Canadian Pacific Railway

Northeast US Service Area

Timetable

5

Effective at 0001 Sunday February 11, 2007

"…willingness to obey the rules…"

Brock Winter
Senior Vice President Operations
Guido Deciccio
Assistant Vice President Operations East

CANADIAN PACIFIC RAILWAY
Ingenuity.

Safety Policy

Canadian Pacific Railway is committed to the health and safety of our employees and the public where they are impacted by our operations.

To fulfill this commitment, all of us must make health and safety an integral part of our lives. We must take personal responsibility for our actions and adhere to safety policies, rules and regulations at all times.

The Company is committed to provide the leadership, organization, training, and resources needed to maintain a healthy and safe working environment. All employees must make a personal commitment to safety and perform their work in a manner that will prevent accidents to themselves, their fellow workers and the public.

No job on our Railway will ever be so important that we can't take the time to do it safely.

Fred Green
President &
Chief Executive Officer

Neal Foot
Executive Vice-President,
Operations

Brock Winter
Senior Vice-President,
Operations

January 1, 2007

NORTHEAST US SERVICE AREA
TRAIN DISPATCHERS

501 Marquette Avenue, Minneapolis, MN 55402

Assistant Director MPLS/NMC Minneapolis, MN (612) 904-5837		Operation Manager (NMC) Calgary, AB (403) 319-3105
Manager Dispatchers Minneapolis, MN (612) 904-5858	Senior Assistant Manager Dispatchers Minneapolis, MN (612) 904-5867	Assistant Manager Dispatchers Minneapolis, MN (612) 904-5836

TRAIN DISPATCHER'S TRANSFERS

During Dispatcher transfers, it is imperative to have as few interruptions as possible.

Train Dispatchers should only be contacted in cases of emergency.

Unless otherwise specified, Dispatcher transfers are from 0800 to 0815, 1600 to 1615 and 2400 to 0015, Eastern Time.

Train Dispatching Territories	Emergency	Telephone	E-Mail IDs
Minneapolis Emergency	(800) 766-4357		
CP North Dispatcher Canadian Subdivision Canadian Connector Subdivision Colonie Subdivision Freight Subdivision—CPF 467 to CPF 503	(800) 766-4357	(612) 904-5824	DHR0043
CP South Dispatcher Freight Subdivision—CPF 503 to End Main Track (EMT) Sunbury Subdivision—Binghamton Container (BC) to CP Kase	(800) 766-4357	(612) 904-6113	DHR0043
Binghamton Yardmaster Freight Subdivision—EMT to MP 616 Sunbury Subdivision—MP 616 to BC	(607) 771-3002	(607) 771-3002	

ALL TELEPHONE AND RADIO CALLS ARE RECORDED

Subdivisions	
Canadian Subdivision	Freight Subdivision – CPF 467 to Milepost 616
Canadian Connector Sub (see Canadian Subdivision)	Binghamton Terminal – End Main Track to BC
Colonie Subdivision	Sunbury Subdivision – Milepost 616 to CP Kase

Subdivision Special Instructions Index	Special Instructions Index
1.0 Radio	1.0 Radio
2.0 Trackside Warning Detectors	2.0 Equipment Defect Detection, Inspection, and Reporting
3.0 Equipment Instruction and Speed	3.0 Equipment Instruction and Speed
4.0 Sidings	4.0 Hazardous Materials
5.0 Main Track Rules	5.0 General Code of Operating Rules
6.0 General Footnotes	6.0 General Footnotes
7.0 Other Tracks	7.0 Dimensional Equipment

NO JOB IS SO IMPORTANT NOR ANY SERVICE SO URGENT THAT WE CANNOT TAKE TIME TO PERFORM OUR WORK SAFELY

CONTACTS

Guido Deciccio			
	Assistant VP Operations East		
	Toronto, ON		
	(905) 803-3350		
FIELD OPERATIONS			
John Bairaktaris	Service Area Manager	Montreal, PQ	(514) 483-7193
AJ Troccia	Manager Road & Yard Operations	Binghamton, NY	(607) 771-3023
Lee St Gelais	Road Manager-Technical	Saratoga Springs, NY	(518) 583-7337
Norman J Barrett	Road Manager-Technical	Binghamton, NY	(610) 360-7310
Martin J Quinn	Road Manager-Technical	Taylor, PA	(518) 469-4203
Bill Farley	Manager Yard Operations	Binghamton, NY	(607) 771-3010
John Leis	Manager Yard Operations	Binghamton, NY	(607) 771-3000
ENGINEERING OPERATIONS			
Tim Marinier	Service Area Manager	Montreal, PQ	(514) 483-7170
Tom Lomax	Track Programs Coordinator	Clifton Park, NY	(518) 383 7216
Tom Lafave	Track Program Supervisor	Willsboro, NY	(518) 469-6126
Jack Harvey	Track Program Supervisor	Taylor, PA	(518) 469-4975
Ron Pattyn	Manager of Track Maintenance	Montreal, PQ	(514) 483 8148
Bob Conroy	Field Manager Structures	Clifton Park, NY	(518) 383-7235
Doug Lane	Field Manager Structures	Clifton Park, NY	(518) 383-7211
Bernie Velasco	S&C District Specialist	Clifton Park, NY	(518) 383-7239
John Gallup	Track Maintenance Supervisor-North	Fort Edward, NY	(518) 747-5601
David Kulzer	Track Maintenance Supervisor-Central	Clifton Park, NY	(518) 469-4282
Dave Muchal	Track Maintenance Supervisor-South	Taylor, PA	(570) 562-4651
George Berard	Public Works Coordinator	Clifton Park, NY	(518) 383-7240
Kevin Carr	Projects Manager	Clifton Park, NY	(518) 383 7247
SAFETY AND ENVIRONMENTAL SERVICES			
Rod McCorkle	Manager of Rules—US	St. Paul, MN	(651) 495-9550
Jerry Saladin	Manager of Operating Practices	St. Paul, MN	(651) 495-9555
Claude Trepanier	Safety Advisor	Montreal, PQ	(514) 483-7007
MECHANICAL OPERATIONS			
John Serena	Service Area Manager	Montreal, PQ	(514) 483-7061
Anthony Stillittano	Manager of Operations	Binghamton, NY	(607) 771-8395
HUMAN RESOURCES			
Thomas Hayes	Specialist Rules and Training	Harrisburg, PA	(610) 360-7311
Tom Ordway	Specialist Training	Clifton Park, NY	(518) 383-7234

CANADIAN SUBDIVISION

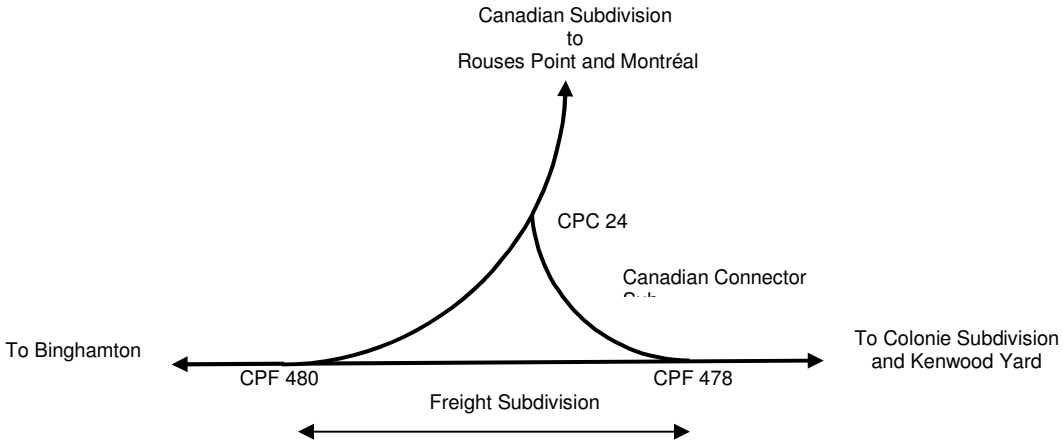
STATION PAGE

TrAM Area 1

(Connection to Lacolle Sub and Rouses Point Running Track)

Haulage Factors Southward	Train Standby Channel	Point to Train Tower Code	CP North Dispatcher Call-in Channel and Call-in Code	Emergency Call-in Channel and Call-in Code	▼ SOUTHWARD Miles from Canadian Border		▲ NORTHWARD Station Mileage Location	Controlled Siding Capacity in Feet	Trackside Warning Detectors	Method of Operation	Station Number	Haulage Factors Northward
					1.5	**CPC 191**	190.6				3996	
						Rouses Point		5800				
					2.7	**CPC 189**	189.4					
		701				21.8			173.3			
					24.5	**PLATTSBURGH** *(Amtrak Stop)*	167.6			**C**	3992	
						2.4						
					26.9	**CPC 165**	165.2				3991	
						Bluff Point		13350				
					29.6	**CPC 163**	162.5					
						8.0			154.6			
2.89		702			37.6	**PORT KENT** *(Amtrak Stop)*	154.5				3989	2.71
						26.6						
	AAR 66-66	703	AAR 21-66 *51#	**AAR 21-66 911**	60.2	**CPC 132**	131.9				3984	
						Wadhams		5800				
					61.5	**CPC 131**	130.6					
						2.8						
					64.3	**WESTPORT** *(Amtrak Stop)*	127.8		126.2		3983	
						3.0						
					67.3	**CPC 125**	124.8					
						Howards		8000				
					69.0	**CPC 123**	123.1					
						6.4						
		704			75.4	**PORT HENRY** *(Amtrak Stop)*	116.7				3982	
						15.1			101.9			
					90.5	**FORT TICONDEROGA** *(Amtrak Stop)*	101.6			**T**	3979	
						1.6						
					92.1	**CPC 100**	100.0					
		705				*Fort Ti*		4900				
					93.1	**CPC 99**	99.0					
						21.1						
		706			114.2	**WHITEHALL** *(Amtrak Stop)*	77.9					
						0.6						
					114.8	**CPC 77**	77.3				3978	
						Whitehall Siding		16900				
					118.2	**CPC 74**	73.9					
						15.9			72.8			
					134.1	**CPC 58**	58.0					
						Fort Ed		9700				
					136.2	**CPC 56**	55.9					
						0.4						
2.85		721			136.6	**FORT EDWARD** *(Amtrak Stop)*	55.5				3972	2.78
						17.3						
					153.9	**CPC 38**	38.2		38.1			
						0.7						
					154.6	**CPC 37**	37.5					
						0.4		*Saratoga*				
					155.0	**SARATOGA SPRINGS** *(Amtrak Stop)*	37.1	*Siding*				
						0.3		1600				
	AAR 66-66	722	AAR 21-66 *61#		155.3	**CPC 36**	36.8					
						Saratoga Running Trk		RT-9500		**C**	3959	
					157.1	**CPC 35**	35.0					
						2.1						
					159.2	**CPC 33**	32.9					
						Ballston		10600			3958	
					161.3	**CPC 31**	30.8					
5.0						6.5						5.0
					167.8	**CPC 24** *(Jct Canadian Connector Sub)*	24.3					
						2.6						
					170.4	**CPF 480** *(Jct Freight Sub)*	21.7					

Haulage Factors Southward	Train Standby Channel	Point to Train Tower Code	CP North Dispatcher Call-in Channel and Call-in Code	**Emergency Call-in Code**	**▼ SOUTHWARD**	**CANADIAN CONNECTOR SUBDIVISION** **STATION PAGE** **CTC** **30 MPH** **TrAM Area 1**	**NORTHWARD ▲**	Single Main Track		Station Number	Haulage Factors Northward
	AAR 66-66		AAR 21-66	AAR 21-66	Miles from Canadian border	*(Jct Canadian Subdivision)*	Station Mileage Location				
2.24			*61#	**911**	167.8	**CPC 24** 1.1	24.3		Canadian Connector Sub 5000		Downgrade
					168.9	**CPF 478** *(Jct Freight Subdivision)*	23.2				



1.0 RADIO

1.1 Trackside Radio Zone Code

Zone Code (Z) is 5, except 6 for Fort Edward south to Freight Subdivision.

Zone Code (Z) is 6 for the Canadian Connector.

Note: See General Special Instruction 1.5 Trackside Radio System Instructions.

1.2 Radio Telephone Interface

A backup communication system is available in the Saratoga area when normal radio communication is not available between the field and the office. To use a radio as a telephone follow these procedures:

- On channel 28-28, key in ***12** on DTMF pad.
- When dial tone is heard, enter phone number preceded with a **9**.
- When party answers use correct radio procedures.
- Press **# #** on DTMF pad when call is finished.

2.0 TRACKSIDE WARNING DETECTORS

2.1 Trackside Warning Detectors - Locations

Radio Alarm Dragging Equipment Detectors (DED), Hot Box Detectors (HBD), and High Car Detectors (HCD) are located at the following locations:

Milepost	Type Detector
38.1	DED, HBD
72.8	DED, HBD, HCD 19'6"
101.9	DED, HBD
126.2	DED, HBD
154.6	DED, HBD
173.3	DED, HBD, HCD

2.2 Height Restrictions

Double stack equipment of two 9' 6" containers which do not exceed 20' 2" high above top of rail is permitted to operate on the Canadian Subdivision between CPF 480 and CPC 77.

Conductors must notify the train dispatcher of such equipment in their train and the train dispatcher must not route such equipment to connecting railroads or north of CPC 77.

All double stack equipment with two 9' 6" containers is prohibited from operating between CPC 77 and CPC 191.

3.0 EQUIPMENT INSTRUCTION AND SPEED

3.1 Locomotives Prohibited–6 Axle

Six Axle Units Prohibited at the following mileage:

- 29.6—Curtis Lumber Siding
- 30.8—Ballston Industrial Track
- 35.7—General Foods
- 35.9—Grande Industrial Park
- 36.0—Slack Chemical
- 48.8—Gansevoort
- 55.4—Glens Falls Industrial Track
- 66.6—Fort Ann
- 103.4—IP Mill #10
- 137.3—Essex
- 162.9—Plattsburgh Running Track
- 164.0—Bluff Wye
- 168.8—Georgia Pacific

3.2 Cold Weather Speed Restriction

During extreme cold weather, trains on the Canadian Subdivision are governed by the following speed restrictions:

TEMPERATURE DROPS to or below	From Mile	To Mile	Track	Speed
– 13° Fahrenheit	26.8	141	Main	35
– 31° Fahrenheit	Entire Subdivision		Main	35

3.3 Freight Train Maximum Speed Table

Unless otherwise restricted:

Maximum Speed Table Location	Single Main	CS
CPF 480—Control Point	**30**	
CPF 480 to 22.0	**30**	
22.0 to CPC 31	**40**	
CPC 31 to CPC 33	**40**	**25**
CPC 33 to CPC 36	**40**	
CPC 36 to CPC 37	**40**	**10**
CPC 37 to CPC 56	**40**	
CPC 56 to CPC 58	**40**	**25**
CPC 58 to CPC 74	**40**	
CPC 74 to CPC 77	**40**	**25**
CPC 77 to 78.0	**40**	
78.0 to 78.1	**25**	
78.1 to 96.8	**40**	
96.8 to 97.8	**30**	
97.8 to CPC 99	**40**	
CPC 99 to CPC 100	**40**	**10**
CPC 100 to 116.0	**35**	
116.0 to 118.0	**30**	
118.0 to 120.0	**25**	
120.0 to 121.9	**30**	
121.9 to CPC 123	**35**	
CPC 123 to CPC 125	**35**	**25**
CPC 125 to CPC 131	**35**	
CPC 131 to CPC 132	**35**	**10**
CPC 132 to 134.5	**35**	
134.5 to 142.5	**40**	
142.5 to 147.0	**25**	
147.0 to 156.0	**30**	
156.0 to CPC 163	**40**	
CPC 163 to CPC 165	**40**	**25**
CPC 165 to 167.0	**40**	
167.0 to 168.6	**25**	
168.6 to CPC 189	**40**	
CPC 189 to CPC 191	**30**	**10**
CPC 191 to Rouses Point Jct (Rouses Point Running Track)	**10 mph Rule 6.28**	

3.4 Passenger Train Maximum Speed Table

Unless otherwise restricted

Maximum Speed Table Location	Single Main	CS
CPF 480—Control Point	**30**	
CPF 480 to 22.0	**30**	
22.0 to CPC 24	**60**	
CPC 24—Control Point	**50**	
CPC 24 to CPC 31	**60**	
CPC 31 to CPC 33	**60**	**30**
CPC 33 to 36.2 (Crossover)	**60**	
36.2 (Crossover) to CPC 36	**50**	
CPC 36 to CPC 37	**50**	**30**
CPC 37 to 54.6	**60**	
54.6 to 55.5	**45**	
55.5 to CPC 56	**60**	
CPC 56 to CPC 58	**60**	**30**
CPC 58 to 67.4	**60**	
67.4 to 69.4	**55**	
69.4 to CPC 74	**60**	
CPC 74 to CPC 77	**60**	**30**
CPC 77 to 78.0	**50**	
78.0 to 78.1	**25**	
78.1 to 79.3	**45**	
79.3 to 96.8	**50**	
96.8 to 97.8	**40**	
97.8 to CPC 99	**50**	
CPC 99 to CPC 100	**50**	**15**
Curves 99.7 to CPC 100	**45**	
South Limits of CPC 100 to 111.1	**50**	
111.1 to 111.3	**35**	
111.3 to 116.0	**50**	
116.0 to 118.0	**35**	
118.0 to 120.0	**30**	
120.0 to 121.9	**35**	
121.9 to 122.3 - Curve	**45**	
122.3 to 122.6 - Curve	**45**	
122.6 to 134.5 All Curves 122.6 to 134.5 CPC 123 to CPC 125 CPC 131 to CPC 132 Bridge at 134.29	**60** **40** **35**	 **30** **15**
134.5 to 135.9	**60**	
135.9 to 136.2 – Curve	**55**	
136.2 to 140.8	**60**	
140.8 to 141.3	**40**	
141.3 to 142.5	**50**	

Passenger Train Maximum Speed Table—Continued.

Maximum Speed Table Location	Single Main	CS
142.5 to 147.0	**30**	
147.0 to 156.0	**35**	
156.0 to 158.2	**60**	
158.2 to 160.4	**50**	
160.4 to CPC 163	**60**	
CPC 163 to CPC 165	**55**	**30**
CPC 165 to 167.0	**55**	
167.0 to 168.6	**25**	
168.6 to CPC 189	**60**	
CPC 189 CPC 191	**40**	**10**
CPC 191 to Rouses Point Jct (Rouses Point Running Track)	**10 mph Rule 6.28**	

3.5 Speedometer Checking

Engineer on each trip shall check the speed indicated on the speedometer against lapse of time while equipment is being operated at constant speed, and report inaccuracies on Trip Report.

Measured miles are located between the following Mile Posts:

31 to 32 59 to 60 185 to 186

3.6 End of Train Device–SBU

When a train requiring a two-way EOT device fails en route, speed must be reduced to 30 MPH until the ability to initiate an emergency application at the rear of the train has been restored.

4.0 SIDINGS

4.1 Controlled Sidings

The following Controlled Sidings (CS) including name and length are located between stations listed.

West Side of Main Track	East Side of Main Track
	CPC 31 and CPC 33 (Ballston-10600)
	CPC 36 and CPC 37 Saratoga-1600
CPC 56 and CPC 58 (Fort Ed-9700)	
CPC 74 and CPC 77 (Whitehall-16900)	
CPC 99 and CPC 100 (Fort Ti-4900)	
	CPC 123 and CPC 125 (Howards-8000)
CPC 131 and CPC 132 (Wadhams-5800)	
CPC 163 and CPC 165 (Bluff Point-13350)	
CPC 189 and CPC 191 (Rouses Point-5800)	

5.0 MAIN TRACK RULES

5.1 Control Points

All CP, CPC, CPF and CPO locations are Control Points.

5.2 Rules In Effect

Centralized Traffic Control (CTC) rules are in use between CPF 480 and CPC 191.

Centralized Traffic Control (CTC) rules are in use between CPF 478 and CPC 24 for the Canadian Connector Subdivision.

5.3 Rust on Rails—CPC 31 and CPC 37

At CPC 31 when switch lined for Ballston Industrial Track or at CPC 37 when switch lined for the Station Track, train dispatcher must not change switch position until notified by employee using switch that equipment is clear of the Control Point.

5.4 Electrically Locked Switches

MP	Location Name
35.3	South switch to West Yard
36.08	North switch to West Yard
36.1	Crossover to running track
44.3	Saratoga Flour
55.5	South Leg of Wye-Fort Edward
56.4	North end Fort Edward Yard
86.6	Dresden Siding
103.4	South end Ticonderoga Mill
141.6	Willsboro Passing Track
168.9	North end Boyntons

5.5 Track and Time – Intermediate Signals

Track and Time will be given between control point and control point except intermediate signal locations may be used as identified below to denote beginning or end of track and time limits.

CPC 189 to CPC 165
Intermediate signals 1818 and 1819
Intermediate signals 1737 and 1738

CPC 163 to CPC 132
Intermediate signals 1555 and 1556
Intermediate signals 1485 and 1486
Intermediate signals 1389 and 1390

CPC 123 to CPC 100
Intermediate signals 1153 and 1154
Intermediate signals 1069 and 1070

CPC 99 to CPC 77
Intermediate signals 900 and 901
Intermediate signals 845 and 846

CPC 74 to CPC 58
Intermediate signals 652 and 653

CPC 56 to CPC 38
Intermediate signals 469 and 470

6.0 GENERAL FOOTNOTES

6.1 Whistle and Bell–Bridge 31.99

Whistle posts displaying a "W" are located at MP 31.12 for northward trains & at MP 32.57 for southward trains to warn of approaching trains in the vicinity of bridge 31.99. A whistle or horn signal must be sounded as required by GCOR Rule 5.8.2 (7) and the engine bell sounded.

6.2 Whistle and Bell–Saratoga Yard

Whistle or horn signal must be sounded as required by GCOR Rule 5.8.2 (7) and the engine bell sounded by all trains operating on the main track between CPC 35 and crossover switches at MP 36.20. Whistle posts are not displayed.

6.3 CPC 31

Northward trains stopping for CPC 31 must stop south of private road crossing at MP 30.6 and may proceed after receiving a permissive signal at CPC 31.

6.4 CPC 33

Northward trains must not pass "Stop Trains Here" sign when stopping for CPC 33.

6.5 CPC 125

Southward trains stopping for CPC 125 must not block Napper Road crossing at MP 124.93.

6.6 Howard Siding

Trains left unattended in Howard Siding that will remain at this location between sunrise and sunset must not block private crossing on south end. If necessary train must be cut.

6.7 Standard Clocks and Bulletin Boards

Saratoga Springs Yard Office

6.8 Milepost Designation

The letter 'A' may prefix milepost or mileage location.

6.9 Abbreviations

The following abbreviations may be used in additions to those abbreviations listed in the operating rules.

