks adjacent to the track upon which the wide traffic is being handled.

Form DL will not provide protection against equipment on other than main tracks. The crew of the train handling the abnormal traffic must protect it from such equipment.

## FORM Q - NOTICE OF TIME CHANGE, NEW TIME TABLE OR SUPPLEMENT.

(1) Central Daylight Saving Time
(Standard Time)
is effective at 0200
Central Standard Time
(Daylight Saving Time)
Sun Apr 26th.

This example will be used to give notice of time change in accordance with Rule 3.2.

(2) Time Table No 66
is effective at 1200
Central Standard Time
Sun Apr 26th.

(3) Supplement No 1
to Time Table No 66
is effective at 0001
Central Standard Time
Sun Nov 30th.

**FORM S - MAIN TRACK OUT OF SERVICE.**

(1) Main track out of service
between siding switches at
Inwood. Switches lined and
secured for siding. Trains
will move through siding in
accordance with Rule 105.

(2) Main track out of service between
SD 40 track switches at mile 11.3
and mile 12.1 Canada Sub.
Switches lined and secured for SD 40 track.
Trains will move through SD 40 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 track, may be protected in the manner prescribed by Rule 40.1.

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) Work 5748 (9460 East)
leave unattended equipment
on main (No 4) track
between mile 9 and mile 11
Maple Leaf Sub.

When so instructed, the crew of the train named may leave equipment between the designated points.

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

Example (2) will be used to protect equipment occupying the main track.

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

Example (3) will be used to protect derailed equipment on the main track or obstructing a main track.

The crew of a train or engine receiving examples (2) or (3) must stop before entering the limits and then 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 train or engine speed not covered by example (2), (3) or (4). 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 (30 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 trains or engines entering a public crossing at grade.

(4) Automatic warning devices
defective at public crossing at grade
mile 10 Canada Sub.
Stop before fouling and provide
protection by a crew member
until crossing fully occupied.

This example must be issued immediately after the crossing protection is reported defective. Example (4) will be replaced by example (5) after the required number of flagmen have been posted, and it will remain in effect until the protection devices are reported operating properly.

**EXCEPTION:** When the defect is of a short term nature and maintenance forces have been dispatched to the site, instructions may be provided to affected trains and engines in writing requiring the application of Rule 103(g). Access by trains and engines to the defective crossing must be protected by the RTC using blocking or other positive protection until all affected movements are advised to protect the crossing. RTC must maintain protection until advised that the defect has been corrected. If not corrected within six hours of initial advice, Form V GBO must be issued.

(5) Automatic warning devices
defective at public crossing at grade
mile 10 Canada Sub.
Do not exceed 10 MPH
until crossing fully occupied.

***CPR – System Special Instruction:***

***Defective automatic warning devices***

*a) In all instances when automatic warning devices are reported defective;*

- *a flagman must be posted at such crossing as soon as possible, in order that users of it may be adequately protected until repairs are made;*
- *if this protection covers more than four tracks, two flagmen must be used, one on each side of the tracks.*

*b) Employees observing the improper operation of any such device:*

- *must notify the RTC as soon as possible.*

*c) RTC must immediately notify the S&C maintainer and arrange for protection, where required.*

**FORM Y - TRACK CONDITION 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
(daily from 0800 until 1700)
(daily except Saturday and Sunday
from 0800 until 1700)
between mile 10 and mile 12
(on east track)
Canada Sub
Foreman _____.

When required, the GBO must specify the track, or tracks, upon which the restriction applies. Where signalled turnouts, which can provide access to the protected track, are located between the opposing yellow over red signals, the protection must be provided on all main tracks of the subdivision named.

# Occupancy Control System (OCS) Rules

**301. APPLICATION AND SUPERVISION**

(a) On subdivisions, or portions of subdivisions, specified in the time table or special instructions, the use of the main track will be governed by Occupancy Control System (OCS) Rules.

(b) The movement of trains will be supervised by the RTC, who will issue clearances, TOP, GBO and instructions as may be required.

***CPR – System Special Instruction:***

*In the application of Rule 301 (b), clearances which authorize a train to PROCEED, unless cancelled:*

- *must be fulfilled in the order in which they are issued on that subdivision.*

**303. PROTECTION AGAINST FOLLOWING TRAINS**

(a) Rear flag protection against following trains is not required, except as provided by this rule.

(b) OUTSIDE ABS TERRITORY

Two trains may be authorized to proceed in the same direction, within the same limits, provided that each train is instructed on its clearance to protect against the other train. Before either train moves within the limits stated, conductors and locomotive engineers of the two trains must have a thorough understanding as to each other's movements and the protection to be provided. These and subsequent arrangements must be in writing before being acted upon. If communication fails between the trains affected, no movement shall be made other than that which was last arranged.

(c) OUTSIDE ABS TERRITORY

On subdivisions or portions thereof designated in the time table where Rule 303.1 is applicable, two or more trains may be authorized to proceed in the same direction within the same limits.

(d) WITHIN ABS TERRITORY

With the protection of at least two block signals to the rear, two or more trains may be authorized to proceed in the same direction within the same limits governed by block signal indications.

**303.1. RADIO PROTECTION AGAINST FOLLOWING TRAINS**

(Not applicable to work trains).

(a) On a subdivision or portion of a subdivision specified in the time table or special instructions, protection against following trains will be provided as follows:

(b) The RTC must not authorize a train to follow a preceding train until the crew of the following train has been restricted by its clearance as follows;

"To_____
(following train)
Protect against_____
(preceding train)
from _____."
(location)

(c) Except as provided in paragraph (e), a train so restricted must not leave the location named nor leave any identifiable location until the preceding train has reported that it has left an identifiable location ahead. This report must be recorded in writing by a crew member of the following train. Such information may be received from the RTC.
Note: Identifiable locations as listed in Rule 49 (b) must be used.

(d) A train so restricted must not pass the preceding train.

(e) When the preceding train has stopped, arrangements may be made with the following train to "close up". These arrangements must be made in writing between the crews of both trains. When the preceding train resumes movement, the following train will be governed by paragraph (c).

Note: When the preceding train has left the location to which the following train is authorized, Rule 303.1 no longer applies.

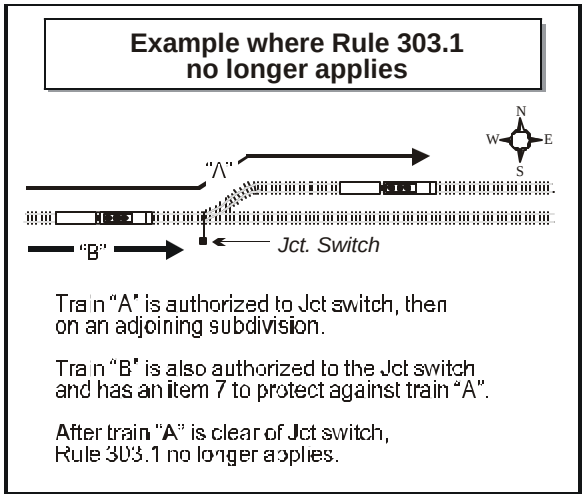
***CPR – System Special Instruction:***

*In OCS outside ABS, Rule 303.1 applies and Rule 303 (b) does not apply.*

*In the application of this rule, station names (ex: Borden, Cantic, etc.) must not be used without a specific identifiable location.*

*Examples: "Borden" cannot be used.*
*"Station Name Sign Borden", "East siding switch Borden", etc. must be used instead.*

*The following diagram illustrates the application of the Note in Rule 303.1.*



**304. RESTRICTION BEFORE LEAVING**

When a train has been restricted by clearance, such train must not leave the point named until the opposing train or trains named on the clearance have arrived.

