"SAFETY FIRST"
Quick Reference Guide

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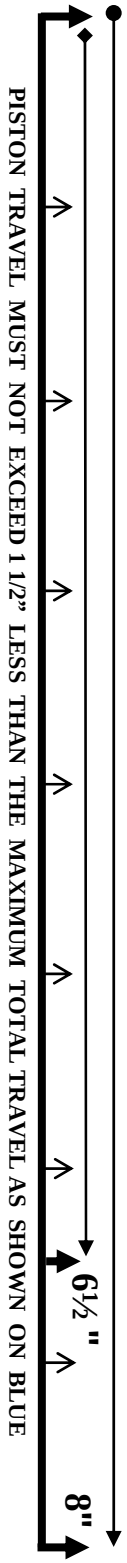

PREFACE

FRA recently advised of their intent to increase field efficiency testing on the nation's railroads for operating crews. Consequently, the BLE General Committees of Adjustment on the Union Pacific (UP) believe that a SAFETY FIRST initiative will enhance this action and promote railroad safety. This program is intended to be an all encompassing safety program that will lead to direct coordination with UP. As a first step, we have produced this "Quick Reference Guide" to enable Engineers to perform their duties in the safest, most efficient manner, sharpen their knowledge and improve their skills.

If you as a BLE Member encounter conditions in which the rules are confusing or unclear, report to and comply with the instructions of the proper authority. Because of constant rule changes and revisions, this material is not intended to substitute for diligent study, review and complete understanding of the Operating Rules. It is only a guide to assist in the performance of your duties in a manner which fully and completely complies with the company's rules.

Instructions on going to UPRR Online Rule Book:

Logon to http://www.uprr.com/employee/ and select the "UP Employee Site". Logon with your TCS User ID and password and click "Login". Then select "Departments" – select "Operating" – then select "General Code of Operating Rules" then select the rules you want to review.

It is imperative that all Engineers avoid any form of insubordination. If in doubt of any rule or procedure seek out the proper authority and comply with their instructions.
RULE 1.6.: EMPLOYEES MUST NOT BE:

INSUBORDINATE

"From the "UPGRADE" Glossary:"

"INSUBORDINATION: When an Employee's actions or statements indicate a refusal to carry out clear instructions of a supervisor (as opposed to a failure for cause) which are work, safety, or policy related and which conform to accepted Company and industry practice, or when an Employee demonstrates gross disregard towards a supervisor.

NOTE: Any failure to comply with Union Pacific's Drug and Alcohol or equal Employment Opportunity Policies will be construed as insubordination."

Field Tests

The following is a list of rules that involve field tests. The objective is to give the engineer a quick reference to refer to for information on how to properly perform during one of these tests.

CONTENTS (Field Tests) PAGE

Torpedoes

If one or more torpedoes explodes train must immediately reduce to **restricted speed** and remain at that speed until the head end is two (2) miles from the location where the torpedoes exploded.
RULE 5.7

Unattended Fusee

If you are in a restricted speed area you must stop before passing the fusee. If you encounter a burning fusee on or near the track, **in non-restricted speed territory**, you must **stop** your train before passing the fusee, **if it is consistent with good train handling**. After the fusee burns out or after 10 minutes if the fusee is not visible, you must proceed at **restricted speed** until the head end of the train is one (1) mile beyond the fusee. If the burning fusee is beyond the first rail of an adjacent track the fusee does not apply to the track on which the train is moving.
RULE 5.6

Display of Unannounced Yellow Flag

If you encounter a yellow flag and the restriction is not specified by track bulletin, track warrant, or general order, when the train is 2 miles beyond the yellow flag you must (1) Continue train movement but at a speed not exceeding 10 MPH; (2) Resume speed only after the rear of the train has passed a green flag or traveled 4 miles beyond the yellow flag and the train dispatcher has verified that no restriction is in effect at that location.
RULE 5.4.2 (B)