CAN	Canadian Subdivision	WH	Whitehall
EMT	End Main Track	PH	Port Henry
SARA	Saratoga Springs	WB	Willsboro
FE	Fort Edward	PK	Port Kent
FT	Fort Ticonderoga	PB	Plattsburgh
CC	Canadian Connector	RP	Rouses Point
RT	Running Track	CPT	Crown Point

7.0 OTHER TRACKS

7.1 FRA Excepted Track

Adirondack Running Track
Ballston Spa Industrial Track
Coolidge Industrial Track
Glens Falls Industrial Track
Freydenburg Industrial Track
Plattsburgh Running Track

7.2 Whitehall Yard

Yarding, lifts, and/or setoff instructions will be received from the VTR train dispatcher when on duty and may be relayed by the CP North Dispatcher at other times. VTR instructions may be conveyed through the yardmaster at the originating terminal of the train that is to utilize the yard.

The VTR train dispatcher is on duty 24 hours per day. The VTR train dispatcher may be reached on AAR radio channel 60-12 or by the telephone at (888) 265-2735 or (802) 775-2711.

VTR Whitehall Yard crew utilizes AAR Radio Channel 40-40.

Trains must be reported clear of the yard when work is completed.

7.3 Saratoga Yard

Saratoga Yardmaster can be contacted on Radio Channel 28-28, or by phone at (518) 583-7333. When yardmaster is not on duty, contact Binghamton Yardmaster at 607-771-3002 or Binghamton TYC at 607-771-3010.

Restricted Clearance–Due to restricted clearance employees are prohibited from riding the side of equipment at the following locations:

East side of number 2 switch and track 8 at overhead bridge on south end of yard.

Southside of the inside track of Saratoga Warehouse track.

7.4 Fort Edward Yard

Yardmaster at Saratoga Yard is in charge of Fort Edward Yard. When yardmaster is not on duty, contact Binghamton Yardmaster at 607-771-3002 or Binghamton TYC at 607-771-3010.

7.5 Adirondack Running Track

- Extending northward a distance of 15.8 miles from CPC 38 to MP 54
- Requires permission from CP North Dispatcher
- Rule 6.28 applies not exceeding 20 MPH
- Corinth Yard extends from MP 54 to 55.9 and maximum speed under Rule 6.28 is 10 MPH.
- Hand brakes are required on all locomotives and cars left unattended.

7.6 Rouses Point Running Track

Extending northward a distance of 1.5 miles between CPC 191 and Rouses Point Junction.

- Requires permission from CP North Dispatcher
- Rule 6.28 applies not exceeding 10 MPH
- Locations:

  CPC 191 ..... MP 190.58
  Rouses Point ..... MP 191.00
  Junction Switch (Jct CN) ..... MP 191.01
  Rouses Point Jct (Lacolle Sub)..... MP 192.10

7.7 Saratoga Running Track

Extending northward a distance of 1.7 miles (9500 feet) between CPC 35 and CPC 36.

- Requires permission from Saratoga Yardmaster when on duty, CP North Dispatcher when yardmaster is not on duty.
- Rule 6.28 applies not exceeding 10 MPH

7.8 Ballston Spa Industrial Track

Located on the Canadian Subdivision at MP 30.8.

- Rule 6.28 applies not exceeding 5 MPH

7.9 Coolidge Industrial Track

Extending between MP 59.6 (Glens Falls Industrial Track) and MP 60.8.

- Rule 6.28 applies not exceeding 5 MPH

7.10 Glens Falls Industrial Track

Extending between MP 55.4 and MP 60.9 for a distance of 5.5 miles.

- Rule 6.28 applies not exceeding 10 MPH between MP 55.4 and MP 59.6. All other track is not exceeding 5 MPH.
- Locomotives are prohibited on scales in track CK-1.
- Maximum car weight, not to exceed 286,000 pounds, is permitted for rail cars exceeding 50 feet in outside length.
- Due to restricted clearances employees are prohibited from riding the side of equipment at the Glens Falls Cement Company.
- All crossings must have warning provided by crew member on ground until crossing is occupied, except between 55.4 and 60.0
- Rule 6.32.2 applies at public crossings between 55.4 and 60.0.

7.11 Freydenburg Industrial Track

Located on the Plattsburgh Running Track at Otis Junction MP 3.5 for a distance of 2.1 miles.

- Rule 6.28 applies not exceeding 5 MPH

7.12 Parc Industrial Track

Extending Northward a distance of 2.5 miles from West Wye switch to the Freydenburg Industrial Track.

- Rule 6.28 applies not exceeding 10 MPH
- Bombardier has permission to occupy track

7.13 Plattsburgh Industrial Track

Extending northward a distance of 4.2 miles between South Junction and End Track.

- South Junction is located on the Canadian Subdivision at MP 162.92.
- Rule 6.28 applies not exceeding 5 MPH.
- All crossings require On-Ground Warning
- Locations:

  South Junction ..... MP 0.0
  Chateaugay Switch..... MP 1.3
  Otis Jct (Freydenburg Industrial) ..... MP 3.5
  End Track ..... MP 4.2

Haulage Factors Southward	Train Standby Channel	Point to Train Tower Code	CP North Dispatcher Call-in Channel and Call-in Code	Emergency Call-in Channel and Call-in Code	▼ SOUTHWARD Miles from Kenwood CPO 1	COLONIE SUBDIVISION STATION PAGE TrAM Area 1	▲ NORTHWARD Station Mileage Location	Controlled Siding Capacity in Feet	Trackside Warning Detectors	Method of Operation	Station Number	Haulage Factors Northward
					18.9	**CPF 467** *(Controlled by ST Railroad)* *(Junction Freight Subdivision)*	19.1				3848	
		723				1.7				**C**		
					17.2	**CPO 17**	17.4					
						5.3						
					11.9	**WATERFORD**	12.1				3946	
						3.2						
					8.7	**COHOES**	8.9				3944	
						2.4						
2.58	AAR 66-66		AAR 21-66 *61#	**AAR 21-66 911**	6.3	**WX** *(Junction Green Island Industrial)*	6.5			**T**	3943	
		724				1.1						2.93
					5.2	**CPO 5** *Colonie*	5.4	3500			3883	
					4.2	**CPO 4**	4.4					
						4.2				**C**		
					0.0	**CPO 1**	0.2					
						Junction Kenwood East and Kenwood West Running Tracks (See items 7.3 and 7.4)				All tracks Rule 6.28		

1.0 RADIO

1.1 Trackside Radio Zone Code

Zone Code (Z) is 6.

Note: See General Special Instruction 1.5 Trackside Radio System Instructions.

1.2 Radio Telephone Interface

A backup communication system is available when normal radio communication is not available between the field and the office. To use a radio as a telephone follow these procedures:

- On channel 28-28, key in ***12** on DTMF pad.
- When dial tone is heard, enter phone number preceded with a **9**.
- When party answers use correct radio procedures.
- Press **# #** on DTMF pad when call is finished.

2.0 TRACKSIDE WARNING DETECTORS

2.1 Height Restrictions

Double stack equipment of two 9' 6" containers which do not exceed 20' 2" high above top of rail is permitted to operate on the Colonie Subdivision.

3.0 EQUIPMENT INSTRUCTION AND SPEED

3.1 Locomotives Prohibited–6 Axle

- 2.3—Surpass Chemical
- 4.1—Altech
- 6.5—Green Island Industrial
- 7.3—Norlite
- 8.3—Mohawk Paper
- 12.2—Grand Union Warehouse
- 12.1—GE Waterford West*
- 12.2—GE Waterford East
- 13.0—Degussa
- 13.4—Monsie Products
- 17.4—American Tissue
- Colonie Yard
- Erie St. Yard
- Voorheesville Industrial Park
- Kenwood yard track – Short 5
- Kenwood Mobil Lead*

An asterisk (*) indicates light 6 axle DC engines are allowed.

3.2 Freight and Passenger Maximum Speed Table

Unless otherwise restricted:

Maximum Speed Table Location	Single Main	Siding
CPO 1—Control Point	10	
CPO 1 to CPF 467	25	
CPF 467—Control Point	25	
CPO 4 to CPO 5		10

3.3 Speedometer Checking

Engineer on each trip shall check the speed indicated on the speedometer against lapse of time while equipment is being operated at constant speed, and report inaccuracies on Trip Report.

Measured miles are located between the following mile posts: 2 to 3 and 16 to 17.

3.4 Tram Area Marshalling

Instruction 14.1 haulage factor northward from MP 612 to CPF 599 is changed from 1.66 to 1.9 and the maximum weight for bulk/uniform trains is 13604 ton and for mixed trains is 12996 tons.

4.0 CONTROLLED SIDINGS

4.1 Third Rail

The Third Rail, located on the East side of the Colonie Subdivision between CPO 4 and CPO 5. Signal Indication or verbal permission of the train dispatcher is permission to occupy the Third Rail not exceeding 10 mph.

Hand operated switches are in normal position when lined and locked for movement on the Third Rail. Hand operated switches must be secured in normal position when not in use.

5.0 MAIN TRACK RULES

5.1 Control Points

All CP, CPC, CPF and CPO locations are Control Points.

5.2 Rules In Effect

Centralized Traffic Control (CTC) rules are in use between CPO 1 and CPF 467.

5.3 Electrically Locked Switches

MP	Location Name
1.45	North Albany Yard
1.5	Erie St Yard
6.5	South leg of Wye "WX"
6.9	North leg of Wye
8.19	Mohawk Paper South
8.2	Mohawk Paper North
12.3	Waterford
17.6	Tagsons

5.4 Rust on Rails–CPO 1

At CPO 1 when switch lined for CSXT Railroad, train dispatcher must not change switch position until notified by employee using switch that equipment is clear of the Control Point.

6.0 GENERAL FOOTNOTES

6.1 Standard Clocks and Bulletin Boards

Saratoga Springs Yard Office.

6.2 Milepost Designation

The letter 'A' may prefix milepost or mileage location.

6.3 Abbreviations

The following abbreviations may be used in additions to those abbreviations listed in the operating rules.

COL	Colonie Subdivision	RT	Running Track
EMT	End Main Track	V V	Voorheesville
SARA	Saratoga Springs	KN	Kenwood

6.4 CPO 4

Northward trains stopping for CPO 4 must stop south of Cemetery Road crossing at MP 3.97 and may proceed after receiving a permissive signal at CPO 1 or when authorized verbally to proceed from the train dispatcher.

6.5 CPO 17

Northward trains stopping for CPO 17 must stop south of private road crossing at MP 17.18 and may proceed after receiving a permissive signal at CPO 17 or when authorized verbally to proceed from the train dispatcher.

6.6 Saratoga and Spring Streets

Stop Posts are located 60 feet North and 120 feet South of the intersection of Saratoga and Spring Streets, Cohoes, NY, MP 8.19, on the Mohawk Paper Company siding.

Trains must stop at the Stop Posts to place the highway signals to Stop. Signals governing train movement are located on masts on the east side of the track. When a yellow light is displayed on these signals, it indicates that highway signal displays Stop and train may proceed incompliance with Rule 6.28. If highway signal is found to be malfunctioning, Rule 6.32.2 A applies.

6.7 Whistle and Bell Usage

Quiet Zone - Engine bell and whistle signals must not be sounded, except for malfunctioning crossings, Roadway Worker Protection, and in an emergency to prevent injury to persons or damage to property at the following public crossings at grade:

Cohoes – All crossings between MP 8.03 and MP 9.15.

7.0 OTHER TRACKS

7.1 FRA Excepted Track

Voorheesville RT between MP 10.9 and MP 13.0
Voorheesville (Northeast) Industrial Park Lead
Erie Street Industrial Track
Green Island Industrial Track

7.2 Kenwood Yard

Yardmaster at Saratoga Yard is in charge of Kenwood Yard and can be contacted on AAR Radio Channel 28-28, or by phone at (518) 583-7333. When yardmaster at Saratoga is not on duty, contact Binghamton Yardmaster at 607-771-3002 or Binghamton TYC at 607-771-3010.

Speed over scales on track 10 is not to exceed 5 MPH.

7.3 Kenwood Running Track West

Extending southward a distance of 1.3 miles from CPO 1 to Green Street at MP 1.03.

- Located on the West side of Kenwood Running Track East
- Requires permission from CP North Dispatcher, either verbally or by signal indication at CPO 1.
- Rule 6.28 applies not exceeding 10 MPH
- Headlight may be dimmed & auxiliary lights off on the leading end of all trains and engines by day and by night between CPO 1 and Green St. Headlight must be on bright and auxiliary lights must be on when visibility is poor or on the approach to or passing over road crossings at grade.

7.4 Kenwood Running Track East

Extending southward a distance of 1.3 miles from CPO 1 to Green Street at MP 1.03.

- Located on the East side of Kenwood Running Track West
- Requires permission from CP North Dispatcher, either verbally or by signal indication at CPO 1.
- Rule 6.28 applies not exceeding 10 MPH
- Headlight may be dimmed & auxiliary lights off on the leading end of all trains and engines by day and by night between CPO 1 and Green St. Headlight must be on bright and auxiliary lights must be on when visibility is poor or on the approach to or passing over road crossings at grade.

7.5 Voorheesville Running Track

Extending northward a distance of 15.4 miles between CPF 499 and MP 10.9 at Voorheesville.

- Requires permission from CP North Dispatcher
- Radio Point to Train Tower Code is 725, *61#
- Rule 6.28 applies not exceeding 10 MPH
  Except:
  - MP 10.9 CSXT Connector 5 MPH
- All crossings must have warning provided by crew member on ground until crossing is occupied.
- School House Road: Northward trains routing to the CSXT Connector in excess of 2500 feet must not foul School House road crossing, MP 11.50, until permission to proceed is obtained from the CSXT train dispatcher.
- Due to restricted clearances employees are prohibited from riding the side of equipment at the following locations in the Northeast Industrial Park:

Locations	
Ave A and 1st St	Ave B and 1st St
Ave A and 6th St	Ave C and 6th St

- Locations
  Voorheesville..... 10.90
  Voorheesville Junction..... 12.10
  Altamont 17.20
  CPF 499 ..... 26.30

7.6 Erie Street Industrial Track

Extending southward between MP 1.4 and MP 0.6.

- Requires permission from CP North Dispatcher
- Rule 6.28 applies not exceeding 5 MPH
- All crossings must have warning provided by crew member on ground until crossing is occupied.
- This is the old Water Street Branch

7.7 Green Island Industrial Track

Extending northward from WX MP 6.47 on the Colonie Subdivision for 3.1 miles.

- Requires permission from CP North Dispatcher
- Rule 6.28 applies not exceeding 5 MPH
- All crossings must have warning provided by crew member on ground until crossing is occupied.
- This track is the old Green Island and Troy Branches.

Haulage Factors Southward	Train Standby Channel	Point to Train Tower Code	CP North Dispatcher Call-in Channel and Call-in Code	Emergency Call-in Channel and Call-in Code	SOUTHWARD ▼ Miles from CPO 1 Kenwood	FREIGHT SUBDIVISION CPF 467 to MP 616 — STATION PAGE — TrAM Area 1	NORTHWARD ▲ Station Mileage Location	Controlled Siding Capacity in Feet	Trackside Warning Detectors	Method of Operation	Station Number	Haulage Factors Northward
		723			18.9	**CPF 467** *(Junction Colonie Sub)*	467.4				3848	
						7.7			472.0			
2.71					26.6	**CPF 475** *Crescent*	475.1	9500		**C**		2.85
					28.4	**CPF 477**	476.9					
	AAR 66-66		AAR 21-66 *61#	**AAR 21-66 911**		1.1						
					29.5	**CPF 478** *(Jct Canadian Connector Sub)*	478.0					
						2.1						
					31.6	**CPF 480** *(CSE)* *(Jct Canadian Subdivision)*	480.1	CSE 10600		**T**		
2.12					33.0	**CPF 481** (*CSW*) *Mohawk*	481.5	CSW	482.9			3.6
					34.1	**CPF 483**	482.6	5600				
						2.1						
					36.2	**CPF 485** *(Junction Amtrak)*	484.7					
		726				13.9				**C**		
					50.1	**CPF 499** *Delanson*	498.6	24000				
1.43		727			54.6	**CPF 503** *(CP North Dispatcher)*	503.1				3952	2.24
						(CP South Dispatcher)						
		741				23.2			503.3			
					77.8	**CPF 526** *Richmondville*	526.3	7400	528.1		3923	
1.43		742			79.3	**CPF 528**	527.8					2.24
		743				19.2				**C**		
					98.5	**COOPERSTOWN JUNCTION** *(Junction C&CV)*	547.0		547.8		3918	
						7.0						
	AAR 91-91		AAR 21-91 *71#	**AAR 21-91 911**	105.5	**CPF 554** *Oneonta*	554.0	15000			3916	
		744			108.6	**CPF 557**	557.1					
2.15		745				29.8			561.5	**T**		2.5
					138.4	**CPF 587** *Afton*	586.9	15670				
		746			141.6	**CPF 590**	590.1		583.1		3910	
						8.6			596.5			Down Grade
1.39					150.2	**CPF 599** *(Beldon Tunnel)*	598.7					
		747				12.9			607.6	**C**		
					163.1	**CPF 611** *Binghamton*	611.6	6150				
Down Grade		748			164.3	**EMT** *(CP South Dispatcher)*	612.8					1.9
					164.3	*(Binghamton Terminal Yardmaster)*	612.8					
						(Buffalo Running Track - EMT to QD)						
						(Binghamton RT – EMT on Controlled Siding to CPBD)						
						1.3						
2.71	AAR 28-28				165.6	**CPBD** *(Manual Interlocking)* *(Controlled by NS Railroad AAR 46-46)* *(Junction of No. 1 and No. 2 Running Tracks)*	614.1			6.28		5.0
						1.9						
					167.5	(*End Freight Subdivision)* **Binghamton Yard** *(Begin Sunbury Subdivision)*	616.0				3800	

1.0 RADIO

1.1 Trackside Radio Zone Code

Zone Code (Z) is 6 for CP North Dispatcher from CPF 467 south to CPF 503.

Zone Code (Z) is 7 for the CP South Dispatcher from CPF 503 to End Main Track (EMT).

Note: See General Special Instruction 1.5 Trackside Radio System Instructions.

2.0 TRACKSIDE WARNING DETECTORS

2.1 Trackside Warning Detectors - Locations

Radio Alarm Dragging Equipment Detectors (DED), Hot Box Detectors (HBD), and High Car Detectors (HCD) are located at the following locations:

Milepost	Type Detector
472.0	DED, HBD
482.9	HCD 17'0""
503.3	DED, HBD
528.1	DED, HBD
547.8	DED, HBD
561.5	DED, HBD
583.1	DED, HBD, HCD 20'2"
596.5	DED
607.6	DED, HBD

2.2 Height Restrictions

Double stack equipment of two 9' 6" containers which do not exceed 20' 2" high above top of rail are permitted to operate on the Freight Subdivision.

Conductors must notify the train dispatcher of such equipment in their train and the train dispatcher must not route such equipment to connecting railroads.

3.0 EQUIPMENT INSTRUCTION AND SPEED

3.1 Locomotives Prohibited–6 Axle

Six Axle Units Prohibited at the following mileage:

- 472.8—Snap Cap
- 507.3—Schoharie
- 508.0—IL Richer
- 511.4—Howes Cave
- 516.8—Cobleskill
- 527.9—Summit
- 548.6—Colliersville Gas
- Oneonta Yard
- Afton Gas

3.2 Locomotive Restrictions

Howes Cave: Engines must not be operated over the scale track on track 4 in the cement plant. Additional cars must be used as spacers to spot cars beyond the scales on track 4.

Central Bridge: Engine consists exceeding two units must not be operated on the I. L. Richer track.

3.3 Maximum Car Weights

The maximum car weight including lading not to exceed 286,000 pounds is authorized for rail cars over 50 feet.

3.4 Car Weight Speed

Speed of a rail car exceeding 272,000 pounds, and is less than 55 feet in length, must not exceed 30 MPH over bridge located at MP 602.33.

3.5 End of Train Device–SBU

When a train requiring a two-way EOT device fails en route, speed must be reduced to 30 MPH until the ability to initiate an emergency application at the rear of the train has been restored.

3.6 Oneonta Yard Speed

Rule 6.28 not exceeding 5 MPH on all tracks.

3.7 Speedometer Checking

Engineer on each trip shall check the speed indicated on the speedometer against lapse of time while equipment is being operated at constant speed, and report inaccuracies on Trip Report.

Measured miles are located between the following Mile Posts:

505 to 506 532 to 533

583 to 584 607 to 608

3.8 Freight and Passenger Maximum Speed Table

Unless otherwise restricted:

Maximum Speed Table	Single	
Location	**Main**	**CS**
CPF 467-Control Point	**25**	
CPF 467 to 470.0	**30**	
470.0 to CPF 475	**40**	
CPF 475 to CPF477	**40**	**25**
CPF 477 to CPF 480	**40**	
CPF 480 to 483.3 (Psgr Train)	**50**	
CPF 480 to 486.1	**30**	
CPF 480 to CPF 483	**CSE**	**25**
CPF 481 to CPF 483	**CSW**	**25**
486.1 to CPF 499	**40**	
CPF 499 to CPF 503	**35**	**25**
CPF 503-Control Point	**30**	
CPF 503 to 520.2	**40**	
520.2 to 520.5	**35**	
520.5 to CPF 526	**40**	
CPF 526 to CPF 528	**40**	**25**
CPF 528 to CPF 554	**40**	
CPF 554 to CPF 557	**40**	**25**
CPF 557 to 562.7	**40**	
562.7 to 563.0	**25**	
563.0 to CPF 587	**40**	
CPF 587 to CPF 590	**40**	**25**
CPF 590 to CPF 611	**35**	
CPF 611 to EMT (612.75)	**35**	**25**
Binghamton Terminal		
EMT to QD (Buffalo RT)	**EMT**	
EMT to CPBD (Binghamton RT)		**EMT**
See Binghamton Terminal Special Instructions		

4.0 SIDINGS

4.1 Controlled Sidings

The following Controlled Sidings (CS) including name and length are located between stations listed.

West Side of Main Track	East Side of Main Track
	CPF 475 to CPF 477 (Crescent-9500)
	CPF 480 to CPF 483 (CSE-Mohawk-10600)
CPF 481 to CPF 483 (CSW-Mohawk-5600)	
	CPF 499 to CPF 503 (Delanson-24000)
CPF 526 to CPF 528 (Richmondville-7400)	
CPF 554 to CPF 557 (Oneonta-15000)	
CPF 587 to CPF 590 (Afton-15670)	
	CPF 611 to EMT (Binghamton-7750) EMT to Phelps St.-6150

5.0 MAIN TRACK RULES

5.1 Control Points

All CP, CPC, CPF and CPO locations, except CPF 599, are Control Points.

CPF 599 governs movement through Beldon Tunnel. In the event the tunnel door located at the south end of the tunnel cannot be opened, the train dispatcher will instruct crew member to follow instructions located in the emergency control box at the interlocking signals on either the north portal or south portal.