**305. BEFORE ISSUING CLEARANCE AUTHORITY**

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

**306. TRACK USE**

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

**307.1. CLEARING OCS LIMITS**

The conductor of each train will arrange for a track release as prescribed in Rule 85.1 to be provided to the RTC as soon as possible after clearing the limits of the train's last proceed clearance for that subdivision.

**308. WORK CLEARANCE AUTHORITY**

(a) When authorized to work by clearance a train may move in either direction between the points named on the clearance.

(b) The clearance which creates a work train remains in effect until superseded or cancelled.

**308.1. CLEARANCE TO PROCEED**

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

***CPR – System Special Instruction:***

***Reverse movement under PROCEED clearance in OCS***

*When a train authorized by Clearance to PROCEED has stopped in OCS:*

- *clear of an interlocking, reverse movement may be made into the interlocking on signal indication;*
- *clear of Begin/End CTC sign, reverse movement may be made into CTC on signal indication;*
- *clear of a switch, reverse movement may be made to clear the main track through that switch;*

***PROVIDED:***

- *the trailing end of the movement stops within 100 feet of the signal or switch;*
- *there has been no track release at, or beyond, the signal or switch;*
- *reverse movement is made at caution speed.*

**309. TRAINS MOVING THROUGH WORKING LIMITS**

(a) To enter or move within the limits of one or more work trains, a train must be restricted by its clearance as follows:

"Protect against Work 5748
(and Work 9460)
between Exeter and Jasper."

(b) A train 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. Such understanding must be in writing and include information with respect to the specific movements of each train and the protection to be provided. Such protection must be provided until the train has left the working limits.

**310. MULTIPLE WORK TRAINS**

(a) Two or more work trains may be authorized within the same or overlapping limits. Each work train must be restricted by its clearance to protect against each of the other work trains.

***CPR – System Special Instruction:***

***EMERGENCY circumstances***

*Under EMERGENCY circumstances which make it necessary to authorize a new train to "work" in limits currently occupied by a train (authorized to "proceed" or a train authorized to "work"), when such train has NOT been instructed in item 8 of its clearance to "Protect against" the new train, the following procedure applies:*

***1****. The train currently authorized in the limits:*
- *must be confirmed to be stopped, and*
- *will not move until a thorough understanding in writing is obtained with the new train in accordance with Rule 310.*
  *A record of this confirmation must be made in the computer system or adjacent to the OCS clearance authority.*

***2.*** *A "Work" clearance may then be issued to the train currently in the limits, instructing it to "Protect against" the new train in item 8 of the clearance.*

***3.*** *A "Work" clearance may then be issued to the new train, instructing it to "Protect against" the train currently in the limits.*

(b) Conductors and locomotive engineers of the work trains must have a thorough understanding, in writing, as to the movement of each work train and the protection to be provided.

**311. TRAINS OR ENGINES ENTERING TOP LIMITS**

(a) A train or engine must not be authorized to enter or move within the limits of a TOP until it has been restricted as follows:

"Protect against foreman _____

between _____ and _____."

***CPR – System Special Instruction:***

***Unusual circumstances***

*Under circumstances which make it necessary to authorize a TOP in limits currently occupied by a train when such train has NOT been instructed in item 8 of its clearance to "Protect against" the foreman, the following procedure applies:*

***1.*** *The train authorized in the limits:*

- *must be confirmed to be stopped, and*
- *will not move until instructions have been obtained from the foreman in accordance with Rule 311.*

*A record of this confirmation must be made in the computer system or adjacent to the OCS clearance authority.*

***2.*** *A new clearance may then be issued to the train currently in the limits, instructing it to "Protect against" the foreman in item 8 of the clearance.*

***3.*** *The TOP may then be issued to the foreman.*

(b) The train or engine 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.

***CPR – System Special Instruction:***

***Instructions to be recorded in writing***

*In the application of Rule 311 (b):*

- *instructions to enter or move within the protected limits must be recorded in writing by the foreman and a crew member.*
- *Before issuing instructions, the foreman must ensure the track, or portion of the track, to be used by the train or engine is clear and all switches, for which the foreman is responsible, are lined and locked in normal position.*

*Before granting permission for a train or engine to enter or move within the limits of a TOP or Rule 42, the foreman must first state:*

- *"I am protecting (number) sub-foremen and they have reported clear"; or*
- *"no sub-foremen are being protected".*

*Note: When sub-foremen are protected beyond the limits to be granted, the statement "no sub-foremen are being protected" must be qualified by stating limits in which no sub-foremen are protected.*
*Example: "no sub-foremen are being protected between (location) and (location)."*

*The crew of the train or engine must:*

- *repeat such statement to the foreman; and*
- *if not received, request such statement from the foreman.*

(c) Except as provided by this rule, the RTC must not authorize any train or engine to enter or move within TOP limits until the foreman named in the TOP has reported clear and the TOP has been cancelled.

**312. CLEARANCE IN LIEU OF TOP**

A clearance may be issued in lieu of TOP and the provisions of Rules 49, 49.1, 49.2, 49.3, 308.1 and 311 apply.

**313. OCS SPECIAL INSTRUCTIONS**

Special instructions necessary to govern this method of operation will be issued. Except as affected by such instructions and Rules 301-312, all Operating Rules remain in force.

# Special Control System (SCS) Rules

**351. APPLICATION**

On portions of the railway so specified in the time table, or by special instructions, the use of the main track will be governed by the Special Control System.

**352. SUPERVISION**

The movement of trains or engines will, unless otherwise provided, be supervised by the RTC who will issue instructions as may be required.

**353. SCS SPECIAL INSTRUCTIONS**

Special instructions necessary to govern this method of operation will be issued. Except as affected by such instructions and Rules 351 and 352, all Operating Rules remain in force.

# General Description and Location of Fixed Signals

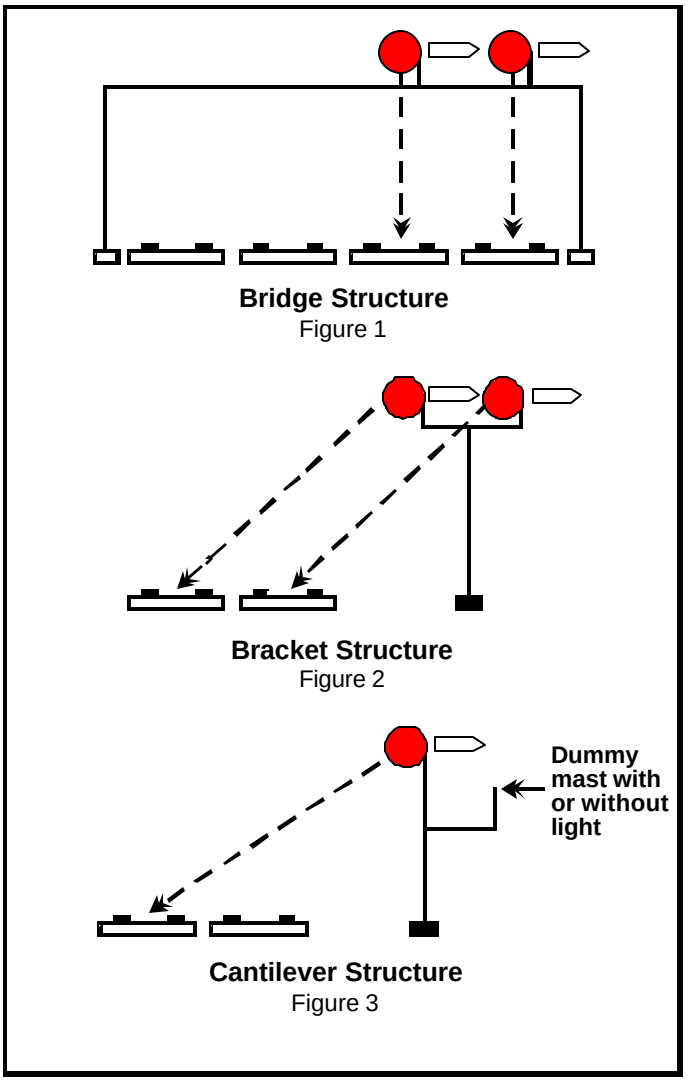
**401. LOCATION**

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, DOB 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, DOB or special instructions, provided that such location does not place the signal to the right of another signalled track.