Display of Unannounced

Yellow-Red Flag

When a yellow-red flag is displayed and the restriction is not specified, train must be prepared to **stop** short of a red flag 2 miles beyond the yellow-red flag. If red flag or light is encountered, **stop** signal must be acknowledged (**5.3.5 & 5.8.2 (4)**) and crew must get permission in order to pass the red board (**5.4.7**). If you do not encounter a red flag or light then you must (1) move at **restricted speed;** (2) Increase your speed only after (a) you have received permission from the employee in charge; (b) The leading wheels of movement are 4 miles beyond the yellow-red flag, and the train dispatcher has verified that no track bulletin or track warrant protecting men or equipment is in effect at that location.
RULE 5.4.3 (B)

Railroad Crossing At Grade With Gates Or Stop Signs

At railroad crossings with gates or **stop** signs if gate is lined against the route to be used, trains or engines must **stop** and remain at least 50 feet from fouling track on conflicting route until the gate is changed to **stop** position on conflicting route. Where **stop** signs are used train or engine must **stop** before passing the **stop** sign.
Rule 6.16

Restricted Speed

When a train or engine is required to move at **restricted speed**, movement must be made at a speed that allows stopping within half the range of vision short of: train, engine, railroad car, men or equipment fouling the track, **stop** signal or derail or switch lined improperly. The crew must keep a lookout for broken rail and not exceed 20 mph.

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

RULE 6.27

Caution, where **restricted speed** is required failure to **stop** short of any of the above listed conditions could cause an FRA decertification and Level 4 or 5 discipline assessment.

Caution, do not be misled by the maximum speed of 20 mph, under certain conditions 1 mph may not be slow enough to allow a stop within one half the range of vision.

The FRA has stated that one of the major causes of restricted speed accidents is rule misunderstanding. Many feel that as long as the train is less than 20 mph, they are in compliance with restricted speed. Such is not the case as the need to be prepared to stop within one half the range of vision, short of any obstruction, must be complied with at all costs.

Stop Signal
ABS / ACS Territory

When encountering a block signal without a number plate displaying **stop** indication and the previous signal displayed an approach indication, **stop** must be made before any part of the train or engine passes the signal.
RULES 9.5
9.2.14 ITEM 20 SPECIAL INSTRUCTIONS.

Outside interlocking limits, the train will be governed as follows:

Main Track

After stopping a train authorized beyond the signal must comply with one of the following procedures:

1. If authority beyond the signal is joint with other trains or employees, proceed at **restricted speed**.
2. Proceed at restricted speed to permit an engine, with or without cars, to couple to its train or to a standing cut of cars, if the track between the engine and cars is clear.

2. Proceed at **restricted speed** after the train dispatcher has been contacted and permission has been obtained to pass the **stop** indication. However, if the train dispatcher cannot be contacted move 100 feet past the signal, wait 5 minutes, then proceed at **restricted speed**.

RULE 6.27
RULE 9.12.4

Siding or other main track

If the signal governs movements from a siding or other track to the main track, comply with RULE 9.17 (Entering Main Track at a Hand - Operated or Spring Switch).
RULE 9.12.4 (b)

Train or engine must proceed at **restricted speed** until leading wheels have passed the next governing signal, or to the end of the block system.
RULE 6.27
RULE 9.11

1. Exception **RULE 13.2.1** (Cab Signals, restrictive to more favorable indication)

Flag protection must be provided when required. **RULE 6.19**

Stop Signal
CTC / ACS Territory

When encountering a block signal without a number plate and with or without a letter "A" plate displaying **stop** indication and the previous signal displayed an approach indication, **stop** must be made before any part of the train or engine passes the signal.
RULES 9.5
9.2.14 ITEM 20 SPECIAL INSTRUCTIONS

If no conflicting movement is evident, a member of the crew must immediately communicate with control operator.
RULE 9.12.1

A. Exception: Track and time limit
RULE 10.3

Upon instructions "after stopping, (train) at (location) has authority to pass signal displaying **stop** indication" specifying the route where applicable, the train must move at **restricted speed**.

RULE 6.27
RULE 9.12.1
RULE 9.12.1 (A) A train receiving this instruction must proceed at restricted speed from the signal displaying Stop indication until the head end of the train reaches the next controlled signal regardless of more favorable aspects displayed by any signals having number plates. Train may pass each consecutive signal displaying Stop and Proceed without stopping.