Verbal permission from train dispatcher is required to pass a Stop Signal at CPF 599.

5.2 Rules In Effect

Centralized Traffic Control (CTC) rules are use between CPF 467 and End Main Track (EMT).

5.3 Electrically Locked Switches

MP	Location Name
485.7	North end Depress Track
486.0	South end Depress
508.0	I.L. Richer Feed
511.7	Howes Cave Switch
516.7	Cobleskill
527.7	South end Summit Siding
547.9	Cooperstown Junction
575.5	Long Branch North
576.3	Long Branch South
586.2	Switching Track North
586.9	South end Afton switch track

5.4 End Main Track

Northward trains on the Buffalo or Binghamton Running Tracks must not pass signal located at End Main Track MP 612.75 without verbal permission of the train dispatcher.

5.5 Track and Time – Intermediate Signals

Track and Time will be given between control point and control point except intermediate signal locations may be used as identified below to denote beginning or end of track and time limits.

CPF 485 to CPF 499
Intermediate signals 4914 and 4915

CPF 503 to CPF 526
Intermediate signals 5106 and 5107

Intermediate signals 5186 and 5187

CPF 528 to CPF 554
Intermediate signals 5344 and 5345
Intermediate signals 5428 and 5429

CPF 557 to CPF 587
Intermediate signals 5646 and 5647
Intermediate signals 5722 and 5723
Intermediate signals 5786 and 5787

CPF 590 to CPF 611
Intermediate signals 5964 and 5965
Intermediate signals 6021 and 6022

Refer to Timetable Special Instruction 5.10 Section 10.0—Rules Applicable Only in CTC with the change to GCOR Rule 10.3.1.

5.6 Rust on Rails - CPF 499

At CPF 499 when switch lined for Voorheesville Running Track, train dispatcher must not change switch position until notified by employee using switch that equipment is clear of the Control Point.

5.7 Guilford Rail System Joint Operations

CPF 467 is dispatched by the District 4 Train Operation Manager located in North Billerica, MA. Trains with a STOP indication and all track cars at CPF 467 must contact the District 4 Train Operation Manager for instructions. Radio channel is AAR 94-70.

6.0 GENERAL FOOTNOTES

6.1 Standard Clocks and Bulletin Boards

Binghamton Yard Crew Room

6.2 Abbreviations

The following abbreviations may be used in additions to those abbreviations listed in the operating rules.

FSD	Freight Subdivision	BING	Binghamton Yard
CSE	Controlled Siding East	RT	Running Track
CSW	Controlled Siding West	CB	Central Bridge
EMT	End Main Track		

6.3 Beldon Tunnel

Employees are prohibited from walking in Beldon Tunnel without authorization from the manager of operations.

When required to perform a stationary train inspection, walk back to tunnel entrance. Then pull ahead not exceeding 10 MPH to inspect for defect.
If the Engineer experiences difficulty or excessive amperage when attempting to start the movement, he must stop the movement and determine cause.

6.4 CPF 475 and CPF 477

Trains left standing must not block private road crossing at MP 476.2.

6.5 Delanson

Northward trains stopping at Delanson must stop south of MP 499 at sign location indicating “TRAINS STOP HERE”.

6.6 Esperance

Southward trains in excess of 4000 feet receiving an Approach Signal to CPF 503 must not proceed until a more favorable signal is displayed or until authorized by the train dispatcher.

6.7 Oneonta

Southward trains receiving an Approach Signal to CPF 554 must not proceed until a more favorable signal is displayed or until authorized by the train dispatcher.

6.8 Oneonta Lay Back Point

Northward trains must not pass Station Sign Oneonta, MP 554.3, unless a permissive signal is displayed at CPF 554.

6.9 Mohawk Yard

Crews securing locomotives must not block road crossing on the south end of yard track 4.

6.10 CPF 587 and CPF 590

Trains left standing between CPF 587 and CPF 590 must not block private road crossings. Southward trains in the vicinity of MP 589 must remain 400 feet north of private crossing located across form Noyes Ford.

6.11 Phelps Street

Northward trains receiving an Approach Signal to CPF 611 must not proceed beyond Phelps Street unless authorized by the train dispatcher.

7.0 OTHER TRACK

7.1 FRA Excepted Track

All tracks in Oneonta Yard.

7.2 Mohawk Yard

After setting off a block of rail cars at Mohawk Yard, a member of the train crew must leave the shipping papers in the yard office. Information as to what track the rail cars where set off must accompany the shipping papers. This procedure is required for each block of rail cars.

Northbound train movements setting off or picking up cars at Mohawk will first stop at the yard office to leave or pick up their shipping papers.

7.3 Locomotive Fuel Readings

Engineer will obtain fuel readings on all locomotives interchanged to or from Guilford Rail System. The results are to be reported to the operations center in Calgary at (403) 319-3105.

If unable to report fuel readings directly to the operations center, report fuel readings to the train dispatcher and the train dispatcher must give the readings to the operations center.

Haulage Factors Southward	Train Standby Channel	Point to Train Tower Code	CP South Dispatcher Call-in Channel and Call-in Code	Emergency Call-in Code	▼ SOUTHWARD	BINGHAMTON TERMINAL INSTRUCTIONS STATION PAGE TrAM Area 1	NORTHWARD ▲		Capacity in Feet	Station Number	Haulage Factors Northward
		748	AAR 21-91	**AAR 21-91 911**	Miles from CPO 1 Kenwood	Station Page continues	Station Mileage Location	MAIN / SIDING			
2.71	Yard-master AAR 28-28	N/A	N/A	Yard-master AAR 28-28	164.3	**END MAIN TRACK**	612.8	E M T		3800	2.71
					165.0	**Crossovers between Buffalo and Binghamton Running Tracks** 5.6	613.5	BUFFALO RT / BINGHAMTON RT			
						Buffalo Running Track extends from EMT to QD Junction NS Railroad at QD 1.5	612.8 to NS 214				
						Binghamton Running Track extends from EMT on Controlled Siding to CPBD 1.3	612.8 to 614.1				
					165.6	**CPBD** Railroad Crossing at grade Controlled by NS Southern Tier Line Dispatcher AAR 46-46 Touch Tone 724	614.1	5 / 4 3			
						No 1 Running Track **No 2 Running Track** 6 miles CPBD to Binghamton Container	614.1	1 2			
					167.5	**Binghamton Yard**	616.0	1 2			
					170.8	**Hand Operated Switch**	619.3	2			
2.71	AAR 91-91	761	AAR 21-91 *81#	**AAR 21-91 911**	171.7	**BINGHAMTON CONTAINER** Sunbury Subdivision to CP Kase (Sunbury, PA)	620.2				5.0

1.0 RADIO

1.1 Binghamton Yardmaster—AAR 28-28

The Binghamton Yardmaster can be contacted on radio channel 28-28 or by telephone at (607) 771-3002.

1.2 Air Brake Test—AAR 91-91

Air Brake Tests will be performed on AAR 91-91.

Mechanical Car Inspectors will instruct train and engine crews by engine number to change channels from 28-28 to 91-91 for the Air Brake Test.

All radio channels must be returned to AAR 28-28 by train crews and Mechanical Department employees at the completion of the test.

1.3 Recording of Information

Company radios and telephone communications are regularly recorded in the Binghamton Terminal.

2.0 TRACKSIDE WARNING DETECTORS

2.1 Reserved

3.0 EQUIPMENT INSTRUCTION AND SPEED

3.1 Locomotives Prohibited–6 Axle

Six Axle Units Prohibited at the following mileage:

- 613.8—Cold Storage
- 613.9—Sanford Seed
- 617.1—Ocean Steel

3.2 Securing Equipment on Running Tracks

Number 1 and Number 2 Running Tracks require a minimum of one hand brake for three (3) cars or less and a minimum of two hand brakes for more than three (3) cars. All other requirements of Securing Equipment per Air Brake and Train Handling Rules remain in effect.

3.3 Securing Equipment in Binghamton Yard

When switching in Binghamton Yard tracks 1 through 17, the first car or block of cars must be placed into a clear track with one hand brake applied on the leading end. The yardmaster must be notified of the car number and the yardmaster will log the car number for each track and show these numbers on the yard situation report that is given to each yard crew.

When a crew is not in the yard switching for any reason, including breaks or at the end of their shift, a hand brake will be applied to the end of the yard for each track in which the crew was switching. At a minimum one hand brake will be applied on the north end and one hand brake will be applied on the south end.

When crews are required to couple up tracks they will have the car number and release the brake where the coupling is made on other than the leading car. The yardmaster will be notified that the hand brake was released and correct the yard situation report. No car may be pulled or shoved with any hand brake applied.

All other requirements of Securing Equipment per Air Brake and Train Handling Rules remain in effect.

3.4 Mechanical Services Protection

Mechanical Personnel are not required to work in Tracks 6 through 16 Binghamton Yard to perform mechanical inspections unless it is known that the adjacent track(s) is protected in accordance to GCOR Rule 5.13 Blue Signal Protection of Workmen.

If the adjacent tracks cannot be protected per GCOC Rule 5.13, cars are to be placed on 1 or 2 Running Tracks or Binghamton Yard Tracks 1 through 5 for inspection.

3.5 Speed in the Binghamton Terminal

Unless otherwise indicated, speed on all tracks is not to exceed 10 MPH.

3.6 Locomotive and Car Repair Service Areas

Speed on all tracks within locomotive and car shop repair areas is restricted not to exceed 5 MPH.

Entrances to these service areas are indicated by signs.

3.7 Running Track Speed

Speed on Running Tracks is restricted to not exceeding 10 MPH except as indicated below:

- That part of the Buffalo and Binghamton Running Tracks between EMT and MP 613.5 is restricted not to exceed 20 mph.
- That part of the No. 1 Running Track between MP 618 and hand operated switch at MP 619.3 is restricted not to exceed 20 mph.
- That part of the No. 2 Running Track between MP 618 and Binghamton Container is restricted not to exceed 20 mph.

4.0 CONTROLLED SIDINGS

4.1 Reserved

5.0 MAIN TRACK RULES

5.1 CPBD—NS Railroad

CPBD is an manual interlocking controlled by the NS Southern Tier train dispatcher and uses AAR radio channel 46—46 with touch tone access 724.

6.0 GENERAL FOOTNOTES

6.1 Standard Clocks and Bulletin Boards

Binghamton Yard Crew Room

6.2 Abbreviations

The following abbreviations may be used in additions to those abbreviations listed in the operating rules.

FSD	Freight Subdivision	BING	Binghamton Yard
EMT	End Main Track	BC	Binghamton Container
RT	Running Track		

6.3 Restricted Clearance—Tracks 6 through 17

Due to restricted clearance on Binghamton Yard tracks 6 through 17, employees are not to ride the side of the equipment that is passing equipment on the adjacent track.

7.0 OTHER TRACKS

7.1 Binghamton Terminal

Binghamton Terminal is under the permission of a yardmaster 24 hours each day, except for major holidays. The yardmaster can be contacted on radio channel 28—28 or by telephone at (607) 771-3002.

7.2 Crossovers

All crossovers between the Number 1 and Number 2 Running Tracks are not to be used for general switching operations unless authorized by the Binghamton Terminal Coordinator.

7.3 Buffalo Running Track Power Switch

Buffalo Running Track has a Dual Control Power Switch at MP 612.9 and is controlled by the NYS&W train dispatcher in Cooperstown, NY. Permission to operate the switch must be obtained from the Binghamton Yardmaster.

Red	⇨	Switch not locked – Operate by hand
Yellow	⇨	Switch locked for NYS&W Railroad
Green	⇨	Switch locked for Buffalo Running Track
No lights illuminated	⇨	Status of switch is unknown – operate by hand

7.4 Buffalo Running Track

Extending southward from EMT (Single Main Track) MP 612.75 to NS Railroad QD for a distance of 1.5 miles.

- Controlled by Binghamton Yardmaster
- Rule 6.28 applies
- Maximum Speed under Rule 6.28 is 10 MPH except 20 MPH between EMT and MP 613.5.

7.5 Binghamton Running Track

Extending southward a distance of 1.3 miles from EMT (Controlled Siding Track) MP 612.75 to NS Railroad CPBD.

- Controlled by Binghamton Yardmaster
- Rule 6.28 applies
- Maximum Speed under Rule 6.28 is 10 MPH except 20 MPH between EMT and MP 613.5.

7.6 No. 1 Running Track

Extending southward a distance of 5 miles from CPBD to hand operated switch at MP 619.3.

- Controlled by Binghamton Yardmaster
- Rule 6.28 applies
- Maximum Speed under Rule 6.28 is 10 MPH except 20 MPH between MP 618 and MP 619.3.
- Rule 6.32.2 applies at public crossings.

7.7 No. 2 Running Track

Extending southward a distance of 6 miles from CPBD to Binghamton Container at MP 620.2.

- Controlled by Binghamton Yardmaster
- Rule 6.28 applies
- Maximum Speed under Rule 6.28 is 10 MPH except 20 MPH between MP 618 and Binghamton Container (BC).
- Rule 6.32.2 applies at public crossings.

7.8 Running Track Permission

When Yardmaster is not on duty, the train dispatcher will control Running Tracks in the Binghamton Terminal.

7.9 BD Connecting Track

The BD Connecting Track Located 30 feet south of CPBD Interlocking off the NO 2 Running Track is under the permission of the NYS&W train dispatcher in Cooperstown, NY. Permission to reverse hand operated switch (BD West Sw) must be obtained from the Binghamton Yardmaster. When switch is not in use for the connecting Track, it must be lined in the normal position for operation on the No 2 Running Track.

7.10 Binghamton Yard Fuel Tracks

Between the hours of 2300 and 0700 daily, Use of Fuel Track 1 and Fuel Track 2 is under the permission of the Binghamton Yardmaster and under the mechanical department at all other times. During hours of 2300 to 0700, all movements on these tracks including inbound or outbound to the yard requires permission from the Binghamton Yardmaster. Equipment left standing must not block crossings or be left on these tracks where it could interfere with another movement on another track.

CAUTION: Employees must be aware of location of structures or obstructions where clearances are close and be on the lookout for blue signal protection.

NOTE: Yardmaster and mechanical department must have a written transfer of authority at 0700 and 2300. The transfer must include equipment location, required placement of inbound locomotives, and any other relevant information.

Haulage Factors Southward	Train Standby Channel	Point to Train Tower Code	CP South Dispatcher Call-in Channel and Call-in Code	Emergency Call-in Channel and Call-in Code	SOUTHWARD ▼ Miles from Binghamton Yard	SUNBURY SUBDIVISION MP 616 to CP KASE — STATION PAGE — TrAM Areas 1 and 4	NORTHWARD ▲ Station Mileage Location	Controlled Siding Capacity in Feet	Trackside Warning Detectors	Method of Operation	Station Number	Haulage Factors Northward
2.71	AAR 28-28 Yard-Master				0.0	*(End Freight Subdivision)* **BINGHAMTON YARD** *(Begin Sunbury Subdivision)*	616.0			6.28		5.0
						4.2 *(Junction No. 2 Running Track)* *(Binghamton Terminal Yardmaster)*						
				AAR		*(CP South Dispatcher)*						
		761		**21-91**	4.2	**BINGHAMTON CONTAINER**	620.2		627.7	**TWC**		
		762				27.8			643.2			
		763			32.0	**CPF 648**	648.0					
2.71				**911**		*Hop Bottom*		10000				5.0
					34.0	**CPF 650**	650.0					
		764				9.1				**C**		
	AAR 91-91		AAR 21-91 *81#		43.1	**CPF 659**	659.1					
						Dalton		9820				
MP 664					45.1	**CPF 661**	661.1		661.9			*MP 664*
		765				9.8						
Down grade					54.9	**STEAMTOWN NORTH**	670.9					
						Steamtown Wye						1.27
					55.2	**STEAMTOWN SOUTH**	671.2					
CPF 672						*(Jct Delaware-Lackawanna)*						*CPF 672*
				911		0.8				**T**		
					56.0	**CPF 672**	672.0					
						Taylor		7620			3787	
					57.6	**CPF 673**	673.6					
2.24						0.4						2.06
					58.0	**MINOOKA JUNCTION**	673.9				3786	
		766				*(Junction RBM&N)*			676.9			
CPF 679						5.4				**C**		*CPF 679*
1.93					63.4	**CPF 679**	679.4				3783	Down grade
						(Jct RBM&N to Allentown)						
MP 682		781				3.1			696.3	**T**		*MP 682*
					66.5	*NSS Yatesville*	682.5					
Down grade						**YATESVILLE**		6200		**W**	3749	1.24
					67.7	*SSS* Yatesville	683.7					
						30.4				**C**		
MP 686					98.1	**CPF 714**	714.1					*MP 686*
		782				*Nescopeck*		7800		**CTC**	3740	
					99.7	**CPF 716**	715.7					
						33.7			721.7			
	AAR 91-91		AAR 21-91 *21#		133.4	*NSS North Shore*	749.4		747.1	**T**		
		783				**NORTH SHORE**		2760				
5.0					134.0	*SSS North Shore*	750.0					5.0
						0.2				**W**		
					134.2	*NSS Banks*	750.2					
		784				**BANKS**		6400			3726	
					135.6	*SSS Banks*	751.6			**C**		
						0.4						
					136	**CP KASE**	752.0				3733	
				911		*(Jct NS Railroad Buffalo Line to Harrisburg)* *(Radio Channel AAR 50-50)*				**CTC**		

1.0 RADIO

1.1 Trackside Radio Zone Code

Zone Code (Z) is 8, except 2 for Hudson south to CP Kase.

Note: See General Special Instruction 1.5 Trackside Radio System Instructions.

2.0 TRACKSIDE WARNING DETECTORS

2.1 Trackside Warning Detectors - Locations

Radio Alarm Dragging Equipment Detectors (DED), Hot Box Detectors (HBD), and High Car Detectors (HCD) are located at the following locations:

Milepost	Type Detector
627.7	DED
643.2	DED, HBD
661.9	DED
676.9	DED, HBD
696.3	DED, HBD
721.7	DED, HBD
747.1	DED, HBD

2.2 Height Restrictions

Double stack equipment of two 9' 6" containers which do not exceed 20' 2" high above top of rail is permitted to operate on the Sunbury Subdivision.

2.3 Height Restrictions–Pittston, PA

Equipment measuring 18'6" or higher must not be interchanged with the RBM&N Railroad at Minooka Jct or at CPF 679 due to a bridge clearance entering RBM&N Pittston Yard.

3.0 EQUIPMENT INSTRUCTION AND SPEED

3.1 Locomotives Prohibited–6 Axle

Six Axle Units Prohibited at the following mileage:

- 678.1—L&S Interchange siding
- 682.4—Passon Building 7
- 683.3—Passon Buildings 2 to 5
- 716.3—Nescopeck Freight House
- 728.7—Bloomsburg

3.2 Maximum Car Weights

The maximum car weight including lading not to exceed 286,000 pounds is authorized for rail cars over 50 feet.

3.3 Car Weight Speed

Speed of a rail car exceeding 272,000 pounds, and is less than 55 feet in length, must not exceed 30 MPH over bridges located at MP 728.59 and MP 736.49.

3.4 End of Train Device–SBU

When a train requiring a two-way EOT device fails en route, speed must be reduced to 30 MPH until the ability to initiate an emergency application at the rear of the train has been restored.

3.5 Speedometer Checking

Engineer on each trip shall check the speed indicated on the speedometer against lapse of time while equipment is being operated at constant speed, and report inaccuracies on Trip Report.

Measured miles are located between the following Mile Posts:

659 to 660 677 to 678 745 to 746

3.6 Buttonwood Runaround Track

The Buttonwood Runaround (salt track) is restricted to 5 MPH over scales.

3.7 Merck Plant Switch at MP 742.55

Speed over Main Track Switch at MP 742.55 is restricted to 5 MPH when lined in the reverse position.

3.8 Freight and Passenger Maximum Speed Table

Unless otherwise restricted:

Maximum Speed Table Location	Single Main	CS
Binghamton Container to CPF 648	**40**	
CPF 648 to CPF 650	**40**	**10**
CPF 650 to 655.3	**40**	
655.3 to 656.0	**25**	
656.0 to CPF 659	**40**	
CPF 659 to CPF 661	**40**	**25**
CPF 661 to 663.0	**40**	
663.0 to 670.8	**35**	
670.8 to CPF 672	**20**	
CPF 672 CPF 673	**20**	
CPF 673 to Carbon	**20**	
Carbon to CPF 679	**30**	
CPF 679 (Diverging Route)	**10**	
CPF 679 to 681.3	**30**	
681.3 to 682.5	**25**	
682.5 to 683.7	**25**	**10**
683.7 to 693.3	**25**	
693.3 to 705.3	**40**	
705.3 to 706.1	**35**	
706.1 to CPF 714	**40**	
CPF 714 to CPF 716	**40**	**10**
CPF 716 to 716.6	**40**	
716.6 to 716.7	**35**	
716.7 to 749.0	**40**	
Excessive Dimension Equipment 730.2 to 730.5	**10**	
749.0 to 749.4	**35**	
749.4 to 750.01	**35**	**10**
750.01 to 751.0	**20**	**10**
751.0 to SSS Banks	**10**	**10**
SSS Banks to CP Kase	**10**	

4.0 SIDINGS

4.1 Controlled Sidings

The following Controlled Sidings (CS) including name and length are located between stations listed.

West Side of Main Track	East Side of Main Track
CPF 648 to CPF 650 (Hop Bottom-10000)	
	CPF 659 to CPF 661 (Dalton-9820)
CPF 714 to CPF 716 (Nescopeck-7800)	
CPF 672 to CPF 673 (Taylor-7620)	

4.2 Sidings in TWC Territory

The following sidings are non controlled tracks located in TWC Territory and require permission to occupy from the train dispatcher.

East Side of Main Track
MP 682.5 to 683.7 (Yatesville-6200)
MP 749.4 to 750.0 (North Shore-2760)
750.2 to 751.6 (Banks-6400)

5.0 MAIN TRACK RULES

5.1 Control Points

All CP, CPC, CPF and CPO locations are Control Points.

5.2 Rules In Effect

TWC rules in use between the following locations:

- Binghamton Container and CPF 648
- CPF 679 and CPF 714
- CPF 716 and CP Kase

Centralized Traffic Control (CTC) rules in use between CPF 648 and CPF 679 and between CPF 714 and CPF 716.

5.3 Electrically Locked Switches

MP	Location Name
678.1	Avoca

5.4 CP Kase–NS Railroad

CP KASE is controlled by the NS Buffalo Line train dispatcher and uses AAR radio channel 50-50 with touch tone access 725.

5.5 Signals in Advance to CTC Territory

The following signals are in service to govern approach to a Controlled Point for CTC territory.