**402. POSITIONING**

Where conditions require, block and interlocking signal heads and semaphore arms will be positioned with respect to the tracks on which they affect 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 movements.



**Bridge Structure**
Figure 1



**Bracket Structure**
Figure 2




**Cantilever Structure**
Figure 3

**403. APPEARANCE OF COLOUR LIGHT AND SEMAPHORE SIGNALS**

(a) Block and interlocking signal aspects will be displayed by one of the following:

COLOUR LIGHT TYPE - By the colour, position, flashing of lights, or combinations thereof.

SEMAPHORE TYPE - By the position and shape of arms, colour of lights or combinations thereof.

(b) The indications of any such signal may be qualified or modified by an attached plate.

(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 - 430 are standard aspects and indications. Other signal aspects and indications necessary will be illustrated in special instructions.

***CPR – System Special Instruction:***

***Approaching signal systems***

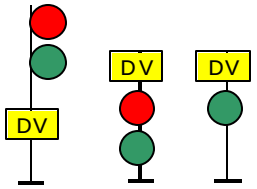
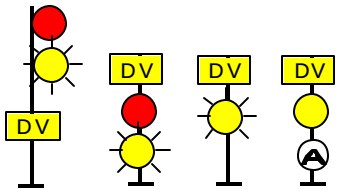
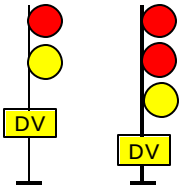
*A train or engine operating outside signal systems must approach the first signal of a signal system prepared to stop*

- *unless such signal is seen to display a less restrictive indication than Stop or Stop, then proceed at restricted speed.*

***CPR – System Special Instruction:***

***Rule 404 - Diverging Signals***

*When equipped with a DV plate, the following signal aspects and indications will apply in addition to those shown in CROR.* ***Note****: Letter plate may appear above or below signal head.*

| ASPECTS | NAME | INDICATION |
|---|---|---|
|  | Diverging to Clear Signal | Proceed, 25 MPH passing signal and through turnouts. |
|  | Diverging to Stop Signal | Proceed, 25 MPH passing signal and through turnouts, preparing to stop at next signal. |
|  | Diverging Signal | Proceed, prepared to stop 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 25 MPH passing signal and through turnouts. |

***Rule 404 - Non-Standard Signal Aspects***

*When so specified in subdivision footnotes, the following signal indications apply.*
***Note:*** *Letter plate may appear above or below signal head.*

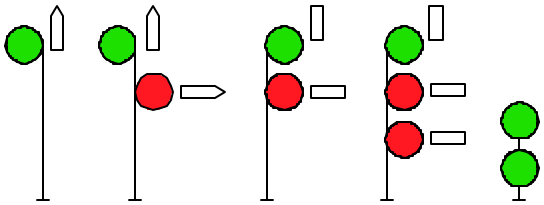
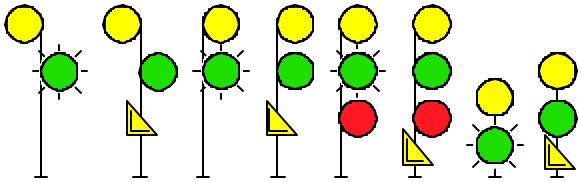
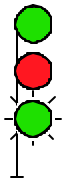
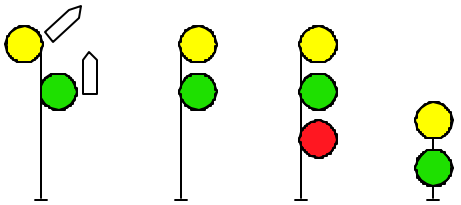
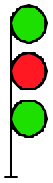
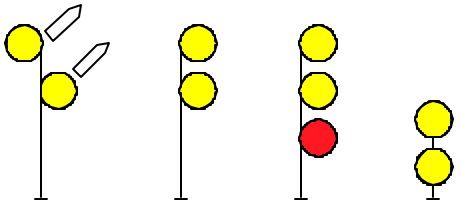
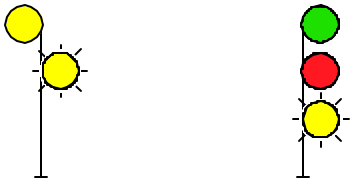
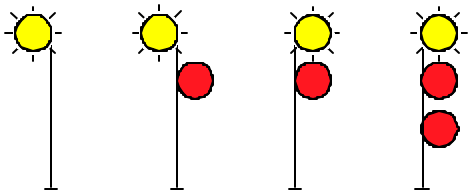
| ASPECTS | NAME | INDICATION |
|---|---|---|
|  | Clear Signal | Proceed. |
|  | Clear to Stop | Proceed, preparing to stop at next signal. |
|  | Restricting Signal | Proceed at restricted speed. |

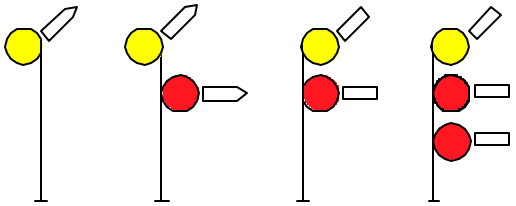
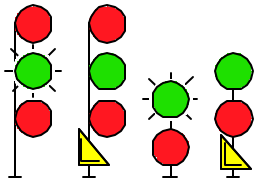
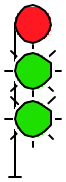
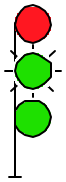
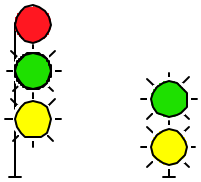
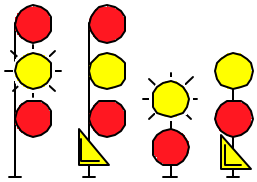
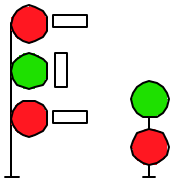
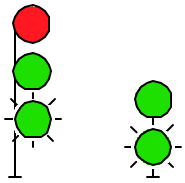
# Block and Interlocking Signals

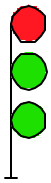
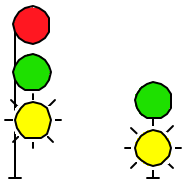
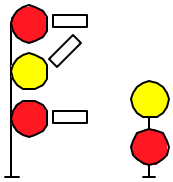
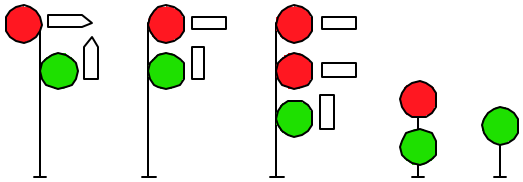
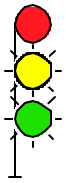
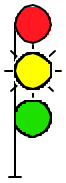
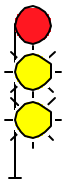
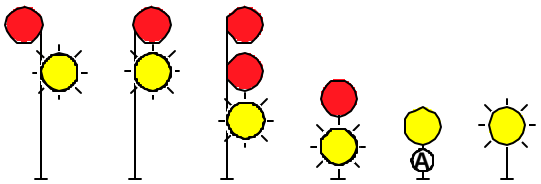
In these illustrations, letter plates will appear only on those aspects whose indications are thereby modified.