When signal governs movement over a dual control switch and conditions require. **RULES 9.13 and 9.13.1** (Hand Operation of Dual Control Switches) must be complied with.

Train or engine must proceed at **restricted speed** until leading wheels have passed the next governing signal or the end of the block system.
RULES 6.27
RULE 9.11

A. Exception (Cab Signals, restrictive to more favorable indication)
RULE 13.2.1

Flag protection must be provided when required. **RULE 6.19**

Stop Signal
Manual Interlocking

When encountering an interlocking signal displaying **stop** indication and the previous signal displayed an approach indication,

stop must be made before any part of the train or engine passes the signal.
RULES 9.5
9.2.14 ITEM 20 SPECIAL INSTRUCTIONS.

After proceed signal [**RULE 5.3.1 (2)** (Proceed Hand Signal)] is received, or the following words, "After stopping, (train) at (location) has authority to pass signal displaying **stop** indication," train or engine may proceed at **restricted speed** to the next signal or if there is no other signal, through interlocking limits.
RULE 6.27
RULE 9.12.2

A. Conflicting Movement Exception to **RULE 9.12.2**

Flag protection must be provided when required.
RULE 6.19

Where special instructions provide, additional requirements at an interlocking, such special instructions must be complied with.

Stop Signal
Automatic Interlocking

When encountering an ABSOLUTE interlocking signal displaying **stop** indication and the previous signal displayed an approach indication, **stop** must be made before any part of the train or engine passes the signal.
RULES 9.5
9.2.14 ITEM 20 SPECIAL INSTRUCTIONS
After stopping, if no conflicting movement is evident, crew member must be governed by instructions in the release box, special instructions, or other instructions.
RULE 9.12.3

If there is a conflicting movement the train must not proceed until the movement has passed or stopped, and both crews agree on the next movement.
RULE 9.12.3

Flag protection must be provided when required.
RULE 6.19

Stop and Proceed Signal
ABS / CTC / ACS

When encountering a block signal with a number plate displaying **stop** and proceed indication and the previous signal displayed an approach indication, **stop** must be made before any part of the train or engine passes the signal.
RULES 9.5
9.2.13 ITEM 20 SPECIAL INSTRUCTIONS

A. Exception **RULE 9.16**

After stopping, train or engine must proceed at **restricted speed** until leading wheels have passed the next governing signal or the end of the block system
RULE 9.11

A. Exception **RULE 13.2.1** (Cab Signals, restrictive to more favorable indication)

Improperly Displayed Signal

When encountering a block signal with light burned out or improperly displayed and the previous signal displayed an approach indication **stop** must be made before any part of the train or engine passes the signal.
RULE 9.5, RULE 5.15, RULE 9.4
9.2.13 ITEM 20 SPECIAL INSTRUCTIONS
9.2.14 ITEM 20 SPECIAL INSTRUCTIONS

A. Exception **RULES 5.15** Improperly Displayed Signal **& 9.16 Stop** and Proceed Indication.

After stopping signal must be regarded as showing the most restrictive indication it can give. Promptly report improperly displayed signals to the train dispatcher.
RULE 5.15

CAB SIGNALS

If cab signal indication does not correspond with block signal indication, report must be made to the train dispatcher.
RULE 13.1.2, RULE 13.3.1

If cab signal indication does not correspond with two consecutive blocks or interlocking signal locations, ACS System is to be considered inoperative and an **absolute block** must be set up by the dispatcher in advance of train.
RULE 11.2, RULE 13.3.2

Approach Signal

When encountering a block signal displaying an approach indication train or engine must proceed prepared to **stop** before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed
9.2.5 ITEM 20 SPECIAL INSTRUCTIONS

A) Exception **RULE 13.2.1** (Cab Signals, restrictive to more favorable indication)

Train Defect Detectors

Maintain train speed at or above 10 MPH while moving over detector. If detector does not communicate or announces "integrity failure", then train must be inspected unless

relieved of that responsibility by the train dispatcher. If operating over 35 MPH, train speed must be immediately reduced to 35 MPH or less and the dispatcher must be notified of detector malfunction. Dispatcher may authorize the crew to proceed at 35 MPH to the next detector or inspection location. **If the dispatcher cannot be contacted train must be inspected.**

If defect is detected, train must be stopped immediately. Inspection must be made of the 20 axles ahead and behind of the defective car indicated by the axle count.