- Signal 646.4 governing approach for southward movement to CPF 648
- Signal 681.1 governing approach for northward movement to CPF 679
- Signal 712.2 governing approach for southward movement to CPF 714
- Signal 717.7 governing approach for northward movement to CPF 716
- Signal 747 governing approach for southward movement to CP Kase

When signal can be plainly seen, trains must immediately reduce to restricted speed if signal displays an indication more restrictive than an Approach.

6.0 GENERAL FOOTNOTES

6.1 Standard Clocks and Bulletin Boards

Binghamton Register Office

6.2 Abbreviations

The following abbreviations may be used in additions to those abbreviations listed in the operating rules.

SUN	Sunbury Subdivision	BS	Bridge Sixty
BING	Binghamton Yard	BK	Banks
BC	Binghamton Container	RT	Running Track

6.3 Restricted Clearance–Buttonwood

Due to restricted clearance, employees are prohibited from riding the side of equipment at the DMS/American Rock Salt facility when operating through the north or south gate of facility.

6.4 Nicholson Tunnel

Employees are prohibited from walking in Nicholson Tunnel without authorization from the Manager of Operations. When required to perform a stationary train inspection, walk back to tunnel entrance. Then pull ahead not exceeding 10 MPH to inspect for defect. If the Engineer experiences difficulty or excessive amperage when attempting to start the movement, he must stop the movement and determine cause.

6.5 Merck Company

Set offs are to be placed inside the facility's gate for security reasons unless otherwise instructed. A crew member must notify the train dispatcher about 10 minutes prior to the train's arrival so the guard can be called to open the gate.

6.6 Shutdown Policy-Buttonwood and Nescopeck

Due to the cost of fuel and to promote a good relationship with the local communities, you are reminded that locomotives idling in the vicinity of Buttonwood and Nescopeck must be shut down in accordance with Air Brake and Train Handling Rules.

6.7 Dalton Siding Lay Back Signs

Trains stopping for CPF 659 or CPF 661 must not pass signs displaying the words "Lay Back" unless train length requires clearing the controlled point to the rear of train. Engineers must use the train length distance function to make this determination. The train distance is not to exceed 7400 feet. This leaves 2450 feet between lead locomotive and next controlled point.

The train dispatcher must be notified when train length requires passing "Lay Back" signs.

7.0 OTHER TRACK

7.1 FRA Excepted Track

Taylor Yard–track 18

7.2 Cotner Farms Industrial Track

Located from switch on the SSD at MP 739.65 to end of track. An approximate distance of 1180 feet.

- Controlled by CP South Dispatcher
- Rule 6.28 applies not exceeding 10 MPH

7.3 Wye at Stations North and South Steamtown

The WYE at Steamtown is controlled daily, between 0700 and 2300 hours, by the Delaware Lackawanna train dispatcher. Train dispatcher radio channel is AAR 90-90, telephone 570-347-5232 or 570-983-0382.

When the train dispatcher is not on duty, trains and track cars must contact the CP South Dispatcher. Speed on the WYE is under Rule 6.28 not exceeding 10 MPH.

7.4 Carbon–Delaware Lackawanna Track Control

The Delaware Lackawanna Railroad at Carbon is controlled daily, between 0700 and 2300 hours, by the Delaware Lackawanna train dispatcher. Train dispatcher radio channel is AAR 90-90, telephone 570-347-5232 or 570-983-0382.

After dispatching hours, voice mail is to be left with the following information: crew name, time on duty, power, car count, time of occupation & clearance time. Rule 6.28 applies.

You must make your presence known by announcing your train or track car identification on DL Yard channel AAR 90-90.

SPECIAL INSTRUCTIONS

1.0 RADIO

1.1 Emergency Communication Procedure

Emergency situations require immediate actions in order to protect all concerned.

An emergency call and distress message shall be repeated at intervals until an answer is received. The intervals between repetitions of an emergency call and distress message shall be sufficiently long to allow time for employees who have received the message to reply.

Should it not be possible to initiate an emergency call on the channel designated by Special Instructions, any available channel should be used.

1.2 Monitoring

Portable radios must be on and tuned to monitor train dispatcher's channel when engine radio channel is changed to communicate with yards while train is occupying train dispatcher controlled territory.

While deadheading to work locations, train crew members must monitor their portable radio for possible instructions or emergency transmissions.

1.3 Three Point Protection - Confirming

The radio must be used when requesting or confirming three point protection.

1.4 Identification

Employees will use "CP" to identify their employing railroad.

New conductor hire trainee must identify him/herself as a trainee.

Example: "CP conductor trainee on train 166 CP5678 calling the CP North Dispatcher, over."

1.5 Trackside Radio System Instructions

Point to Train System

Type of call	Switch to	Dial	Listen for: (tone)	Action
Emergency Call-in to dispatcher	Call-in Channel	911	"OK" + 8 seconds + "EMERGENCY"	**Broadcast**: "Emergency, Emergency, Emergency". (You have 10 seconds to make this broadcast.) Return to Train Standby channel. Wait for dispatcher to respond.
Normal Call-in to dispatcher	Call-in Channel	*(Z)1#	"OK" + 8 seconds + "RINGBACK"	Return to Train Standby Channel. Wait for dispatcher to respond.
To access Time Signal	Call-in Channel	*(Z)TTTT#	"OK" + 8 seconds + voice time signal	Dial *(Z)# to disconnect.

Radio Telephone Interface (RTI) System

Type of call	Switch to	Dial	Listen for: (tone)	Action
Emergency Call-in to dispatcher	Standby Channel	**XXX9#	"OK" + 8 seconds + "EMERGENCY"	Wait for dispatcher to respond.
Normal Call-in to dispatcher	Standby Channel	**XXX1#	"OK" + 8 seconds + "Voice Instructions"	Follow voice instructions. Wait for dispatcher to respond.
Diesel Specialist Calgary	Standby Channel	**XXX5#	"OK" + 8 seconds + "RINGING"	Wait for Specialist to answer. Dial *(Z)# to disconnect.
S&C Support Desk	Standby Channel	**XXX4#	"OK" + 8 seconds + "Voice Instructions"	Follow voice instructions. Dial *(Z)# to disconnect.
When using the Standby Channel you must wait for the voice message to end before selecting your choice. Failure to do so will result in a call-in failure.				

Notes
Train standby channels, Point to Train, Dispatcher Call-in channels and tower codes are indicated in subdivision station page columns.
Zone Codes are indicated under subdivision instruction 1.0 Radio.

Radio Telephone Interface (RTI) System
The RTI is a backup communication system between office and field, and should only be used when you hear a "Call Failed" tone when trying to call-in, or when instructed to do so.

Codes
"(Z)".....denotes Zone Code indicated under subdivision instruction 1.0 Radio.
"XXX" ....denotes Tower Code as indicated in subdivision station page columns (nearest tower or tower you want to connect to).
"TTTT"...denotes Time Signal Device Code as follows:

9777 - Pacific Time Zone
9776 - Mountain Time Zone
9775 - Saskatchewan (Central Standard)
9778 - Central Time Zone
7979 - Eastern Time Zone

System Radio Tones
"OK" (2 short beeps) ..... call has reached radio tower
"RINGBACK" (3 short rings)..... call has reached dispatcher's console
""EMERGENCY" (2 second continuous) ..... call has reached dispatcher's console
"RINGING" (normal telephone ring) ..... RTI call is processing
"BUSY" (busy signal) ..... system is busy
"INVALID" (9 short beeps)..... invalid destination called
"CALL FAILED" (hi-lo or bee-bop)..... radio site is inoperative

2.0 EQUIPMENT DEFECT DETECTION, INSPECTION AND REPORTING

Trackside Warning Detector instructions are Items 2.1 to 2.10 inclusive.

Defect Inspection Procedures instructions are items 2.11 to 2.17 inclusive.

Reporting and Setting Out Defective Cars instructions are items 2.18 to 2.22

2.1 General

Trackside Warning Detectors operate for trains in either direction on the track in which they are installed.

Each detector type and location is listed in each sub division special Instructions and will indicate one or more of the following:

a) **Dragging Equipment:** Detect equipment dragging between or near the rails.

b) **Hot Box:** Detect overheated journals by measuring the temperature difference between the outside air and the heat radiated from the journal box. Hot Box alarms can also be caused by overheated traction motor suspension bearings and sticking brakes.

c) **Temperature:** Measure outside temperature and reports it after the entire train passes the Trackside Warning Detectors. Temperature may used in the application of Hot and Cold Weather Temperature Speed

d) **Axle Count:** Counts axles in train and reports it after entire train passes the detector. Axle location for a defect may be included as part of a defect message.

e) **High Car:** Detect shipments exceeding acceptable height dimensions. When the train is passing, a tone is transmitted with an announcement. The final results message specifies high equipment.

Note: Trains equipped with a steam engine are exempt from trackside warning detector readouts unless supervising officer or train crew deems inspection to be necessary.

Note: When notified that a trackside warning detector is temporarily removed from service for maintenance, trackside warning instructions do not apply and train may proceed watching train closely, except Key trains will be governed by 2.7 No Defect Found - Key Train of this rule.

2.2 Approaching a Detector

Avoid prolong use of train brakes where practicable, until entire train passes detector.

Ensure the train is on the correct standby channel and listen for a greeting message. Use verbal communication with crew members of message content.

Set the locomotive Distance Measuring Device (DMD) as soon as the train reaches the trackside warning detector location. Distance measurement helps identify defect location and identify when to expect the final results message.

2.3 Passing Over a Detector

When an alert tone and “hot box” message are heard while passing over an equipment detector, reduce train speed preparing to stop promptly upon clearing the detector. Observe the train for a defect and if the defect is visible, then stop the train immediately and inspect.

At a multiple type detector location, when an alert tone and “dragging equipment” message is heard while passing over an equipment detector, stop the train immediately using good train handling practices.

At a dragging equipment only location, and alert tone is heard while passing over an equipment detector, stop the train immediately using good train handling practices.

Note: Avoid using the radio system until the final results message has been transmitted. This prevents talking over a tone or announcement.

2.4 After Passing a Detector

If the final results message reports “no defects”, then proceed without an inspection.

If the final results message reports a defect, train must be promptly stopped, train dispatcher notified, and an inspection made for the defect reported.

Verbal communication between crew members of message content is required for any wayside detector message, and radio acknowledgement of results will be transmitted using proper radio procedures.

All trackside warning detector final results message will be transmitted with priority given in the following order:

1. Hot boxes
2. Sticking brakes
3. Dragging equipment

Each defect message is given twice.

When an incomplete radio message, no radio message or trackside warning detector not working message is received, train will immediately reduce speed to 30 MPH. Train crew will notify the train dispatcher. Train dispatcher will contact the Communication Center to look at the trackside warning detector for possible defects. If no defects are detected by Communication Center, train dispatcher will notify train to proceed at maximum allowable speed monitoring the train closely. If defects are detected by Communication Center they will notify the train dispatcher and train crew will be advised to stop train and perform a walking inspection of entire train.

When a high car detector is temporarily removed from service or, if final results message not received or reports system not working, entire train must be inspected for height restrictions before passing under height restricted areas.

2.5 Procedures for Locating Defects

a) Inspect entire train when speed is 8 MPH or less passing an operating detector and final results message reports a defect.

b) Location of the reported defect must be found by counting the actual axles from the front of the train. Ensure that cars and locomotives with other than four axles are not counted as having four axles.

c) Perform a pull by inspection, unless defect reported is for dragging equipment then a stationary train walking inspection will be made, unless it is unsafe to walk back. If it is unsafe to walk back, then pull ahead not exceeding 10 MPH to inspect for defect. A train pulling over a facing point switch must not exceed 5 MPH.

d) If defect is found at or near the indicated location, then inspect both sides of the train for 8 axles in each direction from the suspected defect.

e) If a defect is not found at the indicated location, then inspect both sides of the train for 16 axles in each direction from the indicated location.

f) If a defect is detected at a High Car Detector, in addition to checking the location specified, two cars (or two platforms) ahead and behind the reported location must also be inspected, even if defect is found at the reported location.

Note: During inspection process be governed by instruction 2.11 Defect Inspection Procedures of this rule.

2.6 Defect–Hot Box

No Defect Found

If no defects are found after the inspection process, a train other than a Key Train may proceed at maximum authorized speed, watching train accordingly.

Second Defect Within 75 miles

Whenever a car or engine is identified by an alarm for the defect "hot box" at the same axle location twice within 75 miles, the car or engine must be set out of train.

Second Defect in Succession

When the same car or engine is identified by an alarm for a defect at a second trackside warning detector in succession, the car or engine must be set out of the train. Notation must be made on the Crew to Crew form and train list of car(s) showing the location of detector(s) that indicated car defect.

Note: The above does not apply to Amtrak trains. See Amtrak Equipment – Second Alarm.

Amtrak Equipment – Second Alarm

When the same axle actuates a second or subsequent wayside hot box detector, and no hot axle bearing or other defect which may have caused the actuation(s) (e.g., hot traction motor bearing, sticking brakes, etc.) is found after the prescribed inspections, the following actions will be taken:

a) The train will not exceed 30 mph for the next five (5) miles.

b) The train will be stopped at that point and all bearings on car which activated the detector(s) will be reexamined. Equipment ahead of and behind the suspected axle(s) need not be reexamined during this 5-mile inspection.

c) If any apparent increase in bearing temperature is noted during the 5-mile re-inspection, the car will be set out at the first available point.

d) If no hot bearing is found during the 5-mile re-inspection, the train dispatcher will be notified, and the train may proceed at normal speed to the next point where railroad mechanical personnel are available to inspect the car and authorize further movement or direct the car to be set out. If any station stops are made before the mechanical inspection point, the crew will inspect the car at such locations.

e) When a train actuates a wayside hot box detector before a crew change location, the relieving crew will be advised of the equipment that activates the detector so that they can inspect the car and follow the above procedure if the equipment actuates a subsequent detector en route.

2.7 No Defect Found - Key Train

If no defects are found, key train will not exceed 30 MPH until it has passed over the next working trackside warning detector or is delivered to a terminal for a mechanical inspection. If the same car sets off the next trackside warning detector or is found to be defective, it must be set out from the train.

When a key train is informed that a track warning detector is out of service the key train will be restricted to 30 MPH from the out of service trackside warning detector to the next working track side warning detector.

Notation must be made on Crew to Crew form and train list of car(s) showing the location of detector(s) that indicated car defect.

2.8 Alarm Reporting Exceeded

When a trackside warning detector exceeds 6 defects, the trackside warning detector will report too many alarms and then report a malfunction.

When this type of alarm is sounded, train must be promptly stopped and a stationary train inspection must be made at the reported axle locations and the rest of the entire train on both sides to the rear of the last reported axle location must be inspected.

2.9 Incorrect Axle Count

When a trackside warning detector axle count does not compare to the number axles known to be in train, be governed as follows:

a) Advise dispatcher and perform a pull by inspection to determine missing or extra cars in train.

b) Notify train dispatcher of results and arrange to verify train consist information.

c) If the train is carrying an additional car or cars and any of these are hazardous, arrange for a radio waybill.

d) Update position-in-train document for hazardous materials.

e) Record the correct information on the appropriate form.

f) Communicate the correct information to the next outbound crew or proper supervisor.

When a trackside warning detector reports a train with 1 extra axle, the following will govern:

a) Advise trains dispatcher and perform a pull by inspection to determine cause of extra axle.

b) During inspection process pay close attention to wheel conditions and anything that may be hanging below the car body, i.e., banding, air hoses, chains, lumber, plastic wrapping.

c) Notify train dispatcher of results.

d) If next and subsequent trackside warning detectors indicate 1 extra axle and the train has NOT picked up or set off, the train may continue without a pull by inspection of the train, watching train closely.

e) If the train has picked up or set out between trackside warning detectors and trackside warning detector still indicates 1 extra axle, a pull by inspection must be made to determine cause of extra axle.

2.10 Wheel Impact Load Detector (WILD)

Certain track side warning detectors and other stand alone sites have been equipped with Wheel Impact Load Detectors (WILD) which measure excessive wheel impact on the rail. These locations are indicated under individual subdivision columns marked by (WILD). Excessive wheel impact can occur because of flat spots or damaged wheels.

Excessive wheel impact is automatically transmitted to the Network Management Center and then to the applicable train dispatcher.

The train dispatcher will inform the train crew of the maximum authorized speed that the train may travel with defective equipment and if required, set out instructions for equipment involved. If car is to be moved beyond a crew change point, the train dispatcher will inform the relief crew of the defective equipment and other instructions as necessary for the equipment. The conductor will show this information also on the crew to crew form under part 3 locomotive status report in the comment section of relief crews en route while car is being handled.

2.11 Defect Inspection Procedures

Defect inspection procedures are found in instructions 2.12 to 2.17 of these rules.

When it becomes known from any source of a possible hot wheel, hot bearing, or dragging equipment, an inspection must be made.

At trackside warning detector locations, also comply with trackside warning detector instructions.

2.12 Hot Box Inspection–Friction and Roller Bearing

a) Required Equipment:

All crew members, other than locomotive engineers, of each train movement must be in possession of a 200ºF temperature indicating crayon.

b) Crayon Application:

Roller bearings – apply a temperature indicating crayon to the face or side of the outer ring (cup) of the roller bearing. Refer to Diagram 1 and Diagram 3.

Plain bearing – open the journal box cover and apply a temperature indicating crayon to the end of the journal. Refer to Diagram 4

Note: Crayon may not melt at or below freezing.

c) Crayon Results:

Thin, colored line indicates the metal is not overheated (i.e., metal is below the temperature indicated on the crayon). Refer to Diagram 1.

Wax-like, shiny smear indicates overheated bearing. Refer to Diagram 2.

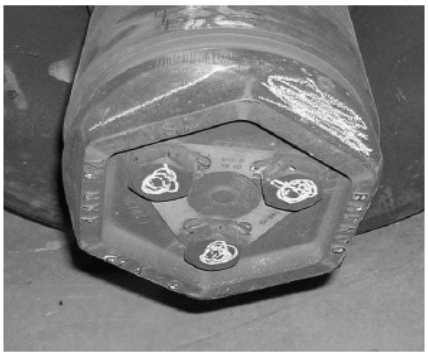
d) Inspection Procedure:

Use the temperature indicating crayon by marking the bearing housing with sufficient force with the crayon to make an identifiable mark on the bearing housing to indicate it has been checked. If temperature indicating crayon does not melt, check for presence of heat with the back of bare hand by cautiously placing the back of bare hand close to the bearing, keeping in mind that any part of the equipment may be extremely hot. If back of bare hand cannot be held next to the bearing for a few seconds, the car or engine must be set out. To make a determination if wheel is warm make a comparison with another set of bearings using the back of bare hand as indicated above.

e) Set the car out if overheated bearing is found.

When inspecting using the back of the bare hand and the temperature crayon, the employee performing the duties must mark each bearing housing with sufficient force with the crayon to make an identifiable mark on the bearing housing to indicate that it has been checked.

Diagram 1

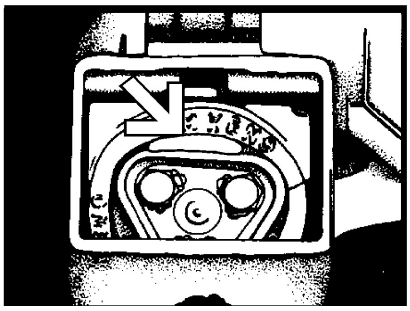


Mark each bearing housing inspected with crayon as indicated.

Diagram 2

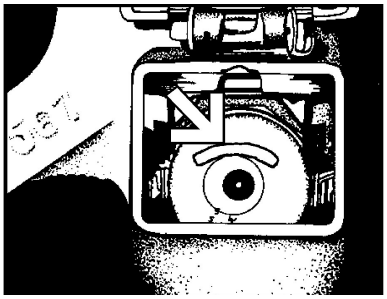
When the crayon melts and a wax-like, shiny smear remains, it is an indication of an overheated bearing.

Diagram 3



Roller Bearing inserted in a journal box.

Diagram 4



Friction Bearing – Open the journal box cover and apply a temperature indicating crayon to the end of the bearing.

On locomotives, when checking for hot bearing(s), a check for an overheated journal, support bearing, or armature bearing must be made.

In all cases, the cover of the journal box inspected must be left open.

2.13 Dragging Equipment

In case of dragging equipment indication:

a) Look for equipment or material that extends below the ball of the rail. Common items to look for are hanging brake shoes, brake shoe keys, brake riggings, low hanging air hoses, tie-down bands, wire or chains.

b) Clear dragging equipment if possible for safe running, and if not safe to run, the car should be set out at the nearest point.

2.14 Overheated / Hot wheel

When inspecting for an overheated or hot wheel, follow this procedure:

a) Refer to instruction 2.12 Hot Box Inspection procedures for crayon use and mark the outside of the wheel with the temperature indicating crayon.

- If the crayon melts per instructions on the crayon, the car or engine must be set out.

b) If the crayon does not melt or heat crayon is not available, carefully test for the presence of heat with the back of bare hand. This process is done by:

- Cautiously placing the back of your bare hand close to the wheel, keeping in mind that any part of the equipment may be extremely hot.
- If bare hand cannot be held on the **wheel** for a few seconds, the car or engine must be set out.

c) Wheels should also be checked for heat discoloration of any type. If discoloration or bluing of the wheel extends more than 4 inches from the rim to the plate, on both the front face and back face, the car or equipment should be set out.

A possible cause of an overheated or hot wheel is sticking brakes.

2.15 Sticking Brakes

Sticking brakes occur when brakes on a car(s) remain applied after a train brake release. When sticking brakes occur or are reported to a train crew:

a) Stop the train as soon as possible.

b) Determine why the brakes are sticking. Possible causes for sticking brakes include:

- Overcharged air brake system.
- Hand brakes applied.
- Retaining valve not in EXHAUST position.
- Leak in the air brake system.
- Placing the automatic brake handle in the release while the brake pipe reduction is still exhausting.
- An insufficient brake pipe reduction to ensure proper release.

c) Correct the problem.

d) If necessary, cut out the car control valve or set the car out at nearest location.

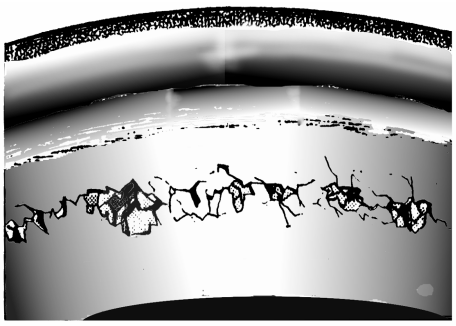
2.16 Flat or Shell Spots

When inspecting equipment wheels and a flat or shell spot over 1 inch is discovered, a report of the defective wheel(s), including the measurement of the defect's length, must be made to the train dispatcher or yardmaster, and Mechanical Services.