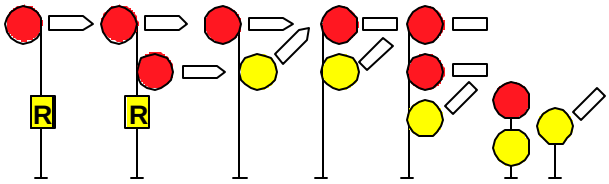
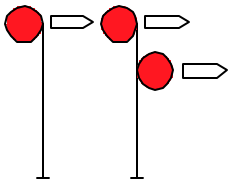
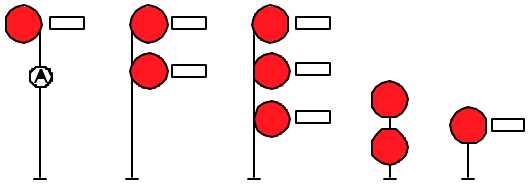
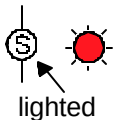
Special application signals, Rules 406A, 407A and 408A, will appear only on subdivisions or at locations so specified in special instructions.

Flashing Light 

| RULE | ASPECTS | NAME | INDICATION |
|---|---|---|---|
| **405** |  | Clear Signal | Proceed. |
| **406** |  | Clear to Limited | Proceed, approaching next signal at limited speed. |
| **406A** |  | Clear to Limited | Proceed, approaching next signal at limited speed. |
| **407** |  | Clear to Medium | Proceed, approaching next signal at medium speed. |
| **407A** |  | Clear to Medium | Proceed, approaching next signal at medium speed. |
| **408** |  | Clear to Slow | Proceed, approaching next signal at slow speed. |
| **408A** |  | Clear to Slow | Proceed, approaching next signal at slow speed. |
| **409** |  | Advance Clear to Stop | Proceed, next signal is displaying Clear to Stop, be prepared to stop at second signal. |

| RULE | ASPECTS | NAME | INDICATION |
|---|---|---|---|
| **410** |  | Clear to Stop | Proceed, preparing to stop at next signal. |
| **411** |  | Limited to Clear | Proceed, limited speed passing signal and through turnouts. |
| **412** |  | Limited to Limited | Proceed, limited speed passing signal and through turnouts, approaching next signal at limited speed. |
| **413** |  | Limited to Medium | Proceed, limited speed passing signal and through turnouts, approaching next signal at medium speed. |
| **414** |  | Limited to Slow | Proceed, limited speed passing signal and through turnouts, approaching next signal at slow speed. |
| **415** |  | Limited to Stop | Proceed, limited speed passing signal and through turnouts, preparing to stop at next signal. |
| **416** |  | Medium to Clear | Proceed, medium speed passing signal and through turnouts. |
| **417** |  | Medium to Limited | Proceed, medium speed passing signal and through turnouts, approaching next signal at limited speed. |

| RULE | ASPECTS | NAME | INDICATION |
|---|---|---|---|
| **418** |  | Medium to Medium | Proceed, medium speed passing signal and through turnouts, approaching next signal at medium speed. |
| **419** |  | Medium to Slow | Proceed, medium speed passing signal and through turnouts, approaching next signal at slow speed. |
| **420** |  | Medium to Stop | Proceed, medium speed passing signal and through turnouts, preparing to stop at next signal. |
| **421** |  | Slow to Clear | Proceed, slow speed passing signal and through turnouts. |
| **422** |  | Slow to Limited | Proceed, slow speed passing signal and through turnouts, approaching next signal at limited speed. |
| **423** |  | Slow to Medium | Proceed, slow speed passing signal and through turnouts, approaching next signal at medium speed. |
| **424** |  | Slow to Slow | Proceed, slow speed passing signal and through turnouts, approaching next signal at slow speed. |
| **425** |  | Slow to Stop | Proceed, slow speed passing signal and through turnouts, preparing to stop at next signal. |

| RULE | ASPECTS | NAME | INDICATION |
|---|---|---|---|
| **426** |  | Restricting Signal | Proceed at restricted speed. |
| **428** |  | Stop and Proceed Signal | Stop, then proceed at restricted speed. |
| **429** |  | Stop Signal | Stop. |
| **430** | NOTE: Lighted “S” or flashing light is used in conjunction with a block or interlocking signal.  | Take (or leave) Siding Signal | Be governed by signal indication. Take (or leave) siding or other designated track when “S” lighted or light flashing. |

# Automatic Block Signal System (ABS) Rules

**505. APPLICATION**

Block signals, cab signals, or both, govern the use of the blocks. They do not dispense with the use or observance of other signals whenever and wherever required.

**507. WITHDRAWAL OF SIGNALS**

When signals in ABS are withdrawn from service, trains and engines will be governed by GBO or special instructions.

**509. STOPPED BY STOP SIGNAL**

(a) When a train or engine is stopped by a block signal indicating Stop and no conflicting movement is evident, a crew member must immediately communicate with the RTC. Such communication must include the occupation and name of the crew member, the train or engine designation, signal number, if any, and location.

(b) When able to, the RTC will inform the crew member in writing:

"There is no opposing train movement in the block governed by Signal No _____."

After complying with Rule 512 or 513 where applicable, the train or engine may proceed at restricted speed to the next signal or Block End sign.

(c) When unable to obtain the information that there is no opposing train movement in the block, and no conflicting movement is evident, the train or engine may, after complying with Rule 512 or 513 where applicable, move forward and must stop where its leading wheels are 100 feet past the Stop signal. After waiting ten minutes and if there is still no evidence of an opposing movement, the train or engine may proceed at restricted speed to the next signal or Block End sign.

**510. MODIFIED STOP AND PROCEED SIGNAL**

A train or engine which is to leave the main track to enter other than a main track, beyond a Stop and Proceed Signal, may pass such signal without stopping and proceed at restricted speed, provided the switch is observed to be lined for the track to be used, and the track between the signal and the switch is seen to be clear.

**512. BLOCK INDICATORS**

(a) Where a block indicator is in service, it must be observed immediately before reversing a main track switch. When the block indicator is equipped with a pushbutton, it must be depressed immediately before the indicator is observed.

(b) When the block indicator shows “track occupied”, the crew member in charge of the switch must;

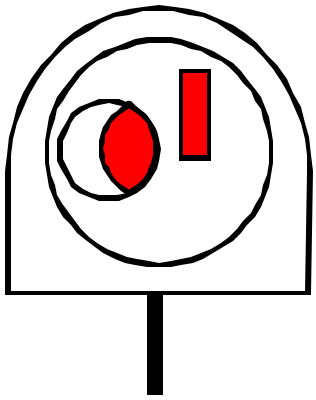
(i) unless the indication changes to “track unoccupied”, wait five minutes after observing the “track occupied” indication; and

(ii) if still showing “track occupied” but no train or engine is observed approaching, reverse the switch and wait an additional five minutes, unless a greater period is specified in special instructions before allowing the train or engine to move foul of the main track. The crew member must remain at the switch until the waiting time has elapsed. The switch must be quickly restored to its normal position, should an approaching train or engine on the main track become evident.

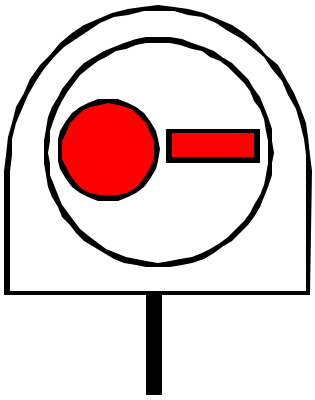
(c) The indication of a block indicator does not authorize a train or engine movement.

(d) At a main track crossover the indicator at the crossover switch in each track refers to the blocks on the other track. When entry is to be made through a crossover after obtaining a “track unoccupied” indication from the appropriate block indicator, the switch in the track on which the train or engine is standing must be reversed first.