NOTE: If defect is indicated you must immediately stop and set out the defective car at the nearest location according to the following guidelines:

Any car in a key train

Cars with initials UPFE of SPFE
Cars in series WC 10100-10199, SFLC 1718-2761 or BNFE 11000-12999

On these cars, set out the car even if the inspection suggests no defects, unless:

Another car within 20 axles ahead or behind the car identified has an over heated journal,

Rules are continuously updated so please review
SPECIAL INSTRUCTIONS
13.1 - 13.7

Train Speed

Engineers are responsible for knowing and not exceeding the maximum authorized speed for their train. Speed must not be in excess of the speed restrictions in effect at any location.
RULE 6.31

Engineers must be aware that the pulse event recorder will document every aspect of train handling (speed, automatic air usage, horn blowing, direction of travel, independent brake usage, etc..) each 1/10 of a second during their entire trip.

Road Crossing at Grade

While passing over or switching around road crossings bell must be rung, whistle must be sounded, headlight must be on bright and ditch lights (if so equipped) must be displayed.
RULE 5.8.1, RULE 5.8.2 (11), RULE 5.9.1, RULE 5.9.5

Cars or engines must be left clear of road crossings and signal circuits. They must not be left within 250 feet of the road crossings when there is an adjacent track.
RULE 6.32.4

Cars which are shoved, kicked or dropped over road crossings must be protected by a crew member on the ground at the crossing.
RULE 6.32.1

When movement has been delayed or stopped within 3000 feet of road crossing equipped with automatic crossing warning device, movement must not foul crossing until device has been operating long enough to provide warning and the crossing gates, if

equipped are fully lowered. Road crossing must not be blocked longer than 10 minutes.
RULE 6.32.2
RULE 6.32.6

Radio Rules

Be aware that the proper use of the radio is required for all employees. Radio transmissions can be monitored by both the FRA and the UPRR. Use proper radio procedure.
RULES 2.1- 2.20

When working with the radio to make train movements, crew members must respond to specific instructions given regarding each movement. Movement must not be initiated until radio communication for backing or shoving has specified the direction and distance. Instructions must be acknowledged when distance specified is more than 4 cars.

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

RULE 5.3.7

Initial Terminal Air Brake Tests

All trains must be tested and inspected;

1. Where the train is originally made up (Initial Terminal).
2. Where the train consist is changed, unless the only change is adding or removing a solid block of cars.
3. Where the train is received in interchange and the train consist is changed.

An initial terminal inspection and test are not needed if the train consist is changed by:

A. Removing a solid block of cars from the head end or rear end of the train.

B. Changing motive power

C. Removing or changing a caboose

D. Using any combination of changes A-C

RULE 30.2.1

Engineer must determine that brake pipe pressure must register at least within 15 lbs. of the regulating valve setting as indicated by gauge at the rear of train. Initial terminal test will then be conducted using either the air flow method or the leakage test method.

Air flow method

If the controlling locomotive is equipped with a calibrated air flow indicator gauge, the air flow method must be used.

Before the test can begin, make sure the AFM indicator reading is at or below 60 CFM. If the reading exceeds 60 CFM, refer to Rule 30.2.3 (Leakage Requirements)

When proper notification has been received to apply the brakes for the test, do the following:

1. Make a 20 pound brake pipe reduction.
2. After the brake pipe air has stopped exhausting at the automatic brake valve, notify the inspector that the brakes are applied for the test.

RULE 30.2.2 PAGE 30-5

Leakage test method

Engineer will make a 20 lb. brake pipe reduction. Wait one minute after brake pipe has stopped exhausting cut out the pressure maintaining feature. Wait 1 minute for brake pipe pressure to equalize. Test brake pipe

leakage for 1 minute making sure it does not exceed 5 lbs. per minute. If leakage exceeds 5 lbs. per minute refer to **RULE 30.2.3.**

When the application test and inspection of brakes is complete, crew must make sure all brakes have released. This inspection may occur as the train departs.