Diagram 5

Flat or Skidded Wheel

Diagram 6



Shelled Wheel

Speed Restrictions

Maximum speeds for freight cars permitted with single or adjoining flat or shell spots are shown below:

Single	Adjoining	Maximum Speed
Less than 2¼"	1½" or less	Normal Speed
2¼" to 2½"	Over 1½" to 2"	50 MPH
2½" or more	2" or more	10 MPH; before continuing movement report the defect to the train dispatcher and set out the defective equipment at the first available point.

2.17 Other Wheel Defect Inspections

When inspecting wheels for a wheel defect, look for broken flange, thin flange, broken rim, loose wheel, flat spots, wheels with metal build up, extra long brake shoe keys, brake rigging hanging down or dragging equipment. To determine if a wheel is loose, examine it for the following:

- Excessive spacing between the wheel flange and the rail.
- Heavy cuttings on the wheel flange.
- Particles of metal on the inside of the wheel seat or axle.
- A shiny area on the axle near the wheel.
- Oil seepage around the wheel seat and axle.

If no defect is found, perform an audible inspection by listening for sounds of a broken wheel, flat spots, or any other defect that may be present. Audible inspection will be performed by positioning yourself 10 cars ahead of the reported defect and roll the train by 20 cars listening for indications of a defect. If no axle number is given, an audible inspection of the entire train must be completed.

Set the car out if a sound is heard suggesting a broken wheel (thumping sound) or any other sound or visual indication that may indicate a defect.

2.18 Reporting and Setting Out Defective Cars

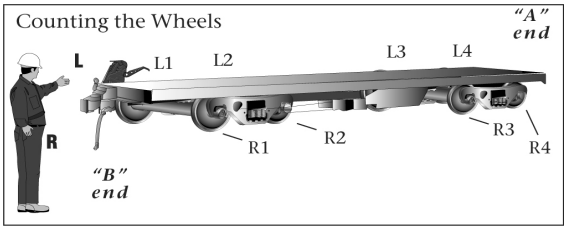
Reporting and setting out of defective cars are found in instructions 2.19 to 2.22 of these rules.

2.19 Reporting of Wheel Defects

When car(s) are set out due to hot box(es) or hot wheel(s), report must include the wheel number. Wheel numbers are marked from hand brake end or car marked “B” end.

Diagram 7 shows how wheels are identified on standard equipment.

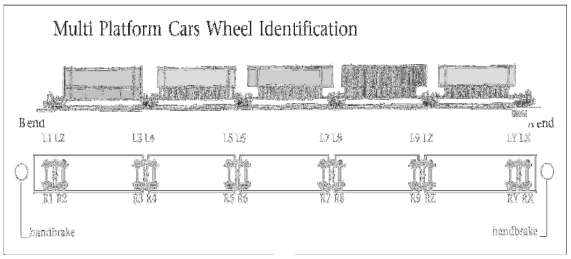
Diagram 7



Axles on cars with multi-platforms will be numbered 1 to number 9, then additional axles will be shown using a descending alphabet starting with Z and working down the alphabet. Many multi-platform cars have stencils on the car to help identify the wheels properly.

Diagram 8 shows how wheels are identified on multi-platform equipment

Diagram 8



2.20 Setting Out Defective Cars

A defective car must be set out whenever it cannot be safely moved to the next repair location. Before cars are set out, a report of this fact must be made to the train dispatcher. When setting out defective cars the following will apply:

a) Set out mechanically defective cars where Mechanical Service employees can access them. On some tracks a sign will indicate “Set Bad Order Wheel Here” in this case the bad order will be set out with the bad wheel at the sign.

b) If the bearing is overheated, inspect the underside of the car.

c) Put out any fires before leaving the car.

d) When a derailed car with roller bearings is re-railed by other than Mechanical Service employees, move it carefully to a setout point for inspection and maintenance.

e) Do not exceed 5 MPH while handling the defective car and watch it closely so that a prompt stop can be made if the car derails.

2.21 Train Dispatcher Notification

After any defect inspection notify the train dispatcher with the following information as it applies:

a) Location of trackside warning detector, if applicable.

b) Car initial and number.

c) Wheel number and side

d)Findings after inspection, including if nothing found.

e) Location car set out, if applicable

2.22 Recording and Notification Inspection Results

Complete Form 1225 (Report of Detention to Trains) and Q-8065 (Crew to Crew Information Form).

Notify the appropriate personnel when cars are set out en route to make sure the car or cars are not moved before inspection or repairs are made. If car(s) must be set out at a repair point before train may continue, crew member must inform the train dispatcher or yardmaster of that fact.

3.0 EQUIPMENT INSTRUCTIONS AND SPEED

3.1 Hot and Cold Weather Temperature Speeds

a) During extreme hot and cold weather, trains are governed by specific hot or cold speed restrictions.

Cold Weather Speed Restriction: When ambient temperature is at minus 25 degrees Fahrenheit or colder, maximum speed is 25 MPH unless a more restrictive speed is posted.

Hot Weather Speed Restriction: When ambient temperature is at 90 degrees Fahrenheit or hotter, maximum speed is 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

- The Trackside Warning Detector temperature announcement, or as determined by thermometer, will govern speed until the next detector transmission.

Hot and Cold Weather speed restrictions, speed zones, and specific hot and cold temperature ranges may also be specified by a Track Bulletin.

- When specific whole miles are indicated in the Track Bulletin, the speed restrictions only apply at and between the mileages stated.
- The Trackside Warning Detector temperature announcement prior to the mileage stated, or as determined by thermometer, will govern speed until the next detector transmission.
- When no specific mileages are indicated in the Track Bulletin, the speed restriction applies to the entire subdivision, unless or until otherwise indicated.

b) The conductor must:

1. Record the temperature on the Crew to Crew form (Other important information to subsequent crews section).
2. Advise the train dispatcher when a Hot or Cold weather speed restriction goes into effect and when it is terminated.
3. Transfer this information to the relieving crew, when applicable.

c) When leaving an initial station or crew change point while extreme Hot or Cold weather temperature is suspected, determine the outside ambient temperature

- using an outside thermometer, or
- as indicated on the Crew to Crew form.

If in doubt as to the outside ambient temperature, the speed restriction applies.

3.2 Weather and Flash Flood Warnings

The following procedure will be followed in the notification weather alerts or warnings.

a) When a *severe weather warning*, other than a *flash flood warning*, is received, the train dispatcher will:

b) immediately notify all trains within the approximate weather warning area(s) of weather alert information.

c) discuss with each affected train crews field weather conditions.

d) based on ascertained weather conditions, determine one of the following operating plans;

1. proceed at authorized track speed,
2. proceed and be prepared to stop at a speed not exceeding 25 mph
3. stop train movement(s)

Train(s) once stopped, may proceed and be prepared to stop at a speed not exceeding 25 mph when the train dispatcher determines one of the following;

- Weather warning/alert has been cancelled.
- Weather within the area is clearing as determined by the train crew(s) on the stopped train(s),

or

- The assistant manager train dispatching allows movements to continue.

Train may resume maximum speed after track is inspected, reported safe and notified by;

- track inspector,
- track maintenance supervisor

or

- assistant manager train dispatching, which may be relayed through the train dispatcher.

When a *flash flood warning* is received, the train dispatcher will;

a) immediately notify trains crews and other employees of the specific conditions.

b) inform the crews of these trains of one of the following as it applies;

1. Trains advised but are not operating through the areas which have been designated as "critical" will reduce speed through the limits as follows:

   Passenger trains, maximum of 40 mph.

   Freight trains, maximum of 30 mph.
2. Trains advised that are operating through areas designated as critical, will move at restricted speed.

(Instruction continued on next page)

These temporary speed restrictions are to remain in effect until a track inspection has been performed. Once the warning has expired, or been cancelled, or the track has been inspected, local personnel will assess the need for modification to the speed restrictions as conditions warrant.

In the case of a flash flood warning, the control center will notify the appropriate engineering service personnel for inspection procedures within the "critical areas" defined below:

Critical Areas—Canadian Subdivision		
27.16	92.80	140.83
30.50	94.15	142.07
31.99	97.76	144.10
36.12	100.78	145.91
40.12	104.84	146.82
50.10	109.67	157.21
52.17	114.82	157.35
54.85	116.22	158.93
55.07	116.44	162.99
63.00	117.46	167.80
67.13	120.47	170.25
67.68	121.04	171.74
80.43	127.68	176.95
81.81	130.48	186.72
85.26	134.04	191.53

Critical Areas—Colonie Subdivision
9.28 to 10.62

3.3 Speed Indicators and Speed Table

Engineers in road service are required by federal regulations to check the accuracy of the speed indicator on the leading engine by use of mileposts, watch, and the timetable speed table. The check must be made as soon as possible after departure from the Initial Terminal. In accordance with this requirement, “Measured Miles” designated by a sign showing “B” for begin and “E” for end have been established.

SPEED TABLE					
Time Per Mile		MPH	Time Per Mile		MPH
Min.	Sec.		Min.	Sec.	
0	51	70	1	43	35
0	55	65	2	00	30
1	00	60	2	24	25
1	05	55	3	00	20
1	12	50	4	00	15
1	20	45	6	00	10
1	30	40	12	00	05

3.4 Cold Weather Train Length

When required brake pipe pressure at rear of train can not be established after a 25 minute charging time period, train length during cold weather conditions must not exceed the footage and number of cars shown in the following table.

Temperature	Cars	Feet
32 to 34	200	10000
29 to 31	180	9250
26 to 28	170	8750
20 to 25	160	8000
15 to 19	150	7500
10 to 14	140	7000
5 to 9	130	6500
0 to 4	120	6000
-1 to -5	110	5500
-6 to -10	100	5000
-11 to -15	90	4500
-16 to -25	80	4000

NOTE: This instruction can may be modified by authorization from the manager of operations.

3.5 Engine Service and Car Shop Repair Tracks

Maximum speed on Engine Servicing and Car Shop Repair Tracks as defined by signs or timetable instructions is 5 MPH.

3.6 Control Point Speed

When the timetable maximum speed in effect changes at a Control Point, the lower speed will apply within the Control Point unless a separate maximum speed is listed for the Control Point.

3.7 Assisting Locomotive(s) Coupled Ahead

Assisting locomotives coupled ahead of the original hauling consist are not required to be armed to the train’s STU provided employees on the assisting locomotives and the original hauling locomotives establish and maintain two-way voice radio contact. Employees must confirm radio contact before train resumes operation or reaches crest of grade. If radio contact is lost, train must be stopped.

If radio contact cannot be maintained, the assisting locomotive must arm to the train’s SBU and the emergency function tested before proceeding.

3.8 Protection Required When Testing, Installing or Removing an SBU or an SBU Battery

Note: This instruction applies to running trade employees.

Equipment which is coupled to a locomotive:

IF YOU

1. have personally notified the locomotive engineer of your intentions AND
2. have received confirmation that the locomotive engineer has provided 3 point protection as follows:
   a) Fully applied locomotive brakes and if the air is cut in, made at least a minimum reduction.
   b) Centered the reverser.
   c) Opened the generator field switch.

THEN YOU MAY

3. install or remove the SBU or
4. install or remove the SBU batteries or
5. couple the train brake pipe hose to the SBU or
6. press the SBU test button.

Advise the locomotive engineer when you have completed work on the SBU and are safely in the clear.

Equipment which is NOT coupled to a locomotive:

IF YOU

1. have personally notified the yardmaster or other employee in charge AND
2. have received confirmation that:
   - no movement will occur on or into that particular track.

THEN YOU MAY

3. install or remove the SBU or
4. install or remove the SBU batteries or
5. couple the train brake pipe hose to the SBU or
6. press the SBU test button.

Advise the supervisor or other employee in charge when you have completed work on the SBU and are safely in the clear.

CAUTION: In the application of item 3.8, the employee requesting protection must:

- check for other movements on the track on which he is working,
- insure that those movements (if any) are stopped, and if necessary,
- secure with a sufficient number of hand brakes to prevent movement.

3.9 Transporting SBU (EOT) In Locomotive

An SBU marker must not be transported in the locomotive cab. The marker must be transported in the locomotive compressor compartment.

Caution: it is not an easy task to hoist a marker from ground level to the running board of a locomotive and removal is not much easier, special care is required and whenever possible secure assistance from another employee.

3.10 Short Train Speed

Do not exceed the following speed under the conditions indicated:

Condition	Speed
One unit running light	40
Two units running light	50
One unit coupled to one other piece of equipment	50

These above restrictions apply at the following locations:

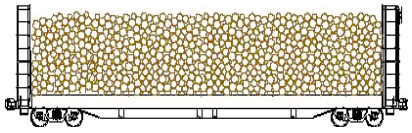
- When approaching any public road crossing at grade protected by automatic crossing warning devices.
- Between the advance signal and the absolute signal of an automatic interlocking.
- Where CTC and ABS systems are in service.

A train or engine consisting of twelve axles or less operating within CTC, manual interlocking or ABS territory must notify the train dispatcher/Control Operator for Absolute block protection.

Absolute block protection is not required when all movements are being made under restricted speed, such as outlined under Track and Time, Track Permit, Track Warrant authorities, etc.

3.11 Speed Restrictions for Equipment

Unless otherwise restricted, speed restrictions for various kinds of loads and equipment are in the following table.

Speed Restrictions for Various Equipment			
	Equipment Type	**Maximum Speed**	**Additional information and Instructions**
A.	**Freight Trains**	40 MPH	
B.	**Amtrak Passenger Trains**	60 MPH	American Orient Express (AOE) is Amtrak
C.	**Business Car Train**	50 MPH	See item 3.35
D.	**Business Cars handled on Freight Trains**	Freight train Speed	
E.	**Occupied Service Equipment**	35 MPH	Except as outlined in item 3.27
F.	**Locomotives with friction bearings handled in trains**	25 MPH	
G.	**Bulkhead Flats:** a) empty b) loaded crossways with pulp wood or other logs Example: 	45 MPH - empty 40 MPH - loaded	When required – notification provided on consist as well as when these cars are lifted en route. **Exception:** Authority to exceed 40 MPH may be secured from the Director Operations – NMC if able to confirm that the crossways loaded logs have been loaded as per AAR Open Top Loading Rules.
H.	**CP** or **NOKL Cars** in series 963000 to 964249	30 MPH - loaded	Aluminum cars
I.	**Gondola** cars	50 MPH - empty	Notification provided on consist as well as when these cars are lifted en route.
J.	**48 foot Open Hopper Cars** in MSDR series	50 MPH - empty	
K.	**Scale Test Cars–2 axle**	30 MPH	See item 3.20
L.	**Scale Test Cars–4 axle**	40 MPH	See item 3.20
M.	**CWR** and **Strings of Bolted Rail**		See item 3.42
N.	**Cranes**, **Combination crane-pile drivers**, and other similar equipment on its own wheels	25 MPH	Boom end must be trailing, except when Mechanical Services personnel supervise and accompany the movement. Requires permission from NMC to place in train. Trailing tonnage not to exceed 3000 ton. TrAM messages do not indicate when exceeding maximum trailing car tonnage.
O.	**Snowplows** and **Spreaders** handled deadhead in train	35 MPH handled in direction of travel	If it is not possible to handle the snowplow or spreader in the direction of travel, then the train speed must not exceed 25 MPH.
P.	**Snowplows** in snow service and **Spreaders** in operation		Speed will be at the direction of Track Maintenance Supervisor but not exceeding maximum subdivision speed.
Q.	**TEC** (Track Evaluation Cars)		See item 3.37
R.	**All trains**	Hot/Cold Speed	See item 3.1
S.	**All trains**	Severe Weather and Flood Speed	See item 3.2

SWITCHING, SPOTTING and LOADING

3.12 Coupling Cars Safely

Maximum coupling speed is 4 MPH (unless further restricted elsewhere). To prevent damage to equipment and lading, couple while moving at the slowest speed possible.

Do not attempt to couple a car or locomotive to another piece of equipment, unless the couplers are in line with each other.

3.13 Switching Restrictions and Precautions – Equipment

Use the following table to identify switching restrictions for specific types of equipment.

Refer to Hazardous Material Manual, and timetable item 7.0, Dimensional Equipment, for additional restrictions

	Switching Restrictions—Types of Equipment	
	Types of Equipment	**Switching Restrictions and Precautions**
A	**Service Equipment**	See item 3.26
B	Cars **over 65 feet** (outside length), including Multi-level autos	Whether loaded or empty: • Couple to other cars on straight track (when possible). • Follow the steps in item 3.12, Coupling Cars Safely, to properly align coupler heads before coupling. • Shove fully clear of adjacent tracks before being uncoupled. • In addition, loaded multi-level automobile cars should not be hung onto during switching.
C	**Multi-platform** cars	a) When loaded or empty: • Do not hump or cut off in motion. • Do not allow to be struck by a car moving under its own momentum. • Do not couple onto with more force than necessary to complete the coupling. b) In addition, when loaded with one or more trailers or containers: 1. Stop between 12 and 6 feet from a stop block or from the equipment being coupled onto. (CAUTION: If required to align coupler heads, follow the steps in item 3.12, Coupling Cars Safely.) 2. Couple with care to avoid damage to lading.
D	**Two axle** scale test cars	See item 3.22
E	**TEC** (Track Evaluation Car)	See item 3.38
F	Cuts of **20 or more cars**	When cuts of 20 or more cars are subject to damage from over speed impact: 1. Stop between 12 and 6 feet from the cars to be coupled. (**CAUTION**: If required to align coupler heads, follow the steps in item 3.12, Coupling Cars Safely.) 2. Couple with care to avoid shock.
G	**SBU** (Sense and Braking Unit)	Remove the SBU before lifting or setting off cars from the rear of the train.

3.14 Kicking or Dropping Cars

Running drops with the engines are prohibited, unless otherwise Specified. Kicking of cars or static (gravity) car drops are permitted only when it will not endanger employees, equipment, property or content of cars.

Kicking of cars or static (gravity) car drops are prohibited on main track and on industrial and spur tracks.

3.15 Switching Restrictions and Precautions – Loads

Use the following table to identify switching restrictions for specific loads.

Refer to Hazardous Materials Manual, and timetable item 7.0, Dimensional Equipment, for additional restrictions when switching those kinds of loads.

	Switching Restrictions—Types of Loads	
	Types of Loads	**Switching Restrictions and Precautions**
A	**Transformers** **Circuit Breakers** **Traction Motors** **Wheel sets**	• Do not hump • Always switch with locomotive attached.
B	**CWR** or Strings of **bolted rail**	See Item 3.43
C	**Trailers** or **Containers**	Trailers and containers should **not** be: • humped or cut off in motion; or • struck by a car moving under its own momentum. **Caution**: If these actions cannot be avoided, then ensure the movement, and following movements, are properly controlled.
D	**Bridge girders, pipe, poles**, or similar lading	When loaded on three or more flat or gondola cars: • Do not hump or cut off in motion.
E	**Prone to shifting** and **subject to damage**	Use extreme care when switching commodities subject to damage, especially when cars are partly loaded or unloaded. (E.g., shed, team, or industrial tracks)

3.16 Spotting Multi-level Automobile Cars at Automobile Compound Ramps

Complete the following action when spotting multi-level automobile cars at automobile compound ramps:

a) Before placing the car against the stop block, stop the car between 12 and 6 feet from the stop block. (**CAUTION:** If required to align coupler heads, follow the steps in item 3.12, Coupling Cars Safely.)

b) Set hand brakes on all cars.

c) Do not couple together multi-levels that have over 3 inches difference in deck heights.

Use the following table to determine the distance between railcars.

Bridge Plate Length	Distance between railcars
53 inch	Position multi-level car with 38 to 46 inches between cars. Do **not** compress or extend cushioned couplers to attain this distance.
56 inch	Position multi-level car with 41 to 49 inches between cars. Do **not** compress or extend cushioned couplers to attain this distance.
Adjustable length	Position multi-level car with 38 to 56 inches between the center point to center point of the barrel rings on adjacent multi-level cars. Do **not** compress or extend cushioned couplers to attain this distance.

3.17 Spotting Cars with Trailers at Unloading Ramps

Complete the following actions when spotting cars loaded with trailers at unloading ramps.

a) Stretch slack.

b) Apply hand brakes.

c) If there is a ramp coupler, test to ensure coupling is made to the ramp.

Marshalling Restrictions

These marshalling restrictions describe where particular loads and equipment may be placed in a train.
See item 3.11 for speed restrictions and items 3.13 to 3.17 for switching, loading and spotting restrictions.
Note: These Marshalling Restrictions are in addition to Train Area Marshalling.

3.18 Marshalling Restrictions – Equipment

Use the following table to identify marshalling restrictions for various kinds of equipment.

	Marshalling Restrictions—Types of Equipment	
	Types of Equipment	**Instructions to marshal in freight trains**
A	**Multi-Level Autos** – loaded	Marshalling loaded multi-level autos: • Do NOT place immediately behind open top cars containing coal, sand, gravel, sulphur, or similar commodities. • Separate from these open top cars by at least 1 closed type car, when practicable.
B	**Snowplows and Spreaders** handled deadhead	• Marshall at the extreme rear of train, or immediately ahead of operating caboose. • Run in direction of travel. If not possible to run in direction of travel: o wings must remain properly secured. o snow must not pack behind wings during movement. o snow-plow or spreader must be turned at first available wye or turntable. • Do not marshall "nose to nose" account limited clearance on curves. • See Speed Restriction Chart, item 3.11.
C	**Cranes, Combination crane-pile driver**, and other similar equipment	Boom end must be trailing, except when Mechanical Services personnel supervise and accompany the movement. Requires permission from NMC to place in train. Trailing tonnage not to exceed 3000 ton. TrAM messages do not indicate when exceeding maximum trailing car tonnage.
D	**Scale test cars**	See item 3.23 and 3.24
E	**Service Equipment**	See item 3.27
F	**Mechanical Test Car 66**	a) When marshalled in the front half of a train, or in the lead consist, the locomotives allowed ahead of car 66 are a maximum of: • 2 DC, **or** • 1 AC. b) When marshalled in the remote consist in any position only one AC locomotive is allowed ahead of car 66. c) Do **not** handle as last car on a train, unless a special adapter is available to mount an SBU.
G	**TEC** (Track Evaluation Car)	See item 3.41
H	**Cabooses,** and **Crew Transportation Cars** (Occupied or Unoccupied)	Trailing car tonnage must **not** exceed 2500 tons. **Note:** Train Area Marshalling messages do **not** indicate when trailing car tonnage exceeds this maximum.
I	**Business Cars**	See item 3.29

3.19 Marshalling Restrictions – Loads

Use the following table to identify marshalling restrictions for various kinds of loads. When handling placarded cars, reference hazardous material manual for train placement.