EXCEPTION: The block indicator need not be observed when an opposing train or engine has passed the switch and is still occupying the block.



Indication track unoccupied.



Indication track occupied.

**513. NO BLOCK INDICATOR**

(a) Where a block indicator is not provided, or is declared out of service, and a train or engine is to foul or enter a main track, and no train or engine is observed approaching on the main track, a crew member must reverse the switch and wait five minutes, unless a greater period is specified in special instructions before allowing the train or engine to move foul of the main track. The crew member must remain at the switch until the waiting time has elapsed. The switch must be quickly restored to its normal position should an approaching train or engine on the main track become evident.

(b) Compliance with this rule does not authorize a train or engine movement.

(c) When entry is to be made through a crossover, the switch in the track on which the train or engine is standing is the only crossover switch to be reversed for the required waiting period.

EXCEPTION: The required waiting period need not be observed when an opposing train or engine has passed the switch and is still occupying the block.

**514. ENTERING BETWEEN SIGNALS**

(a) When a train or engine has entered a block between signals, after obtaining a "track unoccupied" indication or under the provision of Rule 513, it must move 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 movement at other than restricted speed.

(b) A train or engine which has entered a block between signals under the provisions of Rule 512, paragraph (b), must move at restricted speed to the next signal.

**515. DELAYED IN THE BLOCK**

When a train or engine, which has entered a block on signal indication permitting movement at other than restricted speed, is stopped or otherwise delayed in the block, it must move at restricted speed to the next signal:

(i) unless or until the track is seen to be clear to the next signal and the indication of such signal permits movement at other than restricted speed; or

(ii) unless there are no track switches between such train or engine and the next signal. In such case the train or engine may proceed preparing to stop at the next signal, 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.

EXCEPTION: When a train or engine is stopped or delayed in the block after having passed a "Clear signal" Rule 405, reduced speed applies instead of restricted speed.

***CPR – System Special Instruction:***

*In the application of Rule 515 (ii) and Rule 575, when the crew of a train or engine is not aware of the signal indication which permitted it to enter the block,*

- *the train or engine must proceed at restricted speed to the next signal.*

**516. REVERSE MOVEMENTS (OUTSIDE YARD LIMITS AND CAUTIONARY LIMITS)**

(a) A train, having passed beyond the limits of a block, may back into such block when authorized by clearance. When this cannot be done, such movement must be protected in the manner as prescribed by Rule 35. Whenever practicable, the RTC must be notified before such movement commences.

(b) A reverse movement within a block, provided such movement will not re-enter a block it has cleared, may be made after a flagman has taken up a position beyond the farthest point to which the movement may extend. A stop signal must be given by the flagman from a point where it can be plainly seen from an approaching train or engine from not less than 300 yards. The RTC must be notified of such movement whenever practicable.

***CPR – System Special Instruction:***

*In the application of Rule 516 (a) and (b), and Rule 573 (c),*

- *permission must be obtained from the RTC before a reverse movement commences.*

**517. STOP SIGNAL PASSED WITHOUT AUTHORITY**

Whenever any part of a train or engine passes a block signal indicating Stop, without authority;

(i) the portion of the train or engine which has passed the signal must be protected immediately in the manner as prescribed by Rule 35;

(ii) an emergency radio call, giving warning of the situation, must be made at once; and

(iii) the RTC must be notified as quickly as possible, who will, if necessary, issue instructions.

***CPR – System Special Instruction:***

***Stop signal passed without authority***

*In the application of CROR Rules 517, 572 and 606, when a train or engine has passed a Stop signal without authority, instructions from the RTC or signalman authorizing the train or engine to proceed must include the authority of;*

- *CROR Rule 564 within CTC;*
- *CROR Rule 509 within ABS; and/or*
- *CROR Rule 607 within interlockings.*

***At power-operated or spring switches***

*Before the train or engine proceeds the switch must be examined to determine that;*

- *the switch points are properly lined for the route to be used;*
- *the switch points or any part of the switch is not damaged or broken.*

***At dual control switches***

- *When the RTC or signalman is unable to relieve the crew of the requirements of CROR Rule 104.2 (c), and*
- *one or more wheels are stopped on the switch points,*
- *the train or engine may be moved before the switch is operated by hand, BUT ONLY SUFFICIENT DISTANCE to clear the wheels from the actual switch points.*

# Centralized Traffic Control System (CTC) Rules

**560. APPLICATION**

Where CTC is designated in the time table or special instructions, trains and engines will be governed by block signals, cab signals, or both with reference to both opposing and following trains or engines on the same track.

**561. SUPERVISION**

The movement of trains and engines will be supervised by the RTC, who will issue instructions as may be required.

**563. AUTHORITY FOR ENGINES**

An engine may use the main track within a switching zone.

***CPR – System Special Instruction:***

*At locations where this special instruction is designated:*

*a) Before entering or moving within yard limits, cautionary limits or switching zones:*

- *a train or engine must be in possession of a clearance, other than a clearance transferred under Rule 147;*
- *such clearance must indicate the numbers of GBO in effect.*

*b) Paragraph a) does not apply to the crew arriving at the entrance of such limits or zone on a train authorized by CPR Clearance.*

**564. STOPPED BY STOP SIGNAL**

(a) A train or engine must have authority to pass a block signal indicating Stop and, when so authorized, a stop must be made at each such signal. Communication with the RTC to obtain authority to pass a signal indicating Stop must include the occupation and name of the crew member, the train or engine designation, the location and the signal number(s).

(b) The RTC may authorize the train or engine to pass the signal but before doing so must:

(i) ensure that there are no conflicting trains or engines within, or authorized to enter, the controlled block affected (other than one authorized by Rule 564.1 or Rule 567); and

(ii) provide protection against all opposing trains or engines.

(c) When signal blocking devices are used, they may be removed after the authorized train or engine has entered the controlled block affected. The RTC must not permit any opposing train or engine to enter the controlled block until the authorized train or engine has cleared such block.

(d) The train or engine so authorized must move 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) The authority granted and instructions received must be in writing and, where applicable, specify the route to be used. No movement may be made until the locomotive engineer has been made aware of the route to be used.

**564.1. TRAIN OR ENGINE THROUGH OCCUPIED BLOCK**

(a) When it is necessary to move a train or engine, into or through limits in which another train or engine has been authorized to occupy by Rule 566, a crew member of the train or engine entering such limits must obtain authority in writing from the RTC to pass the stop signal governing movement into the limits.

| ***CPR – System Special Instruction:*** |
|---|
| *In the application of Rule 564.1(a), limits of the Rule 566 authority must not exceed one controlled block.* |

(b) The authority must instruct the conductor or locomotive engineer of the train or engine, entering such limits, to obtain authority in writing from the conductor and locomotive engineer of the train or engine authorized by Rule 566.

(c) The train or engine so authorized to enter the limits must move at restricted speed to the next signal and 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.

**565. STOP SIGNAL CTC TO ABS**

A train or engine leaving CTC and entering ABS, if required to move past a signal indicating Stop, will be governed by Rule 564 within CTC and Rule 509 within ABS.

**566. EXCLUSIVE WORK AUTHORITY**

(a) A train or engine may be given exclusive work authority which permits movement in either direction within specified limits. When such authority is requested, the communication to the RTC must include the occupation and name of the crew member, the train or engine designation, the location, the required limits and the track or tracks to be used.

(b) Before issuing such authority the RTC must;

(i) ensure that there are no other trains or engines within, or authorized to enter, the required limits; and

(ii) block at Stop all devices controlling signals governing other trains or engines into such limits.

(c) The RTC must maintain signal blocking against all trains and engines and must not authorize any other train or engine to enter the affected limits except as provided by Rule 564.1 until the work authority has been cancelled.