Brakes on each car must then be inspected and 100% operative on an initial terminal test. Any defective cars must be set out.
RULE 30.2.2 PAGES 30-5 to 30-10

Intermediate Terminal Air Brake Test

Before separating train, brakes must be applied with a 20 lb. application to insure the detached portion remains stopped and angle cock must be left open on detached portion of train to insure emergency application of brakes. **"Bottling The Air" is prohibited.** If cars are to be left standing on a grade sufficient hand brakes must be applied to hold the detached portion of the train. The automatic and independent brakes must be released before uncoupling to insure that the hand brakes will hold the train in place.
RULE 30.5.1

If cars are picked up enroute, a leakage test must be made. An inspection of the cars added must be made (unless it is a solid block of cars as per Glossary definition page GL-12). In all cases cars not in a solid block must be inspected and have 100% of the brakes operative.
RULE 30.5.4

Application and Release Test

Brake pipe must be charged until a reduction of 20 lbs will apply the brakes on the rear car. Make a 20 lb. reduction and it must be determined that the brakes apply and release on the rear car of the train. This may be done by using the EOT or a qualified employee observing the application and release of the rear car.

If train was separated to set out cars or change locomotive, it must be recoupled and an application and release test performed.

If locomotive was changed, the air brake system must be charged to within 15 lbs of the feed valve setting before either of the air tests are performed.
RULES 30.4.1 & 30.5.3

Locomotive Air Brake Test

An employee must observe the application and release of the independent and automatic locomotive brakes from the ground. He must also observe an actuating release of the locomotive brakes with the automatic air applied on the lead locomotive of the consist.
RULE 30.3.3

Brake Pipe Continuity

Anytime a train stops, leave brakes applied or apply brakes. Use at least a 10 pound brake pipe reduction, except when using retaining valves or at locations where train brakes will have to be reapplied shortly, such as on heavy descending grades. Do

not release brakes until the train is ready to proceed.

- If operating with a distributed power consist that is equipped with the automatic Train Check feature at the rear of the train, use it to verify brake pipe continuity. **RULE 31.3.2 & 31.8.5.3**

Other Common Efficiency Tests

The use of drugs and alcohol while on duty is prohibited.
RULE 1.5
RULE 90.1

Employees crossing through equipment while maintaining 3 point contact.
RULE 81.5.1

Employees observed wearing proper protective equipment (Hearing, Eye, Footwear).
RULE 71.0 – 71.8
Employees **must not** get on and off moving equipment.
RULE 81.4 – 81.4.2

Employees lining switches must make visual inspection prior to attempting to line switch. Switch must be handled by following proper procedures.
RULES 82.2 - 82.8

Employees adjusting couplers and knuckles must do so only when movement has stopped and cars are separated one car length.
RULE 81.13.3

Employees handling air hoses must have one foot between the rails and the other foot outside of the rail.
RULE 81.13.8

Employee operating hand brake must do so safely and a three point contact must be

maintained at all time when climbing on and off car and operating hand brake.
RULE 81.11

Cab signals must be properly cut in or cut out and are sealed. Departure test must be conducted properly and Form No. 25023 is properly filled out.
RULE 13.1.4

Engineer must promptly comply with cab signal indication.
RULE 13.2.2

All crew members must be notified before changing operating ends of locomotive.
RULE 31.2

When using a helper it must not be cut off while train is moving and crew members must not go between helper and train until informed by engineer that brakes are working properly.
RULE 31.8.1 (E)

Engineers must have in their possession current timetable, certificate of operating rules card and identification card and Certificate to Operate Locomotives. Engineers must have required books containing latest revised pages.
RULE 1.3.1

Engineers must have a watch.
RULE 3.2 & 3.3

Engineers must have all track bulletins listed on the track warrant, all line numbers must be in sequential order through the dispatchers initials.
RULE 15.0 - RULE 15.10

Employees must conduct proper passing train inspections
RULE 6.29.1

Train or Engine must have proper authority to occupy the main track.
RULE 6.3

Within yard limits, trains or engines are authorized to use the main track only after obtaining a track warrant listing all track bulletins that affect their movement
RULE 6.13

Hazardous materials must be properly placed in train.
Instructions for Handling Hazardous Materials Form 8620

Conductor must record restrictive block signals, defect detector results, train delays and retain copies of last 5 trips.
(Check Superintendent's Bulletins for your service unit)

RED ZONE RULE

81.5.4 Understanding Between Crew Members Before Fouling Track

If the equipment is coupled to an occupied engine or other motive equipment, before an employee steps foul of the track:

- The employee must notify the engineer or operator by job briefing, agreed-upon hand signal, or radio communication (i.e.: "Conductor Smith to UP 1234. Going into the red zone").