	Marshalling Restrictions—Loads	
	Types of Equipment	**Instructions to marshal in freight trains**
A	**CWR**, or **Strings of bolted rail**	See item 3.44
B	**Loads prone to shifting** (E.g., pipe, timber, poles, metal rods, or other similar material.) Marshalling restrictions apply when lading is both: a) in an open: • top car, • trailer moving in piggyback service, or • container in the end position on the car; and b) **not** protected by end bulkheads extending to top of lading. **Note:** These loads are **not** prone to shifting: flat cars loaded with steel plates or machinery; bulkhead flats loaded with banded or packaged lumber that does not extend above the bulkhead by more than 50 percent	On trains operating without a manned caboose, marshall loads prone to shifting **not more than**: • 2000 feet from the leading locomotive. Separate loads prone to shifting from occupied: • cabooses, • service equipment cars, and • passenger cars, by at least **two** cars of any type, **or** by **one:** • full sized steel box car, • car loaded with one or more containers, or • bulkhead type car the ends of which extend above the load being protected against. Separate loads prone to shifting from: • a locomotive, • a car containing livestock, • an SBU (Sense and Braking Unit) by at least one car of any type.
C	Special **loads requiring observation**	Marshall as close as possible to leading locomotive, and not exceeding 2000 feet from the leading locomotive. Notification that a special load is in the train is given by: • train consist or protection notice (as per Item 7.5g), or • Service Area Manager – Field Operations.
D	**Transformers,** or **Circuit breakers**	Marshall at head-end of the train, no more than 15 car lengths (approximately 600 feet) from the locomotive, when practicable
E	**Traction Motors,** or **Locomotive wheel sets**	Marshall at head-end of the train to facilitate switching to shops, when practicable. (Do not delay trains to accommodate this instruction.)

SPECIFIC EQUIPMENT AND LOAD INSTRUCTIONS

Refer also to operating bulletins and timetable subdivision instructions under the heading "EQUIPMENT INSTRUCTIONS AND SPEED".

The loads and equipment in this section have detailed instructions for their switching, marshalling and handling.

When switching, see item 3.12, Coupling Cars Safely.

Scale Test Cars

3.20 Scale Test Cars – Speed Restrictions

Use the following table to identify speed restrictions for scale test cars.

Scale Test Car Speed Restrictions			
Car Type	**Car Numbers**	**When authorized freight train speed is:**	**Maximum speed with scale test cars is:**
Two-axle	420928, 420932, 420939, 420941 CN 52104, CN 52108, CN 52109, CN 52257, CN 52258, CN 52274, CN 52277, GTW 52264, GTW 52265, MNWX 444, MNWX 555, All other foreign 2 axle test cars	30 MPH or over	30 MPH
		25 MPH or less	Authorized freight train speed
Short, four-axle	420927, 420930, 420934, 420935, 420936, 420938, CN 52280, CN 52281, CN 52284, CN 52285	50 MPH or over	50 MPH
		45 MPH or less	Authorized freight train speed
Unrestricted	420937, 420942, 420940 CN 52259, CN 52279 CANX 61300, CANX 61301,MNWX 333	Any speed	Authorized freight train speed

3.21 Scale Test Cars – Movement Authority

Before placing a scale test car in a train, the responsible NMC Manager or Operations Manager must give permission.

3.22 Scale Test Cars – Switching Two-Axle

a) Do not hump.

b) Adjacent car(s) must not be longer than 55 feet outside length.

c) When pulling, marshall two-axle scale test car immediately in front of the last car in the direction of travel, unless handling only scale test car(s). Last car must not exceed 40 tons gross weight.

d) When pushing, marshall two-axle scale test car immediately behind the leading car in the direction of travel, unless handling only scale test car(s). Leading car must not exceed 40 tons gross weight.

3.23 Scale Test Cars – Marshalling Two-Axle

a) Marshall immediately ahead of:

- the operating caboose (where provided), or
- the rear car. (Maximum rear car weight is 40 gross tons.)

b) Adjacent car(s) must have:

- an outside length of 55 feet or less, and
- operative brakes.

c) Only one two-axle test car may be handled per train.

Note: When a two-axle scale test car listed in item 3.20 is marshalled incorrectly, Part 3 of the Train Area Marshalling Messages on the train consist displays:

"XX nnnnnn SCALE TEST CAR MARSHALLED INCORRECTLY."

3.24 Scale Test Cars – Marshalling Short Four-Axle

Maximum length of adjacent car(s) is 80 feet (outside length).

Note: When a four-axle scale test car listed in item 3.20 is marshalled incorrectly, Part 3 of the Train Area Marshalling Messages on the train consist displays:

"XX nnnnnn SCALE TEST CAR MARSHALLED INCORRECTLY."

Service Equipment Cars

3.25 Service Equipment Cars – Definition

Service Equipment:

- Cars used to house employees at work sites;
- Material cars used to:
  - Transport maintenance-of-way equipment, or
  - for other railway purposes (except revenue service);
- Auxiliaries.

3.26 Service Equipment Cars – Switching

The following instructions apply when switching occupied service equipment cars, or unoccupied service equipment cars equipped with stoves, propane ranges, or tables.

a) Do **not** couple to or move occupied service equipment cars, unless authorized by the person in charge.

b) Do **not** cut off in motion.

c) Do **not** cut off other cars in motion towards these cars.

d) Before coupling to or moving occupied service equipment:

1. Stop between 12 and 6 feet from the cars to be coupled or moved. (**CAUTION:** If required to align coupler heads, follow the steps in item 3.12, Coupling Cars Safely.)
2. Notify persons in or about the cars.
3. Check cars to ensure all cables, hoses, temporary ladders etc., have been removed.
4. After receiving the proper signal, couple carefully to avoid shock.

Note: The conductor will be informed when these restrictions apply to unoccupied service equipment.

3.27 Service Equipment Cars – Marshalling

a) **Location:**

- Freight train: marshall at the rear of a freight train immediately ahead of operating caboose, where provided.
- Mixed freight and passenger train: marshall immediately ahead of any passenger cars.
- Where track configurations require extreme care in set-off movements, may be marshalled:
  - directly behind the lead locomotive consist;
  - at speed not exceeding 20 MPH;
  - for distance not exceeding 20 miles.

Note: These location restrictions do not apply to flangers, snow plows, spreaders, and test cars and are exempted from this item.

b) **Maximum number of cars** - A train handling:

- 30 OR LESS occupied service equipment cars, is restricted to 60 cars in total.
- MORE THAN 30 occupied service equipment cars is restricted to:
  - 80 cars total, and
  - service equipment cars only.
- Unoccupied service equipment cars containing stoves, propane ranges, or tables is restricted to 80 cars in total.

c) **Unoccupied service equipment:** The conductor will be notified when these restrictions apply to unoccupied service equipment.

CP Railway Business Cars

The Canadian Pacific Railway on occasion operates CPR business cars or business trains on the Northeast US Service Area. The following instructions apply to those cars unless otherwise modified by other instructions issued to the crew.

3.28 CPR Business Cars – Equipment List

There are ten business cars. Business cars noted by an asterisk (*) have a 2 pipe air brake system.

(70)	Assiniboine	(78)	Royal Wentworth*
(71)	Killarney*	(84)	Craigellachie*
(73)	Mount Royal	(82)	Strathcona*
(74)	Mount Stephen*	(77)	Van Horne*
(79)	NR Crump*	(85)	Banffshire*

These cars normally operate in “Business Car Trains.” They may also be handled in freight trains (item 3.29).

3.29 CPR Business Cars – Marshalling

CPR business cars CP 70 (Assiniboine) and CP 73 (Mount Royal) are the only business cars equipped to operate on the rear of freight trains. If the air brake of these trailing business car (s) becomes inoperative, a minimum of 3 freight cars with operative brakes must be added to the rear of the train.

CPR Business cars with a 2 pipe air brake system and which are marshalled within a freight train and with only the brake pipe coupled are restricted as follows: 1) Each business car must be separated by at least one freight car and 2) must have a minimum of 3 cars with operative brakes added to the rear of the train.

Whenever practicable, the B end (observation end) should trail.

3.30 CPR Business Cars – Protection

When an occupied Business Car Train is parked (tied-up) on sidings, back tracks or other tracks, the employee in charge (conductor or company officer) must arrange the following:

Track Bulletin protection against other train movements reading as follows:

"Occupied passenger equipment placed in (track) at (location) must not be coupled to or moved, unless authorized by (employee in charge - name and phone #). Trains on adjacent tracks must not exceed 30 MPH until entire train has passed occupied passenger equipment."

Lock the switches of the occupied track (e.g. sidings, back tracks or other track) with an effective locking device.

3.31 CPR Business Car Train – Locomotive Brakes

When descending heavy grades, if the locomotive air brakes are completely released while the business car brakes provide all the braking, over heating or premature wheel wear or brake shoe wear can occur. A stop for cooling the business car brakes may be required.

3.32 CPR Business Car Train – Air Brakes

Business car air brake components conversions have included new control valves and a change from cast iron to high friction composition brake shoes.

In order to prevent wheel slide on these cars (because of the new high friction composition brake shoes), the brake cylinder pressure was substantially reduced. The initial application of the train air brakes must be at least 10 psi. This will ensure that the brakes apply throughout the train. Crews should also keep this in mind when they are planning on conditioning the brake shoes in the winter months.

Standard Brake Pipe Pressure is 90 psi. Brake Cylinder Pressures are as follow:

Reduction	BC Pressure
10 psi	12 psi
Full Service	32 psi
Emergency	38 psi

CAUTION: These control valves are set for direct release since some of these cars are still equipped with freight type brakes. Do not attempt a graduated release when handling this train.

3.33 CPR Business Car Train – Air Brake Test

Before performing a train air brake test, main reservoir pressure must be supplied to all cars in the train. The locomotive engineer and conductor must ensure that there is pressurized air in the main reservoir pipe on the rear car by one of the following methods:

- Advice from car department personnel at the inspection location that a permanent or portable gauge on rear car indicates main reservoir pressure is at least 105 psi; or,
- At other locations, where a gauge is not available, a member of the train crew should grasp the main reservoir hose on the rear car and then CAREFULLY crack open the trailing main reservoir valve; listen for the sound of pressurized air and then close the valve.

NOTE: When changing off with another crew, if the train remains intact, the outgoing crew may confirm with the incoming crew that all cars are properly connected as regards the supply of main reservoir air.

3.34 CPR Business Car Train – Uncoupling/Coupling

Before uncoupling from cars with a 2-pipe air brake system, close the main reservoir pipe valves on the locomotive and car; do not part the main reservoir hoses by hand. In regard to brake pipe angle cocks, comply with Air Brake and Train Handling Rules, Section 7.

When coupling or uncoupling one business car from another, handle main reservoir pipe and brake pipe as above. If there are electric or communication cables or other compressed air connections between the cars, the train crew must be governed by the train manager, road manager, road foreman or mechanical services employee.

3.35 CPR Business Car Train – Speed

Do not operate a business car excursion train at a speed greater than timetable passenger train speed not exceeding 50 MPH unless otherwise directed.

Track Evaluation Cars (TEC) - 63, 64, 65, 68, 424993 & 424994

3.36 Track Evaluation Cars (TEC) – Train Sets

The TECs operate with locomotives 8217 and 8218 in two dedicated train sets. The train sets can be marshalled into any combination, but usually as follows:

Train Set 1	
8217	Dedicated locomotive GP-9 DRS-17 type;
68	Accommodation Car;
424993	Generator/Gauge Restraint Measurement System (GRMS) car;
63	Track Evaluation Car (TEC).
Train Set 2	
8218	Dedicated locomotive GP-9 DRS-17 type;
424994	Generator car;
65	Accommodation car;
64	Track Evaluation Car (TEC).

Air Brakes and Hand Brakes

a) Hand brakes are located on the vestibule ends of cars 63, 64, and 65.

b) Hand brakes on cars 68, 424993 and 424994 are located on the "B" end of the cars.

- Car 68 does **not** have a vestibule.
- The instrumented truck of 424993 is not equipped with air brakes or hand brakes. TEC train can operate without brakes on the instrumented truck of 424993.

c) The instrumented truck of car 64 has a valve that applies brakes during an emergency application, but not during a service application. This is considered operative brakes in the application of air brake rules.

- Car 64 can be marshalled at rear of train.

d) Do not use cars 64 and 424993 on the same test train unless there are at least 4 other cars with operative brakes.

3.37 Track Evaluation Cars (TEC) – Speed

a) When used as the lead locomotive, the ditch lights and pilots at the rear end of locomotives 8217 and 8218 allow for reverse operation at track speed.

b) Unless otherwise restricted by TEC staff, when testing or deadheading, it is permissible to operate at time table speed for the fastest freight train, but not exceeding **60 MPH**.

c) Fuel conservation speed restrictions do not apply to the TEC train when TESTING or when RUNNING LIGHT. The restrictions do apply when the TEC train is DEADHEADING.

TEC staff will advise train crew when the following restrictions apply:

d) When car 63 or 64 is testing in reverse direction with locomotive pushing, speed must not exceed **25 MPH**. With locomotive leading, test speed will be track speed.

e) During a "gauge stress measurement test" (GRMS), speed must not exceed **35 MPH**.

3.38 Track Evaluation Cars (TEC) – Switching

a) Handle with extreme care to avoid damage.

b) Do not pass over tracks with a hump or inert retarders.

c) Do not uncouple TEC cars and TEC locomotives without permission from TEC staff.

3.39 Track Evaluation Cars (TEC) – Handling

a) Handle with extreme care to avoid damage. (Cars 63 and 64 are equipped with shock sensors.)

b) Do not uncouple TEC cars and TEC locomotives without permission from TEC staff.

c) Handle as "occupied passenger equipment", unless otherwise indicated. (This includes switching and train handling, when running light or deadheading, with or without the TEC staff aboard).

d) When testing, cars 63 and 64 should have the "A" end (with viewing window) trailing, unless authorized by the TEC staff to facilitate handling.

3.40 Track Evaluation Cars (TEC) – Dispatcher

a) Ensure the TEC train holds the main track during meets with other trains, unless the siding involved has been designated for testing.

b) When not practicable to hold the main track, contact staff on the TEC before the TEC train enters the siding, to prevent loss of data.

3.41 Track Evaluation Cars (TEC) – Marshalling

Do **not** handle on freight trains, except under special circumstances when authorized by the TEC staff.

a) When deadheading, marshall directly behind the trailing locomotive.

- With Train Set 1, also add at least 4 cars with operative brakes to the TEC consist; because the instrumented truck on 424993 does not have air brakes.

b) When testing, marshall all cars in the set at the rear of the train.

- If the dedicated locomotive accompanies the TEC cars, marshall the locomotive at head end of the train.

Handling Continuous Welded Rail (CWR) or Strings of Bolted Rail

3.42 Strings of Rail Longer than 150 Feet – Speed

a) **Less than 16 strings** - Cars containing fewer than 16 strings of CWR or bolted rail may be moved in regular trains, or special trains, without speed restrictions providing:

- CWR equipment is used;
- the train consist includes a buffer car at each end of the rail; and
- each string is secured.

b) **16 Strings or more** -The following speed restrictions apply:

	16 – 25 Strings	More than 25 Stings
Maximum authorized speed	35 MPH	30 MPH
Through turnouts	15 MPH	10 MPH
Through curves 8 degrees or over*	20 MPH	15 MPH

***Curves 8 degrees or over are located between the following locations.**

Canadian Subdivision	Freight/Sunbury Subdivisions
Between mileages	Between mileages
110.9 and 111.2	613.6 and 614.0
117.9 and 118.1	671.1 and 671.4
118.6 and 118.9	674.4 and 674.9
144.3 and 144.6	677.4 and 677.7
145.0 and 145.1	680.9 and 681.8
147.0 and 147.1	684.4 and 684.7
167.1 and 167.5	687.9 and 688.0

3.43 Strings of Rail – Switching

a) Avoid sudden stops and rough coupling.

b) Do not cut off in motion.

c) Do not allow to be struck by a car moving under its own momentum.

3.44 Strings of Rail Marshalling

a) When cars loaded with CWR or bolted rail:

- have more than 15 strings, and
- the strings are longer than 150 feet;

then MOVE THESE CARS IN SPECIAL TRAIN, and include a buffer car at each end of the rail.

b) Two loaded rail trains (one of which has 15 strings or more of CWR or bolted rail) must not be coupled together.

3.45 Rail Train – Dispatcher Instructions

When practicable, ensure the rail train holds the main track during meets with other trains.

3.46 Strings of Rail – Equipment Break-In-Two

a) Notify train dispatcher immediately. Give location and all pertinent information regarding break-in-two.

b) If possible, clear the main track before attempting to re-couple. When attempting to re-couple, ensure all rails enter the proper compartment on the roller racks.

c) If the train is on a grade, apply sufficient hand brakes to secure cars, until air pressure behind the break-in-two is restored. (This prevents movement if the air brakes leak off.) Where grades are involved, it is preferable to handle on descending grades to set off point.

d) If the train is on level or nearly level grade, cars of rail may be safely pulled to the nearest set-off point providing:

- The movement is made using extreme caution, and
- Abrupt starts and stops are avoided.

e) To restore air throughout the entire train and to tie cars together at the point of break-in-two, the following equipment is located in brackets on the side of the anchor car near the centre of the rail train.

- Two 25-ft. and one 15-ft. air hoses with connections,
- Two 25-ft. and one 15-ft. length of 1” cable with hooks.

3.47 Strings of Rail – Shifting

If one or more strings of welded rail shifts:

a) Notify the train dispatcher immediately. Give location and all pertinent information.

b) If possible, remove anchors and loosen tie-down bolts on displaced strings.

c) To pull strings into place, use:

- safety pull hoists (located in the side of the roller rack on the first car behind the tie-down car), or
- winch on “threader car” (if available).

d) After readjusting strings and recoupling cars, re-tighten all hold-down bolts and reapply anchors.

4.0 HAZARDOUS MATERIALS

4.1 Reserved

5.0 GENERAL CODE OF OPERATING RULES

Changes or new rules to the General Code of Operating Rules effective April 3, 2005 are included in this section.

These special instructions apply to the corresponding rule number in the General Code of Operating Rules. Each instruction is an addition to the corresponding operating rule unless otherwise indicated.

Glossary

Abbreviations - added to as follows:

Conn – Connection

Fmr – Former

TGBO – Tabular General Bulletin Order

TB – Track Bulletin

Tabular General Bulletin Order (TGBO) – Document providing, in a tabular format, the information or instructions contained in each track bulletin, which affect a train or engine within specified limits.

Control Operator – The train dispatcher is the control operator assigned to operate a CTC or interlocking control machine or authorize to grant track and time.

Running Track – A track, other than main track, designated in the timetable on which movement may be with permission of employee responsible for movement on that track. When the dispatcher is the employee responsible, a control point signal is permission for a train to occupy the track.

5.1 Section 1.0—General Responsibilities

1.3.2 General Orders

Highest number general order in effect will be shown as follows:

Conductors on the train delay report;

Train Dispatchers on the train sheet;

Otherwise information will be shown on some other form that provides space for information.

General Orders will be issued over the signature of the appropriate Service Area Manager and will be identified in following manner:

"A" General orders - For all Subdivisions.

General orders containing instructions that modify or make reference to a physical plant change may be removed after having been in effect for a period of 60 days. Such instructions or modifications will remain in effect.

General orders shall be posted not to exceed a 8 1/2 by 11 size of paper. General orders shall be maintained as assigned by the supervisor.

Train Dispatchers and crew members will be held responsible to know what general orders are in effect which pertain to the territory they are to dispatch or operate over.

1.3.3 Circulars, Instructions, and Notices

Service Area Notice

A Service Area Notice (SAN) is a publication issued as needed which contains instructions or information which does not affect the movement of trains.

Employees must familiarize themselves with these notices, and must comply with any instruction that pertains in the territory they operate.

Service Area Notices are numbered sequentially, prefixed by the number of the current Timetable (for example 5-101, 5-102, and so forth).

A Service Area Notice Summary will list the notices that remain in effect.

1.3.4 Bulletin Boards - On Other Railroads

Allentown Register Room
Philadelphia-Navy Yard
Enola Yard Office
Minneapolis Train Dispatchers Office
Rennselaer - Amtrak Crew Room

1.3.6 NS Railroad Operations Bulletins

Operations Bulletins are numbered consecutively, beginning with No. 1 on or after January 1 each year and are consolidated and reissued as a new bulletin of the succeeding year.

Each employee, before commencing a trip or tour of duty over the NS Railroad, must read all Operations Bulletins applicable to the territory to be operated over. A crew member must contact the NS Train Dispatcher for the number of the latest Operations Bulletin and must request a copy from the train dispatcher if the current bulletin is not posted at the reporting terminal.

Train Dispatchers telephone numbers are:

- 717-541-2139 Lehigh Line Dispatcher
- 717-541-2142 Main Line Dispatcher
- 717-541-2143 Buffalo Line Dispatcher
- 717-541-2138 Harrisburg Terminal

When calling, a crew member must have a fax number readily available to give to the train dispatcher. A copy should be left at the terminal for the next crew if practicable.

1.10 Games, Reading or Electronic Devices

Any employee operating the controls of a moving train or moving on-track equipment is prohibited from using a cellular telephone, except in an emergency.

1.11.1 Napping

General Code is changed to read:

Employees must not sleep on duty, except as outlined in this instruction for napping. Napping is permitted by train crews, except crews in passenger, commuter or yard service, under the following conditions:

The crew is waiting for departure of their train. or the train is stopped enroute waiting to be met or passed by a train, waiting for track work, waiting for helper locomotive, or similar conditions.

Restrictions are as follows:

- A job briefing must be conducted, with agreement reached as to who will nap and who must remain awake. Each crew member has the right and responsibility to refuse to allow another crew member to take a nap if doing so could jeopardize the personal safety of employees, the train, or the public.
- One crew member must remain awake at all times. The awake crew member must NOT be limited to a student.
- The nap period must not exceed 45 minutes, which includes the time needed to fall asleep. The napping employee is relieved of all duties.
- Train must not be delayed for an employee to take a nap. When conditions allow the train to move, the employee who is to remain awake must immediately waken the napping employee.
- Before napping, while waiting for the arrival of their train, employees must ensure all duties have been completed. These duties include reviewing general orders and notices; securing and reviewing Track Warrants, track bulletins, TGBO's, and other paperwork, if available.
- Before napping is allowed enroute, the employee in charge of the locomotive controls must:
  1. Make at least a 10-lb. Brake pipe reduction.
  2. Place generator field switch in the OFF position.
  3. Center the reverser and remove, if removable.
- The employee who is to remain awake must remain on the locomotive while others on the locomotive are napping, except when inspecting passing trains.
- If waiting for the arrival of or make-up of train, one crew member must remain awake while waiting for their train's arrival or make-up at their initial terminal unless arrangements have been made with a third party to wake up all crew members.
- Upon waking up, a job briefing must be conducted.

All crew members that are deadheading or otherwise relieved of duties may nap.

EXCEPTION: This instruction does not apply to NS Railroad Crews or to CP Railway crews operating over other railroads.

1.17 Hours of Service Law

Item (B) The following is added as last sentence:

In the event service is rendered in excess of the Hours of Service law for any reason, conductor, foreman or other employees must submit a complete report, providing all details, to the appropriate supervisor's office within 24 hours.