(d) If work authority is cancelled while the train or engine is within the affected limits, the conductor or locomotive engineer must inform the RTC of the intended direction of movement. The RTC must maintain signal blocking against opposing trains or engines until the protected train or engine has cleared the controlled block.

(e) When the authority specifies: “Call RTC _____,” the conductor or locomotive engineer must communicate with the RTC as instructed.

(f) The authority granted and instructions received must be in writing. The locomotive engineer must be aware of the track limits before any movement is made.

**566.1. SIGNAL INDICATIONS SUSPENDED WHILE SWITCHING**

(a) A train or engine crew may be authorized to manually operate specific dual control switches at a controlled location, as prescribed by Rule 104.2, paragraph (e). Such authority must be included with work authority, as prescribed by Rule 566 or 567. The indications of signals governing movement 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 location.

(b) When switching is to be performed over a spring switch, which is included in the limits of a work authority prescribed by Rule 566 or 567, the indication of the signal governing movement over such switch may be considered suspended, if the switch is properly lined.

**567. JOINT WORK AUTHORITY TRAINS AND ENGINES**

(a) More than one train and/or engine may be given joint work authority which permits movement in either direction within the specified limits. Each crew requesting such authority will communicate with the RTC. Such communication must include the occupation and name of the crew member, the train or engine designation, the location, the required limits and the track or tracks to be used. Each such train or engine must be instructed: "Protecting against each other."

The conductor and locomotive engineer of each train or engine must have a thorough understanding in writing with respect to the movements of each train or engine and the protection to be provided.

***CPR – System Special Instruction:***

***New train in occupied limits***

*Under circumstances which make it necessary to give a new train joint work authority in limits currently occupied by another train which is NOT in possession of Rule 567 authority, the following procedure applies:*

***1.*** *The train currently occupying the limits*

- *must be confirmed to be stopped, and*
- *will not move until a thorough understanding in writing is obtained with the new train in accordance with Rule 567 (a).*

*A record of this confirmation must be made in the computer system or adjacent to the Rule 567 authority.*

***2.*** *Joint work authority may then be issued to the train currently in the limits in accordance with Rule 567, utilizing the CTC/ABS/Interlocking Authorization Form and specifying in item 6 the train currently occupying the limits and the new train.*

***3.*** *Joint work authority may then be issued to the new train in accordance with Rule 567, utilizing the CTC/ABS/Interlocking Authorization Form and specifying in item 6 the train currently occupying the limits and the new train.*

***CPR – System Special Instruction:***

***Two or three trains in the same controlled block***

*Under circumstances which make it necessary to give joint work authority to two or three trains, currently occupying the same controlled block, when none of the trains are in possession of Rule 567 authority, the following procedure applies:*

***1.*** *Each train occupying the limits:*

- *must be confirmed to be stopped, and*
- *will not move until a thorough understanding in writing is obtained with each of the other trains to be referenced in item 6 of CTC/ABS/Interlocking Authorization Form in accordance with Rule 567 (a).*

*A record of this confirmation from each train must be made in the computer system or adjacent to the Rule 567 authority.*

***2.*** *Joint work authority may then be issued to each train occupying the limits in accordance with Rule 567, utilizing the CTC/ABS/Interlocking Authorization Form and specifying in item 6 each train occupying the limits.*

(b) Before issuing joint authority, the RTC must;

(i) ensure that there are no trains or engines in the affected limits, other than the trains or engines which are to be authorized; and

(ii) block at Stop all devices controlling signals governing trains or engines into the affected limits.

(c) The RTC must maintain signal blocking against all trains and engines and must not authorize any train or engine, other than one which is thereby protected, to enter the affected limits until the work authority has been cancelled. Each train or engine must be clear of the affected limits before the work authority is cancelled.

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

(d) When the authority specifies: "Call RTC _____," the conductor or locomotive engineer of each train or engine so instructed must communicate with the RTC as instructed.

(e) The authority granted and instructions received from the RTC must be in writing. The locomotive engineer, of a train or engine so authorized, must be made aware of the track limits before any movement is made by that train or engine.

**567.1. JOINT AUTHORITY TRAIN OR ENGINE AND TOP**

(a) A train or engine may be authorized to occupy the limits of a TOP. Each time a train or engine is so authorized, the authority must be in writing and in the following form:

Joint authority granted with

Foreman _____
(name)

between _____ and _____.
(location) (location)

_____ must not proceed
(train or engine)

until instructions have been received

from Foreman _____.
(name)

***CPR – System Special Instruction:***

***Unusual circumstances***

*Under circumstances which make it necessary to authorize a TOP in limits currently occupied by single train which is NOT in possession of a Rule 567.1/566 authorization, the following procedure applies:*

***1.*** *The train currently in the limits:*

- *must be confirmed to be stopped, and*
- *will not move until instructions have been received from the foreman in accordance with Rule 567.1.*

*A record of this confirmation must be made in the computer system or adjacent to the Rule 567.1 authority.*

***2.*** *A Rule 567.1/566 authority may then be issued to the train currently in the limits, providing for "Joint Authority" with the foreman in item 8 of the CTC/ABS/Interlocking Authorization Form.*

***3.*** *A TOP may then be issued to the foreman.*

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

(c) The RTC must maintain signal blocking against all trains and engines and must not authorize another train or engine, or issue another TOP to apply, within the protected limits until the authority granted under this rule has been cancelled.

NOTE: Signal blocking applied to protect the TOP must be maintained until the TOP is cancelled to the foreman. The cancellation does not take effect until it has been correctly repeated and acknowledged by the foreman. The foreman must acknowledge the cancellation by repeating the cancelled time and the initials of the RTC to the RTC.

***CPR – System Special Instruction:***

***Instructions to be recorded in writing***

*In the application of Rule 567.1 (b):*

- *instructions to enter or move within the protected limits must be recorded in writing by the foreman and a crew member.*
- *Before issuing instructions, the foreman must ensure the track, or portion of the track, to be used by the train or engine is clear and all switches, for which the foreman is responsible, are lined and locked in normal position.*

*Before granting permission for a train or engine to enter or move within the limits of a TOP or Rule 42, the foreman must first state:*

- *"I am protecting (number) sub-foremen and they have reported clear"; or*
- *"no sub-foremen are being protected".*

*Note: When sub-foremen are protected beyond the limits to be granted, the statement "no sub-foremen are being protected" must be qualified by stating limits in which no sub-foremen are protected.*
*Example: "no sub-foremen are being protected between (location) and (location)".*

*The crew of the train or engine must:*

- *repeat such statement to the foreman; and*
- *if not received, request such statement from the foreman.*

**568. SIGNAL OR PERMISSION TO ENTER MAIN TRACK**

(a) A train or engine 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. When such permission is requested, the communication to the RTC must include the occupation and name of the crew member, the train or engine designation, the location and track to be fouled or entered.

(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. No movement may then be made until the locomotive engineer has been made aware of the circumstances. Before issuing such permission the RTC must;

(i) ensure that there are no conflicting trains or engines within, or authorized to enter, the controlled block affected; and

(ii) block at Stop all devices controlling signals governing trains or engines into the affected controlled block.

***CPR – System Special Instruction:***

***Permission to enter main track in CTC***

*The provisions of Rule 568 (b) apply at an electrically locked hand operated switch, except that:*

- *permission to enter or re-enter the main track need not be in writing for a train or engine authorized by Rule 566 or 567.*

(c) The RTC must maintain signal blocking against opposing trains or engines and must not permit any opposing train or engine to enter the controlled block until the protected train or engine has cleared the controlled block. Signal blocking against following trains or engines must not be removed nor may following trains or engines be permitted to enter the controlled block until the conductor or locomotive engineer, of the train or engine being protected, has reported that the train or engine has entered the main track and has commenced movement in the authorized direction.