- The engineer or operator must apply locomotive or train air brakes and center the reverser, then notify the employee by job briefing, agreed-upon hand signal, or radio communication (i.e.: "UP 1234 to Conductor Smith. I understand. I'm set and centered"). If the equipment is not equipped with a reverser, it must be placed in neutral or park with the brakes applied.

- If going between cars, the employee must inspect cars not coupled to the locomotive

or motive equipment to ensure they will not move, applying hand brakes if necessary.

In the bowl tracks and other yard tracks where cars are likely to roll together, separate cars at least 100 feet then apply sufficient hand brakes, but not less than two, on the unattached portion to prevent movement before going between cars to perform work on cars. **RULE 81.5.4**

Ditch Lights

Display ditch lights to the front of the train when the headlight is on bright.

Locomotives must not be operated as the lead unit on trains out of the trains' initial terminal unless both ditch lights are operating. However, if no units are equipped with ditch lights, do not exceed 20 MPH until head end passes over public crossings.

If one ditch light fails enroute, the train may proceed, but repairs must be made by the next daily inspection. If two ditch lights fail enroute, the train may proceed not exceeding 20 MPH until head end passes over public crossings, but must not travel beyond the first point where repairs may be made or until the next daily inspection, whichever occurs first.

The term "Ditch Lights" includes oscillating white headlights or strobe lights located on the front of the locomotive. Ditch Lights on some foreign locomotives are configured to operate only when the horn is activated. Ditch Lights which operate in this manner will be considered as meeting the requirements of this rule. Ditch Lights are not required on steam locomotives. Failure

of two Ditch Lights includes employee failure to turn on the ditch lights.

Dimming Headlight

Except when the engine is approaching and passing over a public crossing at grade, dim the headlight during any of the following conditions:

1. At stations and yards where switching is being done.
2. When stopped close behind another train.
3. When stopped on the main track waiting for an approaching train. However, when stopped in block system limits, turn the headlight off at the radio request of the crew of an approaching train, until the head end of the train passes.
4. When approaching and passing the head end of a train at night..
5. At other times to permit passing of hand signals or when the safety of employees requires.
6. When left unattended on a main track in non-signaled territory. **RULE 5.5.1**

30.10.3 Failure of 2-Way EOT or Equivalent Device

A. 2-way EOT failure will be indicated by any of the following conditions displayed by the head-end unit (HEU):

"DEAD BAT"
"FR NOCOM"
"VALVE FAIL"
"EMERG DISABLED"
"NOT ARMED"

B. Equivalent device failure will be indicated by:

•Loss of radio communication exceeding 16 min. 30 sec. between the controlling locomotive and occupied caboose or manned helper, such that a request

for emergency braking cannot be communicated to the caboose or helper.

•Loss of radio communication exceeding 16 min. 30 sec., such that an emergency brake command cannot be sent by the leading Distributed Power consist or received by the DP locomotive(s) in rear third of train.

C. When EOT or equivalent device fails as indicated above, take the following action:

1. Failure must be reported immediately to the train dispatcher.
2. Train must not exceed 30 MPH until the ability of the device to initiate an emergency brake application from the rear third of the train is restored.
3. When failure occurs just prior to passing the crest of a grade listed in Chart 1, or while on the grade; if the train is under control, stop at the next siding or crossover where trains may pass, otherwise stop immediately. The train must remain stopped until the ability of the device to initiate an emergency brake application is restored or functioning equivalent device is added.
4. In all cases when operating on grades listed in Chart 1, if train speed reaches 5 MPH above the authorized speed, the person occupying the caboose or the helper crew must stop the train immediately using an emergency brake application.