1.33 Inspection of Freight Cars

When safety appliances on a car are found defective or a bad order car is to be handled with special handling conditions, these cars may be identified by a yellow CAUTION tape applied directly to the safety appliances or in an area that is near to the vicinity of the defect. The tape is being used to warn against the use of the safety appliance or that special handling instruction may apply to the movement of the car. This does not modify any other provisions for handling these cars.

1.34 Flat Spots

When equipment is set out due to flat spots, train dispatcher must be notified and equipment must also be shown on train delay report. Locomotives must not be set out without permission from the train dispatcher.

1.36 Excessive Dimension Loads — Overload policy:

The following outlines the acceptance and furtherance of shipments loaded in four axle freight cars equipped with roller bearings which have been identified as overloads.

- Cars are permitted for movement on Canadian Pacific Railway only.
- Cars must not be offered in interchange without agreement or prior approval of the receiving carrier and other roads who are involved in the routing. This may be arranged through the System Clearance Bureau.
- If overload exceeds the tolerances permitted as shown below, such car must be referred to the System Clearance Bureau for authorization of movement.
- No tolerance is acceptable for overloaded cars identified as hazardous material.
- Overloads are prohibited on cars not equipped with roller bearings.
- Tolerances for cars with a capacity of:
- 220,000 pounds must not exceed 230,000 pounds (115 tons)
- 263,000 pounds or 268,000 pounds must not exceed 274,000 pounds (137.0 tons)

or

- 286,000 pounds must not exceed 290,000 pounds (145 tons)

1.37 Open top loads

Add as sixth bullet to operating rule:

- or as the rear car on a train.

Add as last paragraph

Trains destined for Canada handling loads which are likely to shift must be placed as close as possible to, but not more than 2000 feet from the leading locomotive before leaving the last crew change point for delivery to Canada. This will not apply to:

- Loads which have end bulkheads, which would prevent load from shifting.

  or

- Unit train of pipe providing length of train does not exceed 4500 feet and train consist includes pipe only, except for buffer cars.

1.38 Shipments Susceptible to Damage

Cabooses must be placed on the rear of a train, unless otherwise authorized by the train dispatcher or if they are trailed by less than 20 cars which do not exceed 2500 gross tons.

1.39 Accuracy of Speed Indicator

All road locomotives used as controlling units must be equipped with a speed indicator.

1.47 Duties of Crew Members

Item A - Conductor Responsibilities

Number 3 modified as follows:

The conductor and engineer must communicate, in a clear and audible manner, the next restriction and location as specified by the limits of authority, track warrant or track bulletin. In addition, the conductor must make a transmission of the requirements over the radio. The engineer shall be responsible for such radio transmission when they are solely occupying the control compartment of an engine and employee within the train must confirm such radio broadcast, when radio is available.

1. Before departure from their initial station where a track warrant is received or when a train is delayed en route stating:

- train or engine identification
- name of station leaving
- first restriction and location
- first restricted location of operating authority in Track Warrant Control territory.

2. Within 3 miles of each restriction in sufficient time for compliance with restriction stating:

- train or engine identification
- location of movement
- restriction and location

If the engineer fails to comply with the restriction, the conductor must stop the train.

Item B Engineer Responsibilities

The following is added as Number 3.

3. If an engineer is solely occupying the control compartment of a train, they shall verbally communicate to a crew member on the train, a block signal displaying an approach aspect or less favorable aspect, specifying track, where applicable. Crew member receiving, will acknowledge transmission to the engineer. If crew member fails to acknowledge, engineer must ascertain at next scheduled stop why transmission was not confirmed.

1.48 Verbal Communication

New Rule added as follows:

Crew members are jointly responsible to make verbal communication between each other and confirm it is properly understood when any of the following work activities apply to them:

- switches are properly lined and/or locked, confirming route to be used,
- derails are properly applied or removed,
- handbrakes are applied or released,
- shove movements are protected,
- employees are getting on or off moving equipment,
- employees crossing between equipment,
- when a situation changes,
- when entering a track with restricted clearance,
- when cars are left out to foul a another track during switching,
- before entering a classification track in a hump yard,
- before entering a main track to confirm movement authority,
- before reporting a track release.

This rule will also apply to other employees, where applicable.

5.2 Section 2—Railroad Radio Rules

2.3 Repetition

Second bullet point changed to read as follows:

Trains receiving a transmission from a trackside warning detector must acknowledge such transmission over the radio, by stating train identification, detector location and track when identified by detector and message received.

2.14.1 Mandatory Directives

The following 2 paragraphs are added below first paragraph as follows:

All four bullet points will **not** apply in transmitting or repeating of the line Total Lines checked in track warrants.

2.15 Phonetic Alphabet

If necessary for clarity, a phonetic alphabet will be used to pronounce any letter used as an initial, except initials of railroads. A word which needs to be spelled for precision or clarity shall be first be pronounced and then spelled. If necessary, the word shall be spelled again, using a phonetic alphabet.

5.3 Section 3.0—Standard Time

3.3 Time Change

Standard time of each time zone shall be advanced one hour or back one hour as follows:

- At 0200 on the second Sunday in March, each year, Standard Time is advanced one hour to 0300.

or

- At 0200 on the first Sunday in November, each year, Standard Time is set back one hour to 0100.

Watches and standard clocks must be changed accordingly.

5.4 Section 4.0—Timetables

Reserved

5.5 Section 5.0—Signals and Their Use

5.4.2 Display of Yellow Flag

Item A Restriction Specified in Writing is modified as follows:

Two Miles Ahead of Restricted Area – second sentence changed to read:

When yellow flags are displayed they will be displayed 2 miles before the restricted area.

Less than Two Miles Ahead of Restricted Area – paragraph changed to read:

When the restricted area is close to a terminal, junction, or another area, which would require the yellow flag to be placed less than 2 miles, the yellow flag will not be displayed and this information will be included in the track bulletin, track warrant or general order stating:

"Yellow flag not displayed for (direction) trains."

5.4.3 Display of Yellow-Red Flag

Item A Restriction Specified in Writing is modified as follows:

Two Miles Ahead of Restricted Area – second sentence changed to read:

When yellow-red flags are displayed they will be displayed 2 miles before the restricted area.

Less than Two Miles Ahead of Restricted Area – paragraph changed to read:

When the restricted area is close to a terminal, junction, or another area, which would require the yellow-red flag to be placed less than 2 miles, the yellow-red flag will not be displayed and this information will be included in the track bulletin, track warrant or general order stating:

"Yellow-red flag not displayed for (direction) trains."

5.4.4 Authorized Protection by Yellow or Yellow-Red Flag

Operating Rule does not apply on Canadian Pacific Railway

5.4.5 Display of Green Flag

First bullet is changed to read as follows:

- Place a yellow flag in advance of the first speed restriction.

In addition, when a yellow flag is used to warn trains to restrict movement not protected by track bulletin or track warrant, a green flag will be placed on routes not affected until such restriction is protected by a track bulletin or track warrant.

5.5 Permanent Speed Signs

Rule is modified by the addition of the following:

Permanent speed signs may be located to the right or left of main track as viewed by an approaching train.

Speed signs will not apply to trains restricted to a slower speed by track bulletin, track warrant, general order, timetable or other instructions.

Speed Signs when displayed will be placed one mile in advance of permanent speed restrictions.

At the end of each restriction, figures shown will be placed to indicate a higher speed, as applicable.

Speed signs located beyond the clearance point of the switch at junctions at the beginning of each subdivision and crossovers will indicate the maximum speed permitted from that point.

5.7 Torpedoes

Operating rule does not apply on Canadian Pacific Railway.

5.8.2 Sounding Whistle

Rule 5.82 is modified as follows:

Item 4 - Whistle signal (4) must be sounded to acknowledge fusees displayed.

Item 7 indication will be changed to read as follows:

Sound	Indication
(7) — — o —	Approaching public crossings at grade with the engine in front, start signal at least 15 seconds but not more than 20 seconds before the crossing. If movement exceeds 45 MPH, start signal at or about the crossing sign but not more than ¼ mile before the crossing. Prolong or repeat signal until engine occupies the crossing.

5.11 Engine Identifying Number

AMTRAK trains will be identified by schedule number contained in current operating and public timetables, as applicable. AMTRAK trains not shown in operating and public timetables will be identified by engine number and direction.

Units with SOU, NW, PRR, CG, INT, GSF, AGS, CRCX, and CR (Conrail units **WHITE** numbers on **BLACK** background or **BLACK** numbers with **WHITE** background) stenciled on the side of or under the cab window of the locomotive will be identified as **NS** units.

Units with CSXT, CSX, CSX Transportation or CR (Conrail units **YELLOW REFLECTIVE** numbers on Conrail **BLUE** background) stenciled on the side of or under the cab window of the locomotive will be identified as **CSXT** units.

5.13.1 Utility Employees

CPR has been granted a waiver to permit a utility employee to remove and replace batteries in an End of Train (EOT) device, while such device is attached on the rear of a train, without establishing blue signal protection under the following circumstances:

- Utility employee is from the operating craft,
- Utility employee is attached to the crew assigned to the equipment, as required,
- Three point protection is provided before commencing to change out batteries
- Battery change out does not require the use of tools to complete change out.

5.6 Section 6.0—Movement of Trains and Engines

6.2 Initiating Movement

Trains and engines that enter CPR dispatched trackage must receive a Tabular General Bulletin Order (TGBO) before initiating movement on a main track or where required by special instructions, except for when the main track is to be occupied by head room moves only out of yards, then they must comply with the second bullet of Rule 6.2.

6.2.1 Train Location

The following paragraphs added to rule as follows:

The main track or controlled siding must not be entered or fouled until the movement has passed the point where the track will be entered or fouled.

Maintenance of way employees issued authority to occupy a main track or controlled siding behind or do not foul limits ahead of a train, must inform the train that they will be entering or fouling the track behind the train. Trains informed of such a movement behind their train must not make a reverse movement except as prescribed per Rule 6.4.1 (Permission for Reverse Movements)

6.3 Main Track Authorization

Overlapping Authority is added to rule as follows:

When a movement authority, such as track and time, track permit or track warrant, is issued, indicating that overlapping limits will be jointly occupied with employee(s), no movement may be made within those joint limits until permission is received from the employee(s) listed on the authority.

Employees contacted for permission to enter joint limits will designate name of employee in charge and state location of their working limits. Employees receiving this information will record this on the working limits form. Once this information is received, repeated and recorded, movements may then move into the joint limits. Movements into or within working limits are under the direction of the Employee in Charge.

If more than one employee is listed within the overlapping limits, one employee may be assigned as the employee in charge for all other employees listed within the joint limits. The employee in charge will state this in instructions given to other movements, giving names of other employees under their working limits. Contact with other employee(s) in this case is not necessary.

Instructions and information may be relayed through the train dispatcher or other employees for the employee in charge.

Trains must move at restricted speed within joint authorities. When trains are given joint authorities with other trains, contact with each train is not required.

6.4.2 Movements Within Control Points

Each CP, CPC, CPF, and CPO location listed in the station pages is a manual Control Point, except CPF 599 which is governed by Freight Subdivision instruction.

6.14 Restricted Limits

Rule does not apply on Canadian Pacific Railway

6.21.1 Protection Against Defects

If a train operating at restricted speed discovers a broken rail, before completing movement over it, train must stop and wait for maintenance personnel to determine if it is safe to proceed or if repairs must be made. Permission for train to proceed must be received from the train dispatcher or control operator.

When notified by the train dispatcher that the train as left unexplained track occupancy (UTO) indication(s) behind their train, the crew must stop and perform a pull by inspection of the movement. If UTO's appear behind the movement, after receiving a pull-by inspection, the movement must be stopped and full inspection performed by a qualified mechanical inspector before movement can proceed. If possible, movements should be put in the clear of the main track.

If a movement is notified of an UTO behind their movement, and are operating under the confines of a Cold Weather Speed Restriction, the crew of movement will notify the train dispatcher that they are moving under a Cold Weather Speed Restriction and will be governed as follows:

1. Train speed must be immediately reduced to 10 MPH and pull by inspection performed at a safe location, avoiding impediments to a safe inspection such as bridges.
2. The inspection must include a pull-by inspection of one side of the equipment at a speed not exceeding 10 MPH, followed by a stationary inspection on the other side. Both sides of all cars and engines must be inspected for potential wheel defects. Inspection of entire train must be completed even if defects are found.
3. If any wheels are found or suspected to have defects, that piece of equipment must be set off at that location, if possible, or moved at a speed not exceeding 10 MPH to the nearest location where it can be set off, but only if deemed sage to move by the person making the inspection.
4. Results of the inspection must be recorded on the Crew-to-Crew form, noting "UTO inspection" and train dispatcher notified of findings.

6.22 Maintaining Control of Train or Engine

Whenever the engineer fails to safely control the train or engine movement, the conductor must caution the engineer and, if necessary, take action to comply with the applicable rules so as to ensure the safety of the movement, 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.

6.23 Emergency Stop or Severe Slack Action

Inspection of Cars and Units is added to as follows:

Inspection must be made of all cars, units, equipment, and track. It must be known by inspection that equipment and track are in safe condition, that all wheels are properly positioned on the rail and train is complete before proceeding.

After inspections are completed, the train dispatcher must be notified of the inspection results before proceeding.

A. Emergency Brake Application

Trains that are stopped by an emergency brake application must make a pull-by inspection not to exceed 10 MPH after the brakes are released as indicated by the end of train device or air flow indicator, on at least one side of the train to check for evidence of defective or derailed equipment. At locations where a pull-by inspection cannot be made, the train may proceed not exceeding 10 MPH to the first location where a pull-by inspection can be made.

B. Severe or Unusual Slack Action

If severe or unusual slack action was experienced when stopping or if excessive power is required to start train, a walking inspection of the train must be performed before moving train. When walking conditions make it impracticable, inspect as much of the train as possible, then train may be moved not to exceed 10 MPH until inspection can be completed. If excessive power is required to move train, train must be stopped immediately and the cause determined for the use of excessive power.

C. Pull-by Inspection Not Required

A pull-by inspection will not be required if all of the following conditions are met:

- The emergency brake application is not the first occurrence for that train consist.
- Train tonnage is less than 6000 tons or train tonnage is 6,000 or more and each car exceeds 100 gross tons.
- Speed at time of emergency brake application was greater than 25 MPH.
- The emergency brake application occurs within 15 seconds of initiating a service brake application.
- No severe or unusual slack action is experienced during the stop.
- When brakes are released, the air flow indicator and the rear car brake pipe pressure readings indicate no loss of air pressure.
- The train contains no loaded placarded tank cars or a car, trailer or freight container placarded "Explosives A."

If the train does not meet all of the above requirements a visual inspection must be made as outlined under Item A or B.

D. Derailment Inspection

If a derailment has occurred and crew is instructed to handle a portion of their train beyond the derailment, the crew must inspect all cars before movement can be made, paying attention to journal boxes, shifted loads, side bearing clearances, etc. If cars are left at site of derailment, it must be ascertained that the cars have been inspected and if not, train crew must inspect before moving cars.

Engineers must inspect all units in their consist.

6.29.1 Inspecting Passing Trains

Employees, of a standing freight train, observing passing trains per Rule 6.29.1 **Ground Inspections** must position themselves as follows:

1. When duties and terrain permit, at least two crew members of a standing train, must position themselves on the ground on both sides of the track to inspect the condition of the equipment in passing trains. When performing a train inspection, the locomotive engineer will inspect the near side of such train.
2. To secure the standing train, a locomotive engineer required to detrain and inspect a passing train must complete a full service brake pipe reduction before vacating the cab of the locomotive; AND while on the ground, remain on the same side as, and in close proximity to, the lead locomotive.
3. When a crew member is located at the rear of a standing train, a front crew member and rear crew member must, if possible, communicate with each other the location of employees in position to inspect the passing train.

6.32.2 Automatic Warning Devices

1. Under **Item A** in the box text reading Movement When Notified That Automatic Warning Devices Have An Activation Failure, Are Disabled, or Malfunctioning in the second column second row under the heading of **Then…** second paragraph first sentence is changed by deleting the words "If devices are seen to be working or". The paragraph now reads:

   When instructed by the train dispatcher or proper authority, proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.

5.7 Section 7.0—Switching

7.1 Switching Safely and Efficiently

Second paragraph added to rule as follows:

Where clearance point of tracks are so indicated by marking or markers, such as, derails, signals, or other methods, cars will be left behind those points without fouling adjacent tracks. Where marking or markers are not located on a track to indicate clearance point, cars must be shoved at least one car length beyond where clearance point is thought to be to make sure that adjacent tracks are not fouled before leaving cars.

7.6 Securing Cars or Engines (Hand Brake Policy)

Foreign crews not required to carry the train handling and air brake rules for Canadian Pacific Railway must comply with the Hand Brake Policy.

Note: In the following instructions, a car or locomotive is considered "**unattended**" when no crew member is close enough to the equipment to take safe and effective action to control its movement.

Hand Brake Policy

NOTE: Crew members are responsible to inquire and confirm with each other that equipment is left in accordance with these instructions.

Leaving railway equipment **unattended**; the following instructions apply:

a) A single car must ALWAYS be left with the hand brake applied.

b) More than two cars ALWAYS require at least TWO hand brakes.

c) Never leave a car with a defective hand brake by itself. It must be coupled to another car with an effective hand brake.

d) Individual blocks of cars must be secured with hand brakes on each block.

e) Hand brakes must be applied on the cars which are at the low end of a downward sloping track.

f) When leaving equipment in a track equipped with a derail, it should be left as close as practical to the derail (about 100 feet). This does not include cars which have been spotted for loading/unloading or cars being handled while switching. Operating Rules which govern proximity to public crossings at grade still apply.

g) When leaving railway equipment, the **MINIMUM** number of hand brakes must be applied as indicated in the following chart. Additional hand brakes may be required; factors which must be considered are:

   - total number of cars
   - cars loaded or empty
   - track grade
   - hand brake force applied
   - weather conditions

CAUTION: This chart indicates the MINIMUM number of hand brakes to be applied.

Number of cars	Hand Brakes	Number of cars	Hand Brakes
1 – 2	1	70 - 79	9
3 – 9	2	80 – 89	10
10 – 19	3	90 – 99	11
20 – 29	4	100 – 109	12
30 – 39	5	110 – 119	13
40 – 49	6	120 – 129	14
50 – 59	7	130 – 139	15
60 - 69	8	140 – 149	16

150 cars plus (divide total cars by 10 and add 2 for minimum number of hand brakes)

h) In reference to the minimum number of hand brakes in the preceding chart, it is acceptable to include the hand brakes applied on locomotives.

i) On multi-platform cars, each platform is to be considered one car. However, if a multi-platform car has only 1 or 2 hand brakes for 3 to 5 platforms, it may be considered that the minimum requirement is met for that car.

j) There may be situations where all hand brakes should be applied.

k) It will be acceptable to apply less than the minimum number of hand brakes when so specified in special instructions, subdivision footnotes or operating bulletin.

Testing Hand Brake Effectiveness

To ensure an adequate number of hand brakes are applied, release all air brakes and allow or cause the slack to adjust. It must be apparent when slack runs in or out, that the hand brakes are sufficient to prevent that cut of cars from moving. This must be done before uncoupling or before leaving equipment unattended.

EXCEPTION: When a train stops to pick up or set out they may be governed by the following:

- **Immediately** secure with hand brakes, if the standing portion is less than 10 cars.
- **Within 1 hour** on grades 1.5 percent or less, if the standing portion is 10 cars or more, begin to secure with handbrakes or re-couple the locomotive.
- **Within 30 minutes** (1/2 hour) on grades greater than 1.5 percent, if the standing portion is 10 cars or more, begin to secure with hand brakes or re-couple the locomotive.

NOTE:. All grades are at or less than 1.5 percent expect a grade of 1.52 percent between MP 38 and MP 43 on the Adirondack Running Track and at Corinth.

CAUTION: If the portion left standing cannot be secured with the applicable time limits, hand brakes must be applied immediately in accordance to the hand brake policy.

7.7 Kicking or Dropping Cars

First paragraph changed to read as follows:

Running drops with engines are prohibited, unless otherwise specified. Kicking of cars or static (gravity) car drops are permitted only when it will not endanger employees, equipment, property or content of cars.

5.8 Section 8.0—Switches

8.2 Position of Switches

The following instruction is added as fifth bullet to operating rule 8.2:

In addition to complying with Special Instruction Rule 1.48 (Verbal Communication), **BEFORE** leaving the location of a main track switch, the employee handling the switch will transmit the following over the radio channel:

"(movement identification) (occupation) (name) (switch location) LINED, LOCKED AND CHECKED in (normal/reverse) position."

The radio transmission will not apply when reporting a switch restored to normal to the train dispatcher in accordance with Rule 8.3 (Main Track Switches).

8.3 Main Track Switches

The following instruction is added to the sixth bullet of operating rule.8.3 for TWC Territory.

Before an employee reports a switch restored to normal position, the report must be confirmed with another employee if more than one employee is present. The information will then be given to the train dispatcher in the following format:

Employee will report to the train dispatcher when a switch is restored to normal position as follows:

"(train or other identification), reporting (switch location) is in normal position by (occupation) (name)".

The train dispatcher will then acknowledge the transmission to the employee reporting:

"(train or other identification), on (name track) at (switch location) confirms switch is in normal position, is that correct".

If information repeated by train dispatcher is correct, employee will respond:

"That's correct, (switch location) normal position."

Switch must not be considered restored to normal position until confirmation is received back from the employee reporting. Employees reporting a normal position switch must be at the switch or moving over the switch on the main track when report is made.

8.8 Switches Equipped with Locks, Hooks, or Latches

A switch equipped with a switch point lock pedal will have the pedal painted white.. The pedal must be depressed before operating the switch.

8.12 Crossover Switches

Crossover switches may be used in any combination of positions when one switch is positioned and secured to ensure Roadway Worker or Mechanical Services protection.

When lining hand throw crossover switches, the switch on the track to be entered must be lined first and the switch on the track to be left must be lined last.

8.16 Damaged or Defective Switches

When switches are spiked they will be identified by an orange tag or an orange colored tape attached to the switch stand or handle. This does not relieve the requirements of additional protection as required.

5.9 Section 9.0—Block System Rules

9.16 Stop and Proceed Indication

Rule does not apply on Canadian Pacific Railway

5.10 Section 10.0—Rules Applicable Only in CTC

10.1 Authority to Enter CTC Limits

Each CP, CPC, CPF, and CPO location listed in the station pages is a manual Control Point, except CPF 599 which is governed by Freight Subdivision instructions.

10.3 Track and Time

Second paragraph added to rule 10.3 as follows:

When the track and time includes "switch yes", limits will include the track between absolute signals governing movement over the switch.

Item B changed to read to as follows:

Movements granted track and time must release track and item before the time granted expires. If the movement requires additional time, original track and time may be extended twice with a new expiration time. If additional time is needed after two extensions, a new track and time must be requested or issued. If unable to contact the control operator to release or get time extension before expiration, authority is extended until the control operator is contacted.