EXCEPTION: Permission to enter or re-enter the main track need not be in writing for a train or engine authorized by Rule 566 or 567 when entry is to be made into such limits at a non-electrically locked hand operated switch, or at a switch where the seal on the electric switch lock is broken.

**569. CANCELLING AUTHORITIES**

(a) Authority or permission granted by Rules 564, 564.1 or 568 may be cancelled provided the train or engine has not entered the controlled block affected.

(b) When authority granted by Rules 564, 564.1, 566, 567, 567.1 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 engine affected. The conductor and locomotive engineer must acknowledge the cancellation by repeating the cancelled time and the initials of the RTC to the RTC. Other members of the crew must immediately be advised of the cancellation and all copies of the cancelled authority must be destroyed.

**570. ENTERING BETWEEN SIGNALS**

(a) A train or engine which 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 engine must move 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 movement at other than restricted speed.

(c) A train or engine which 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. CHANGING ROUTES**

When necessary to change any route for which signals have been cleared for an approaching train or engine, such signals may be restored to indicate Stop. However, no part of the route may be changed, nor signals cleared for a train or engine on a conflicting route, when the train or engine for which signals were first cleared is less than three blocks distant from the first of such signals, unless;

(i) the train or engine for which signals were first cleared has stopped in response to the Stop indication; or

(ii) no part of the train or engine has passed the advance signal and the locomotive engineer has acknowledged that the train or engine is prepared to stop short of the controlled block signal.

**572. STOP SIGNAL PASSED WITHOUT AUTHORITY**

Whenever any part of a train or engine passes a block signal indicating Stop without authority;

(i) the portion of the train or engine which has passed the signal must be protected immediately in the manner as prescribed by Rule 35;

(ii) an emergency radio call, giving warning of the situation, must be made at once; and

(iii) the RTC must be notified as quickly as possible, who will issue the necessary instructions.

***CPR – System Special Instruction:***

***Stop signal passed without authority***

*In the application of CROR Rules 517, 572 and 606, when a train or engine has passed a Stop signal without authority, instructions from the RTC or signalman authorizing the train or engine to proceed must include the authority of;*

- *CROR Rule 564 within CTC;*
- *CROR Rule 509 within ABS; and/or*
- *CROR Rule 607 within interlockings.*

***At power-operated or spring switches:***

*Before the train or engine proceeds the switch must be examined to determine that;*

- *the switch points are properly lined for the route to be used;*
- *the switch points or any part of the switch is not damaged or broken.*

***At dual control switches:***

- *When the RTC or signalman is unable to relieve the crew of the requirements of CROR Rule 104.2 (c), and*
- *one or more wheels are stopped on the switch points,*
- *the train or engine may be moved before the switch is operated by hand, BUT ONLY SUFFICIENT DISTANCE to clear the wheels from the actual switch points.*

**573. REVERSE MOVEMENTS**

(a) A train or engine, having passed beyond the limits of a block, must not back into that block until the RTC has been informed of the intended movement, and such movement has been 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, 564.1; or

(iii) Rule 566 or 567.

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

(b) When a train or engine 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 as prescribed by paragraph (a), clause (iii).

(c) Except when protected by Rule 566 or 567, a reverse movement within a block, provided such movement will not re-enter a block it has cleared, may not be made until after a flagman has taken up a position beyond the farthest point to which the movement may extend. Stop signals must be given by the flagman from a point where they can be plainly seen from an approaching train or engine from not less than 300 yards. The RTC must be notified of such movement whenever practicable.

***CPR – System Special Instruction:***

*In the application of Rule 516 (a) and (b), and Rule 573 (c),*

- *permission must be obtained from the RTC before a reverse movement commences.*

**574. CTC SUSPENDED**

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

**575. DELAYED IN THE BLOCK**

When a train or engine, which has entered a block on signal indication permitting movement at other than restricted speed, is stopped or otherwise delayed in the block, it must approach the next signal prepared to stop, unless or until such signal displays a more favourable indication than Stop or Stop and Proceed.

***CPR – System Special Instruction:***

*In the application of Rule 515 (ii) and Rule 575, when the crew of a train or engine is not aware of the signal indication which permitted it to enter the block,*

- *the train or engine must proceed at restricted speed to the next signal.*

**576. CTC SPECIAL INSTRUCTIONS**

Special instructions necessary to govern this method of operation will be issued. Except as affected by such instructions and Rules 560 - 575 all Operating Rules remain in force.

***CPR – System Special Instruction:***

*In CTC, when the "EMPLOYEE CALL" located on signal bungalows is operating, either by a steady or flashing light or sounding horn, or both,*

- *it is an indication for any employee in the vicinity, except crews on moving trains, to contact the RTC as soon as possible.*

# Interlocking Rules

**601. APPLICATION**

Interlocking signal indications govern the use of the routes and authorize the movement of trains and engines within interlocking limits.

**602. PROPER SIGNAL INDICATIONS REQUIRED**

(a) Except in case of emergency, radio or hand signals must not be used to control the movements of trains and engines when the proper indication can be displayed by the interlocking signals.

(b) A train or engine 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 train or engine stops with its trailing end within interlocking limits, it must not move in the opposite direction without the proper interlocking signal indication, or permission from the signalman.

**603. REAR PROTECTION**

Rear flag protection is not required within interlocking limits, unless otherwise directed by special instructions.

**604. ESTABLISHING AND CHANGING ROUTES**

When necessary to change any route for which signals have been cleared for an approaching train or engine, such signals may be restored to indicate Stop. However, no part of the route may be changed, nor signals cleared for a train or engine on a conflicting route, until the signalman has verified that;

(i) the train or engine for which signals were first cleared has stopped in response to the Stop indication; or

(ii) no part of the train or engine has passed the advance signal and the locomotive engineer has acknowledged that the train or engine is prepared to stop short of the interlocking signal.

**605. DELAYED IN TIMING CIRCUIT**

A train or engine 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.

**606. STOP SIGNAL PASSED WITHOUT AUTHORITY**

(a) If a train or engine passes an interlocking signal indicating Stop without authority, crew members must make every effort to protect the train or engine by any available means, including the use of flags, lights, fusees, emergency radio calls or combinations thereof. At a controlled interlocking, the signalman, if on duty, must be notified immediately.

***CPR – System Special Instruction:***

***Stop Signal passed without authority***

*In the application of CROR Rules 517, 572 and 606, when a train or engine has passed a Stop signal without authority, instructions from the RTC or signalman authorizing the train or engine to proceed must include the authority of;*

- *CROR Rule 564 within CTC;*
- *CROR Rule 509 within ABS; and/or*
- *CROR Rule 607 within interlockings.*

***At power-operated or spring switches:***

*Before the train or engine proceeds the switch must be examined to determine that;*

- *the switch points are properly lined for the route to be used;*
- *the switch points or any part of the switch is not damaged or broken.*

***At dual control switches:***

- *When the RTC or signalman is unable to relieve the crew of the requirements of CROR Rule 104.2 (c), and*
- *one or more wheels are stopped on the switch points,*
- *the train or engine may be moved before the switch is operated by hand, BUT ONLY SUFFICIENT DISTANCE to clear the wheels from the actual switch points.*

(b) If any part of such train or engine moves through the interlocking into ABS, Rule 517 applies or into CTC, Rule 572 applies.

(c) When notified that a train or engine has passed a signal indicating Stop without authority, or in case of apparent disregard of signals, the signalman must stop all trains or engines affected, by any means available.

**607. RULE APPLICABLE AT A STOP SIGNAL**

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

| **TYPE OF INTERLOCKING** (as indicated in special instructions) | **APPLICABLE RULE** |
|---|---|
| Manual | 608 |
| Locally-Controlled | 609 or 609.1 |
| Remotely-Controlled | 610 |
| Automatic | 611 |

**608. MANUAL INTERLOCKING**

Trains or engines operating through the limits of a manual interlocking will be governed by special instructions.