FRA Cardinal Rules

Part 240.117

1. Failure to control a locomotive or train in accordance with a signal indication, excluding a hand or a radio signal indication or a switch, that requires a complete stop before passing it;

2. Failure to adhere to limitations concerning train speed.
3. Failure to adhere to procedures for the safe use of train or engine brakes including initial, intermediate and transfer air brake tests;
4. Occupying main track or segment of main track without proper authority.
5. Failure to comply with prohibitions against tampering with locomotive mounted safety devices or knowingly operating a train with safety devices cut out.
6. Incidents of noncompliance with 219.101 (Alcohol and Drug Use Violations)

FIRST VIOLATION = 30 DAY LOSS OF CERTIFICATION.

SECOND VIOLATION IN A 24 MONTH PERIOD = 6 MONTHS.

THIRD VIOLATION IN ANY 36 MONTH PERIOD = 1 YEAR LOSS OF CERTIFICATION

See Part 240.305 Prohibited Conduct By Certified Engineers

Employee Conduct

(Rule G) Drug and alcohol abuse
RULE 1.5 - 1.6

Altercation
RULE 1.7

Weapons
RULE 1.12

EEO Policy Infractions

RULE 1.6

Track Bulletins

Track Bulletins will include conditions that effect the safe movement of trains.

The conductor and engineer must receive track warrant at the initial station. (Conductor and Engineer must have copies).
RULE 15.1

Changing Track Bulletins
Train dispatcher may change the engine number, direction, or date verbally.
RULE 15.1.1

Form B Track Bulletin

Yellow Red flag two miles in advance indicate the approach of Form B.

WARNING: YELLOW RED FLAG MAY NOT ALWAYS BE TWO MILES IN ADVANCE!!!

Movement within Form B limits must:

Move at **restricted speed**
Stop short of red flag

Trains do not need to comply with the above requirements if instructed otherwise by employee in charge

Before entering track bulletin limits, a crew member must:

- Attempt to contact employee in charge in advance to avoid delay of train

When employee in charge is contacted and gives instructions on how to proceed:

- Instructions must be repeated by train crew
- Employee in charge must acknowledge the repeated instructions

When **"STOP"** is written in the **stop** column, a red flag must be displayed at the beginning of the limits. The train must not enter the limits until authorized by the employee in charge.
See RULE 5.4.3, Rule 15.2 Form B

Blue Flag

Blue flag or signal indicates workmen are on, under or between rolling stock equipment.

- Rolling equipment must not be coupled to or moved
- Rolling equipment must not pass a blue signal on a track protected by the signal.
- Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signal
- Rolling equipment must not enter a track when a blue signal is displayed at the entrance to the track

Blue signals may be removed only by the craft or group who placed them.
RULE 5.13

Protection of outfit cars
RULE 5.12

Initiating movement
RULE 6.2

Main track authorization
RULE 6.3

Movement against current of traffic
RULE 6.25

Maximum authorized speed
RULE 6.31

Where **stop** must be made
RULE 9.5

UPRR CARDINAL SAFETY RULES FOR TRANSPORTATION EMPLOYEES

Rule Description

2.13 In Place Of Hand Signals
5.3.3 Signal Disappearance
5.3.7 Radio Response
SSI Item 17 Job Briefing
6.3 Main Track Authorization
6.5 Handling Cars Ahead Of Engine
6.28 Movement On Other Than Main Track
7.6 Securing Cars Or Engines
15.2 Protection By Track Bulletin Form B
81.1.1 Walking On Or Near Tracks
81.2.2 Sufficient Distance
81.4 Getting On Or Off Equipment
81.4.2 Getting On Or Off Moving Equipment
81.5.1 Crossing Through Standing Equipment
81.5.4 Understanding Between Crewmembers Before Fouling Track
81.13.3 Coupler Adjustment
81.13.8 Coupling And Uncoupling Hoses

CALENDAR DAY LOCOMOTIVE INSPECTION

TOP CAB INSPECTION

1. §229~23 Periodic inspection

Examine Form F6180.49A (Blue Card) to ensure all inspections & tests prescribed by Part 229 are current.