**609. STOP SIGNAL LOCALLY-CONTROLLED INTERLOCKING**

(a) When a train or engine is stopped by a locally-controlled interlocking signal indicating Stop, and no conflicting train or engine is evident;

(i) a crew member must immediately communicate with the signalman. Such communication must include the occupation and name of the crew member, the train or engine designation, signal number, if any, and location;

(ii) the signalman may authorize such train or engine to pass the signal, but before doing so, the signalman must provide protection against all conflicting trains or engines; and

(iii) the train or engine so authorized 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) No movement may be made until the locomotive engineer has been informed of the situation.

**609.1. STOP SIGNAL LOCALLY-CONTROLLED INTERLOCKING (CLOSED)**

When the signalman is off duty at a locally-controlled interlocking, a train or engine stopped by an interlocking signal indicating Stop will be governed by special instructions.

**610. STOP SIGNAL REMOTELY-CONTROLLED INTERLOCKING**

(a) When a train or engine is stopped by a remotely-controlled interlocking signal indicating Stop, and no conflicting train or engine is evident;

(i) a crew member must immediately communicate with the signalman. Such communication must include the occupation and name of the crew member, the train or engine designation, signal number, if any, and location;

(ii) after ensuring that there is no conflicting train or engine in the route to be used, and that all devices controlling signals governing conflicting trains or engines are blocked at Stop, the signalman may authorize the train or engine to pass the Stop signal. The authorization must specify the route to be used, and must be in writing; and

(iii) the train or engine so authorized 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.

(b) No movement may be made until the locomotive engineer has been made aware of the route to be used.

**611. STOP SIGNAL AUTOMATIC INTERLOCKING**

(a) When a train or engine is stopped by an automatic interlocking signal indicating Stop, and no conflicting train or engine 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 train or engine is evident, the crew member will open the switch and may then allow the train or engine to proceed;

(ii) (MULTITRACK) in the box marked “switches” where lights are provided to indicate the approach of a train or engine, if those of the conflicting route and those of the same railway on the adjacent track are lighted and no train or engine is seen approaching, the crew member will open the switch and may then allow the train or engine 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 switch, must wait five minutes, unless a greater period is specified in special instructions and posted in the box marked “switches”, before permitting the train or engine to proceed;

(iv) after complying with (i), (ii) or (iii) the train or engine may then move at restricted speed to the next signal or Block End sign; and

(v) after the train or engine has occupied the crossing, the switch must be closed and the box marked “switches” locked.

(b) Where a pushbutton is provided, to enable a return movement 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), clauses (i), (ii), (iii), (iv) and (v) must be complied with.

**612. STOPPED FOUL OF SIGNAL**

When a train or engine, which has accepted an indication of an interlocking signal permitting it to proceed, stops before the leading unit or car has completely passed such signal, it may then proceed only after receiving permission from the signalman or under the provisions of Rule 611.

**613. APPROACHING INTERLOCKING LIMITS**

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

**614. LEAVING INTERLOCKING IN ABS OR CTC**

When an interlocking is located in ABS or CTC, the indication of the last interlocking signal, in the direction of movement, also governs 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 509 or 564 also applies to movement 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 trains or engines over the affected routes at Stop. No train or engine movements may then be permitted until the signalman has established that trains or engines may pass safely.

**617. DISCONNECTING TRACK PARTS OR LOCKING DEVICES**

Before any train or engine 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 being operated.

**618. JOINT AUTHORITY TRAIN OR ENGINE AND TOP**

(a) A train or engine may be authorized to occupy the limits of a TOP within a controlled interlocking. Each time a train or engine is so authorized, the authority must be in writing and in the following form:

Joint authority granted with

Foreman _____
(name)

between _____ and _____
(location) (location)

_____ must not proceed
(train or engine)

until instructions have been received

from Foreman _____.
(name)

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

***CPR – System Special Instruction:***

***Instructions to be recorded in writing***

*In the application of Rule 618 (b):*

- *instructions to enter or move within the protected limits must be recorded in writing by the foreman and a crew member.*
- *Before issuing instructions, the foreman must ensure the track, or portion of the track, to be used by the train or engine is clear and all switches, for which the foreman is responsible, are lined and locked in normal position.*

c) The signalman must maintain signal blocking against all trains and engines and must not authorize another train or engine, or issue another TOP to apply, within the protected limits until the authority granted under this rule has been cancelled. The cancellation does not take effect until it has been correctly repeated and acknowledged by the conductor and locomotive engineer. The conductor and locomotive engineer must acknowledge the cancellation by repeating the cancelled time and the initials of the signalman to the signalman. Other members of the crew must immediately be advised of the cancellation and all copies of the cancelled authority must be destroyed.

NOTE: Signal blocking applied to protect the TOP must be maintained until the TOP is cancelled to the foreman. The cancellation does not take effect until it has been correctly repeated and acknowledged by the foreman. The foreman must acknowledge the cancellation by repeating the cancelled time and the initials of the signalman to the signalman.

**619. TRANSFER BY SIGNALMEN**

When relieved of duty, a 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 other necessary information and must be signed by both the relieved and the relieving signalman.

**620. INTERLOCKING SPECIAL INSTRUCTIONS**

Special instructions necessary to govern operations within interlocking limits will be issued. Except as affected by such instructions and Rules 601 – 619, all Operating Rules remain in force.

# INDEX

**Important:** This word list is provided as a convenient aid for searching keywords located in the Canadian Rail Operating Rules (CROR) and CPR System Special Instructions. The word list must not be considered as being exhaustive or complete.

- The asterisk (*) denotes a reference to a definition.

- Numbers in [brace brackets] and *italics* denote references only found in a System Special Instruction, if not found in the rule itself.

(†) refers to the section “Block and Interlocking Signals.”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| - between employees | 147, 148, 619. See also [*81],* [*93*], [*94*] and [*563*]. |
| Turnouts<br>see equilateral | 27, 42, 43, 98.1, [*104o*], [*104.2*], Form Y, [*404*], see (†). |
| Two (main) tracks | 45.1, 51, 104kl. |
| Unattended equipment | 101.2, [*104bc*], Form T. |
| Underscoring | 131, [*138*]. |
| Unscheduled stop | 107. |
| Voice communication | ix, 15, [*90*], [*104b*], 131, 132, 136, 138. |
| Void | 83c, 131. |
| Waiting point | 88. |
| Warning devices | |
| - automatic | 14r, 17.1b, 17.3, 103b, 103.1, Form V. |
| Watches | 2, 3, 3.3. |
| Watchman | 14r, 17.1, 17.3, 103. |
| Whistle (Engine) | 13, 14, 35, 103b. |
| - snow plow signal | 15. |
| Whole mile | 42, 49, 101.2. |
| Wide traffic | Form DL. |
| Work train | 81.1, 134, 303.1, 308, 309, 310. |
| Working limits | 40.2, 309. |
| Workmen | 26, 26.1. |
| Wye | 6. |

| | |
|---|---|
| "X" (draw an X). | 82.2. |
| *Yard | *Engine, *Main track, *Semi-automatic switch, D, 3.5, 14r, 17, 17.3, 40.1. [*104c],* [*104.2*], [*105*]. |
| Yards (distance) | 11, 35, 35.1, 40.1, 40.2, 42, 43, 516, 573. |
| Yard foreman/crews | viii, [*A*], [*3*]. |
| *Yard limits | 6, 6f, 49, 49.1, 81, 90, 93, 93.1, 101, 101.2, 115, 516, [*563*]. |
| Yardman | viii, [*3*]. |
| Yardmaster | vi, 40.1, 40.2, 83, 104j, [*105*]. |
| Yellow flag | 43, 44. |
| Yellow over red flag | 42, 44, Form Y. |
| Zone speed | 47. |