2. §229.119 Cabs, Floors, Passageways
Determine that cab floors and passageways are free of impediments that might cause a tripping/slipping hazard. Cab seats must be properly secured to prevent personal injury.

3. §229.129 Audible Warning Device
Operate the horn on the leading locomotive to determine that it functions. When equipped, operate the bell.

4. §229.127 Cab Lights
Cab overhead and instrument lights shall be operative and provide sufficient illumination. Passageways used by the crew shall also be illuminated.

5. §229.117 Speed Indicators
Inspect the speed indicator on the controlling locomotive to determine that it is not damaged. Tests shall be made to determine accuracy after departure.

6. §229.46/47/49/53/59 Brake Systems
Locomotive brakes shall be known that they operate as intended. Test procedures should include the testing of automatic and independent brake valves. Drain water and oil from the main reservoir. , -

7. §229.13 Control of Locomotive
Whenever two or more locomotives are coupled a remote or multiple control, all systems shall respond to control from the cab of the controlling locomotive (i.e. propulsion, sanders, air brakes, etc.)

8. §229.135 Event Recorders
Examine event recorder if accessible to crew members, for evidence of tampering.

9. §229.41 Protection - Personal Injury
Exposed moving or mechanical parts, relays, switches and high voltage equipment (inside cab & engine room compartment) shall not present undue safety hazards to crew members.

10. §229.43 Exhaust & Battery Gases
Inspect for signs of diesel exhaust, battery gases or other noxious fumes are vented to the outside and not in the cab of the controlling locomotive.

11. §229.101 Engines
Temperature and pressure alarms shall be observed to determine that the engine functions properly. A shut down engine shall be tagged with a warning notice.

12. §229.45 General Condition
Inspect to determine that no defects exist that would endanger the safety of the crew, such as insecure or improper function of components, safety appliances, structural defects, etc.

GROUND/BOTTOM INSPECTION
13. §229.123 Pilots, Snowplows, Endplates
The end in the direction of travel of each lead locomotive must have a pilot plate or snow plow properly secured and be not less than 3 inches nor more than 6 inches from rail.

14. §229.61 Draft System
Couplers & uncoupling levers must function properly. Visually inspect the exposed components or the draft system for defects.

15. §229.89 Jumper Cables
Jumper cables may not be broken, chafed, or left hanging with one end free. Jumper receptacles may not have broken terminals or retainer caps.

16. §229.131 Sanders
Sanders must operate on each locomotive in front of the first powered wheel set in the direction of travel and must be aligned to deposit sand on the rail.

17. §229.125/133 Headlights, Aux. Lights
Headlights and dimmer switch must be operative for the lead end of road locomotives

& both ends of locomotive in switching service. Aux. lights may not be used in lieu of headlight.

18. §229.55 Piston Travel

Piston travel must not exceed 1 1/2 inches less than the maximum total travel. Total possible travel can be acquired from the Blue Card (F6180.49A). Released brakes shall provide brake shoe clearance.

19. §229.57 Foundation Brake Gear

Inspect brake rigging to ensure that all parts are secured. Brake shoes must align correctly with the wheel and not be overlapped and grooved.

20. §22925 Wheels

Inspect wheel for the following conditions: Flat Spots; Thin Flange; High Flange; Thin Rim; Shelled Spot(s) Gouge or Chip in Flange; Cracks or Breaks in Flange, Rim, Plate or Hub.

21. §229.67/69/71 Trucks

Trucks may not be cracked or broken. Conduct walk-around inspection of exposed truck components for cracked, broken or hazardous conditions. Inspect the underside from outside gauge of rail for defective components. No part except wheel and non-metallic sand hoses may be less than 21/2 inches from rail.

22. §229.65 Spring Riggings

Truck springs and rigging must not be broken and be in proper position; and spring safety hangers to be in correct position. Shock absorbers may not be broken or leaking clearly formed droplets of oil or fluid.

23. §229.91 Motors & Generators

No traction motor may be cut out. All traction motor cables and cable connections should be damage free, and free from accumulation of oil that may be a hazard.

24. §229.64 Plain Bearing

Inspect plain bearing boxes for cracks or damage that might cause loss or contamination of lubricant.