Item C Releasing When Within Limits

Second paragraph changed to read as follows:

Before an employee reports clear of track and time or a portion of the track and time, the report must be confirmed with another employee, if more than one employee is present. The information will then be given to the train dispatcher in the following format:

"(movement identification) at (location) using track & time (number) reading between (location) and (location) (adding the following as it applies:)

- releasing track and time granted.

or

- reporting clear of (identifiable location)

Train Dispatcher/control operator will repeat back to the employee as follows:

"Track and time (number) to (movement ID) between/at (location) and (location) is released at (time), is that correct."

or

"Track and time (number) to (movement ID) between/at (location) and (location) clear of (location) and track and time (number) now reads between/at (location) and (location) at (time), is that correct."

Employee will confirm with the train dispatcher/control operator. In the case of a train or engine the Engineer will be responsible for the confirmation to the train dispatcher/control operator."

"That is Correct, Track and Time (number) released at (time)."

or

"That is Correct, Track and Time (number) changed to read between (location) and (location) at (time)."

Original track and time will remain in effect until the employee in the field repeats back the confirmation to the train dispatcher/control operator as indicated.

10.3.1 Protection of Limits

Item 4 and last paragraph change changed to read:

4. When movement has been notified that authority is granted behind movements that do not have track and time within requested limits.

Blocking or marking devices must not be changed or removed until limits or portion of limits have released to the control operator.

The blocking or marking devices must not be changed or removed until the limits have been released to the control operator except, they may be removed to move a train to joint track and time that is not at the control point. After train takes the signal indication blocking or marking devices must be re-applied.

Movements given joint track and time from control point to intermediate signal or intermediate signal to intermediate signal must not enter such limits until they comply with 6.3 Main Track Authorization for overlapping limits.

Movements given track and time from control point to intermediate signal or intermediate signal to intermediate signal must not leave that track and time limit at intermediate signal locations without permission from the control operator.

Track and Time will be given between control point and control point except intermediate signal locations may be used as identified in subdivision special instructions to denote beginning or end of track and time limits.

10.3.3 Joint Track and Time

Operating Rule 10.3.3 changed to read as follows:

Where limits will be jointly occupied, control operator will state in the track and time being granted to trains the name or identification of all movements within the same limits or that will enter the limits.

or

- machines, track cars or employees the name or identification of movements other than trains within the same limits or that will enter the limits.

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

Refer to Special Instruction 6.3 Main Track Authorization (Overlapping Limits).

5.11 Section 11.0—Rules Applicable In ACS And ATS Territories

Entire chapter does not apply on Canadian Pacific Railway.

5.12 Section 12.0—Rules Applicable Only In Automatic Train Stop System (ATS) Territory

Entire chapter does not apply on Canadian Pacific Railway.

5.13 Section 13.0—Rules Applicable Only In Automatic Cab Signal System (ACS) Territory

Entire chapter does not apply on Canadian Pacific Railway.

5.14 Section 14.0—Rules Applicable Only Within TWC

14.5 Protecting Men or Equipment

Item 2 third sentence reading:

Also, a track warrant must inform the employee in charge of men or equipment about the trains, is **deleted**.

14.7 Reporting Clear of Limits

Last paragraph of operating rule 14.7 changed to read:

In addition, a train clearing in a siding or other track must comply with requirements outlined in Rule 8.2 (Position of Switches) and Rule 8.3 (Main Track Switches).

14.10 Track Warrant in Effect

The following instruction is added to operating rule 14.10 as follows:

Before an employee reports clear of a track warrant or a portion of a track warrant limits are released, main track switches must be restored to normal position and confirmed with another employee if more than one employee is present, unless otherwise provided by track warrant.

The word **CLEAR** will be used when releasing a track warrant and movement is clear of the main track. Where a hand operated main track switch is used to clear the main track, except yard limits, the position of the switch must be reported to the train dispatcher.

When reporting **clear** the following format will be used:

"(movement identification) **clear** of track warrant (number) (and main track switch at (location) lined, locked and checked for (normal/reverse) by (occupation/name)."

Before train dispatcher responds on a reporting clear of a track warrant, they will confirm with the computer system on the position of the switch as reported, if correct the train dispatcher will then respond:

"Track warrant (number) to (movement identification) **clear** of track warrant (number), by

(occupation/name) (and main track switch at (location) lined, locked and checked for (normal/reverse) at (time), is that correct."

Employee will confirm with the train dispatcher. In the case of a train or engine the Engineer will be responsible for the confirmation to the train dispatcher."

"That's correct, (movement identification) **clear** of track warrant (number) (and main track switch at (location) for (normal/reverse) at (time)."

The word **COMPLETE** will be used when reporting by a specific location or for releasing the track between two specific locations. If a main track switch is used as the specific location the position of the switch must be reported to the train dispatcher. Between location reported is from point reporting complete by to end of movement authority.

When reporting **complete** the following format will be used.

"(movement identification) with track warrant (number) **complete** by (specific location) (and main track switch normal/reversed) by (occupation/name)."

Train dispatcher accepting a complete by a specific location will respond:

"Track warrant (number) to (movement identification) now between (location) and (location) and **complete** by (specific location) (stating switch position), by (occupation/name) at (time), is that correct."

Employee will confirm with the train dispatcher In the case of a train or engine the Engineer will be responsible for the confirmation to the train dispatcher."

"That's correct, (movement identification) **complete** by (specific location) and now between (location) and (location) at (time)."

Original track warrant will remain in effect until the employee in the field repeats back the confirmation to the train dispatcher when reporting clear or complete by a specific location.

5.15 Section 15.0—Track Bulletin Rules

15.1 Tabular General Bulletin Orders

Operating rule 15.1 title and rule is changed for use of Tabular General Bulletin Orders in place of Track Bulletins on Canadian Pacific Railway.

A train or engine must not enter or move on a main track, controlled siding, a signaled track, a running track, or other track when specified by special instructions, unless in possession of a TGBO addressed to their movement. A TGBO is only valid within the limits specified on the TGBO. A TGBO will include the track bulletins that contain information on all conditions that affect safe train or engine movement.

A TGBO must not be changed unless specified by Rules 15.1.1 (Changing Address of TGBO), Rule 15.13 (Canceling Tabular General Bulletin Order and Track Bulletins), or Rule 15.7 (Copying Track Bulletins). A track bulletin issued for temporary crossing malfunctions may be modified as advised by the train dispatcher.

RECEIPT AND COMPARISON

The conductor and engineer must receive a TGBO at their initial station, unless otherwise instructed by the train dispatcher or special instructions. Each crew member must read and understand them. All crew members are responsible for complying with the requirements of track bulletins and reminding each other of those requirements.

A TGBO will be addressed as follows

- Though road trains by train symbol and engine identification number.
- Transfer, Yard assignments and road switchers by assignment number.

A direction will not be given in the address.

Crew members must check the TGBO for:

- Correct address
- Coverage over entire route that train will operate
- All pages of the TGBO are included and correctly printed.

If any of the three items above are missing or wrong within the TGBO, train dispatcher must be contacted for further instructions or changes, as applicable, before proceeding.

Crew members are responsible for ascertaining that all documents are printed and correct when received from a Field Information Terminal (FIT) or Facsimile (FAX) machine.

When receiving a TGBO from the Field Information Terminal (FIT), once verified that the document is correct, crew member will acknowledge the prompt on the screen of the FIT before leaving.

If unable to obtain a TGBO from the FIT or FAX contact the train dispatcher for further instructions.

15.1.1 Changing Address of Tabular General Bulletin Order

Operating rule 15.1.1 title and rule is changed for changing address as used in Tabular General Bulletin Orders in place of changing address of Track Warrants or Track Bulletins on Canadian Pacific Railway.

When a change of an engine identifying number is required on a TGBO, the train dispatcher will transmit the TGBO number, and engine identifying number followed by the new engine identifying number. A crew member will then draw a line through the previous engine identifying number and write the new engine identifying number in the space marked "New Lead Engine" on the first page of the TGBO. A crew member must repeat the new engine identifying number which must be verified by the train dispatcher. The train dispatcher will then transmit an OK time and their initials which must be copied and acknowledged by the crew member.

Example:

Dispatcher: "198-02 (1-9-8-0-2) engine CP 6899 (6-8-9-9) engine change to CP 6988 (6-9-8-8), over"

Crew: "198-02 (1-9-8-0-2) now with engine CP 6988 (6-9-8-8), over"

Dispatcher: "CP 6988 (6-9-8-8) OK at 0705 (0-7-0-5) XYZ, over"

Crew: "CP 6988 (6-9-8-8) OK at 0705 (0-7-0-5) XYZ, out"

(Note: New Lead Engine on first page of TGBO refers to the trains engine identifying number in accordance with Rule 5.11 (Engine Identifying Number).

When a TGBO is addressed to an assignment number, the address will not need to be changed when engine(s) are changed during the tour of duty.

Scheduled trains using train specific TGBO's may change train identification in address with verbal authority from the train dispatcher.

Train symbols on TGBO's may be changed verbally between crew member and train dispatcher.

15.2.1 Protection for On Track Equipment

Rule does not apply on Canadian Pacific Railway.

15.3 Authorizing Movement Against the Current of Traffic

Rule does not apply on Canadian Pacific Railway.

15.4 Protection When Tracks Removed from Service

Reverse movements may be made within those limits without obtaining further permission from the control operator or train dispatcher under the direction of the employee in charge. If movement clears the track which is out of service, permission must be obtained again to re-enter such track.

15.7 Copying Track Bulletins

Rule changed to read as follows:

Additional track bulletins must be copied on the form provided for this purpose. In addition, in order that additional track bulletins are not overlooked, a reference to the new track bulletin number(s) must be recorded by the crew member on all TGBO copies in the appropriate sort location. Such as "*See TB No C1234*."

15.8 Duplicating Tabular General Bulletin Orders (TGBO) or Track Bulletins

Operating Rule 15.8 title and rule changed for use of Tabular General Bulletin Orders in addition to Track Bulletins on Canadian Pacific Railway.

Employees who reproduce a TGBO or track bulletins with a duplicating machine do not need to repeat them to the train dispatcher.

Duplicated TGBO or track bulletins must not be delivered or used until they are checked and verified as:

- Legible
- Duplicated in their entirety.

15.9 Mechanical Transmission of Tabular General Bulletin Orders or Track Bulletins

Operating Rule 15.9 title and rule changed for use of Tabular General Bulletin Orders in addition to Track Bulletins on Canadian Pacific Railway.

Repetition is not required when TGBO or track bulletins are transmitted mechanically.

When track bulletins are issued to Control Operators to deliver to trains, control operators will check same for completeness and readability. Once checked they will report same to train dispatcher who will then give OK time and train dispatcher initials. Control Operator will then show the time and initials on the track bulletin.

Control Operators will record on the track bulletin the trains that the track bulletin was relayed to and transmit same to train dispatcher when completed.

15.10 Retaining Tabular General Bulletin Orders and Track Bulletins

Operating Rule 15.10 title and rule changed for use of Tabular General Bulletin Orders in addition to Track Bulletins on Canadian Pacific Railway.

When required, the crew of a train may use the same TGBO for a return movement or next tour of duty. Verbal authorization from the train dispatcher must be obtained unless otherwise specified by special instructions. Before initiating movement on the main track on the next tour of duty, a crew member must verify with the train dispatcher that no additional track bulletins are needed. Train dispatcher must check the protection list for such train and ensure crew is in possession of all applicable track bulletins.

15.12 Relief of Engineer or Conductor During Trip

Rule 15.12 is changed to read as follows:

When a conductor or engineer are relieved before a trip is finished, they must deliver all mandatory directives, TGBO and instructions to the relieving conductor or engineer.

If they cannot personally deliver the mandatory directive or TGBO to the relieving crew, the conductor will leave them at a location designated by the train dispatcher.

Before a deadhead crew or relief crew departs from their originating terminal, they must contact the train dispatcher for instructions on mandatory directives and TGBO.

If a new TGBO is issued at the originating terminal, for a train that is still enroute

the train symbol for the train to be relieved may be followed by the letter "R".

Such as: "19901R"

COMPARISON OF INFORMATION

The relieving conductor and engineer must compare mandatory directives, TGBO, instructions and pertinent information with each other and the train dispatcher before proceeding.

When a TGBO compare is required, the crew must provide the identification to the train dispatcher. After entering the identification or TGBO number in the TGBO system, the train dispatcher will repeat the number from the screen, which must be acknowledged by the conductor or engineer if correct.

The train dispatcher must transmit applicable track bulletin and track bulletin cancellations, if any to relief crew.

15.13 Canceling Tabular General Bulletin Order and Track Bulletins

Operating Rule 15.13 title and rule changed for use of Tabular General Bulletin Orders in addition to Track Bulletins on Canadian Pacific Railway.

TGBO and track bulletins in the possession of train or engine crew are in effect for the entire tour of duty unless canceled, expired on time or a new TGBO is received.

A crew in the possession of a train specific TGBO will report to the train dispatcher when train or engine has reached its final terminal, cleared the TGBO limits, ties up at the end of a shift or when the use of the TGBO is no longer required, unless relieved by Rule 15.10 (Retaining Tabular General Bulletin Orders and Track Bulletins) or advised otherwise by train dispatcher. The report information may be relayed to the train dispatcher by the yardmaster or by telephone answering service, where available, by giving the train symbol and engine identifying number, if applicable, date, time, occupation and name of employee.

The train dispatcher must not release a TGBO from the computer system until they have ascertained that the train has left the TGBO limits, crew has tied up, train is clear of the main track or the crew is removed from the train. The information from yardmaster or telephone answering system may be used to release a TGBO from the system.

When required, a TGBO may be canceled verbally by the train dispatcher but not until both the conductor and engineer have been advised. The employee who acknowledges the cancellation to the train dispatcher must advise all crew members accordingly.

The train dispatcher may verbally cancel a Track Bulletin stating:

- TB No (number) is canceled (dispatchers initials)

Train crew receiving will fill in the appropriate cancellation portion and repeat the information back to the train dispatcher. If correct the train dispatcher will respond OK stating time and train dispatcher initials.

or

The train dispatcher may verbally cancel a TGBO stating:

- TGBO No (number) is canceled at (time) (dispatchers initials)

Train crew receiving will fill in the appropriate cancellation portion and repeat the information back to the train dispatcher. Acknowledging the cancellation by stating occupation and name.

Example**:**

Dispatcher: *"CP 6988 (6-9-8-8) TGBO NO 13012 (1-3-0-1-2) is canceled at 0845 (0-8-4-5) XYZ, over"*

Crew: *"CP 6988 (6-9-8-8) TGBO NO 13012 (1-3-0-1-2) is canceled at 0845 (0-8-4-5), XYZ, Conductor Jones, over"*

Dispatcher: *"That's correct, Dispatcher, out."*

5.16 Section 16.0—Rules Applicable Only In Direct Traffic Control (DTC) Limits

Entire chapter does not apply on Canadian Pacific Railway.

5.17 Section 17.0—Rules Applicable Only In Automatic Train Control (ATC) Territory

Entire chapter does not apply on Canadian Pacific Railway.

6.0 GENERAL FOOTNOTES

6.1 Personal Protective Equipment

In addition to personal safety equipment worn in regular train service, running trade employees must wear hard hats and high visibility vests when required for service on work trains, wreck trains and other maintenance of way service.

6.2 Restricted Clearance

At locations where "Close Clearance" signs" or "Restricted Clearance" signs are posted, train crew members and other employees are prohibited from riding on side of moving equipment and all employees inside engine cab are to keep head and arms inside the cab. The absence of these signs does not relieve employees from being familiar with locations of close clearances where signs are not displayed.

6.3 Safety Rules

Transportation/Field Operations Safety Rules and Work Procedures manual in effect.

Following are changes to Section II:

(T-11) In the application of rule T-11, it is prohibited to entrain or detrain from moving equipment with the following exceptions:

- In emergent situations, such as to avoid collisions; and
- As a movement begins, or as it is coming to a stop, entraining or detraining at up to 2 mph is permitted.

A 2 mph exception is intended to avoid the potential impact of slack action to employees riding the movement, and/or to enable an employee to entrain or detrain at a safe point that otherwise may be unavailable if waiting for the movement to come to a complete stop. The intention of this revision is clearly for entraining/detraining to occur when the movement is "beginning to move" or is "almost stopped".

(T-11) This procedure replaces the entraining safe work procedure on Page 24.

Safe Work Procedure – Entraining

Step 1

Communicate the intention to entrain to person in control of the movement. Stand facing the approaching movement, clear of its path on the engineer or operator's side.

Identify trailing foot and leading hand:

- If movement is from the left: left foot and right hand
- If movement is from the right: right foot and left hand

Do not attempt to entrain if you think the equipment is moving too fast.

Step 2

Grasp handrail or ladder with the leading hand and, in sync with the movement, step into the stirrup or step, with the trailing foot first. Once on the equipment, secure your leading foot into the stirrup or step while simultaneously securing your trailing hand onto the handhold of the equipment.

Communicate to the person in control of the movement you have entrained.

(T-14) Hand Brakes item 1 is changed to read: "1. Apply the minimum number of hand brakes and test the effectiveness in accordance with the applicable operating rules governing hand brakes."

(T-27) Three-Point Protection the following note is added:

NOTE: Three point protection is only required on the locomotive consist when necessary to have train brakes released for air brake test. (example: pushing button on marker to read air pressure when charging train for air test.)

6.4 Amtrak Passenger Schedules

Amtrak trains will be governed by their public schedule while operating over the Northeast US Service Area. Employees whose duties are affected by these trains must have a copy of the applicable public schedule or a notice or bulletin of the applicable schedule available while on duty.

6.5 Position Of Conductor

A company officer qualified on the operating rules, may authorize the Conductor to ride a trailing unit in the engine consist.

6.6 Medical Examinations

Train and Engine Service Employees will be notified when required to have physical examinations.

Engine Service Employees operating in Road Service in the State of New Jersey require an annual physical.

Employees may be required to take special periodical examinations as frequently as deemed necessary in judgment of the Medical Department and as directed when returning from furlough, illness, accident or injury.

When reporting to a medical office for any physical examination, employees must present photo identification in the form of a driver's license or other acceptable photo identification card.

6.7 Location Of Hospitals And Medical Facilities

CHIEF MEDICAL OFFICER Daniel M. Janiga, M.D. PO Box 530 Room 905 Soo Line Building Minneapolis, MN 55440		Capitol Health Care 2001 5th Ave, 2nd Floor Troy, NY 12180 518-274-9126 Fax: 518-274-9487 M 8-6, Tu-F 8-5	Medical Center at Wilton 135 North Road Wilton, NY 12831 518-926-1900 Fax: 518-926-1905 M-F 7:30-4
United Health Services 33 Mitchell Ave, Rm 204 Binghamton, NY 13903 607-762-2333 Fax: 607-762-3320 M-F 7:30-4:30	Glens Falls Center for Occ Health 2 Broad Street Plaza Glens Falls, NY 12801 518-926-2140 Fax: 518-926-2151 M-Th 6:30-5, F 6:30-4	Allied Services 235 Main Street Dickson City, PA 18519 570-383-9011 Fax: 570-383-9761 M 8-5, Tu 8-7, W-F 8-5	Healthworks WNY 6199 Transit Road Depew, NY 14043 716-206-0390 Fax: 716-206-0394 M-Th 8-7, F 8-5, Sat 8-1
Urgicare 79 Hammond Lane Plattsburgh, NY 12901 518-563-5900 Fax: 518-563-5903 M-F 8-4	Oakwood Medical Center 951 North Fourth Street Allentown, PA 18102 610-433-0114 Fax: 610-433-0205 M-Th 8-7, F 8-5	Healthworks WNY 300 Two Mile Creek Rd Tonawanda, NY 14150 716-447-6474 Fax: 716-447-6433 M-F 8-5	Healthworks WNY 1900 Ridge Road West Seneca, NY 14224 716-712-0670 Fax: 716-712-0674 M-F 8-5

6.8 Post-Accident Testing Hospitals — New York

Champlain Valley Physicians Medical Center 75 Beekman Street Plattsburgh, NY 12901 518-562-5371	Bassett Hospital of Schoharie 41 Grandview Drive Cobleskill, NY 518-254-3300	Bassett Healthcare 1 Atwell Road Cooperstown, NY 607-547-3355	Elizabethtown Community Hospital Park Terrace Elizabethtown, NY 518-873-6377
Moses Ludington Hospital 10 Wicker Street Ticonderoga, NY 518-585-2831 Ext 133	A. O. Fox Hospital One Norton Ave. Oneonta, NY 13820 607-432-5000	Delaware Valley Hospital & Health Centers 1 Titus Place Walton, NY 607-865-2100	Glens Falls Hospital 100-102 Park Street Glens Falls, NY 12801 518-926-3000
Saratoga Hospital 211 Church Street Saratoga Springs, NY 518-587-3222	The Hospital Sidney NY 43 Pearl Street W. Sidney, NY 607-561-2100 Binghamton Area	Binghamton General 10-42 Mitchell Ave. Binghamton, NY 607-762-2231	Ellis Hospital 1101 Nott Street Schenectady, NY 518-243-44121
St. Clare's Hospital 600 McCellan Street Schenectady, NY 518-382-2222	Lourdes Hospital 169 Riverside Drive Binghamton, NY 13905 607-798-5231	Wilson Memorial Regional Medical Center 33-57 Harrison Street Johnson City, PA 607-763-6611	Samaritan Hospital 2215 Burdett Ave. Troy, NY 518-271-3424
St, Mary's Hopsital 1300 Massachusetts Ave. Troy, NY 518-268-5697	Kenmore Mercy Hospital 300 Two Mile Creek Tonawanda, NY 716-447-6121	St. Joseph's Hospital 555 East Market St. Elmira, NY 14901 607- 737-7806	Albany Medical Center New Scotland Ave. Albany, NY 518-262-3131
Albany Memorial Hospital 600 Northern Blvd. Albany, NY 518-471-3111	Corning Hospital 176 Denison Parkway Corning NY 607-937-7200	St. James Mercy Hospital 411 Canisteo Street Hornell, NY 607-324-8890	St. Peter's Hospital 315 South Manning Bvd. Albany, NY 12208 518-525-1324
Robert Packer Hospital Guthie Square Sayre, PA 570-882-4225 (Waverly, NY area)	Millard Filmore Suburban Hospital 1540 Maple Street Williamsville, NY 14221 716-568-6550	St. Joseph's Hospital 2605 Harlem Street Cheektowaga, NY 716-891-2400	Erie County Medical Center 462 Grider Street Buffalo, NY 716-898-3458
Buffalo General Hospital 100 High Street Buffalo, NY 716-859-7300	Niagara Falls Memorial 621 Tenth St. Niagara Falls, NY 716-278-4000	St. Mary's Hospital 5300 Military Road Lewiston, NY 14092 716-298-2325	Degraff Memorial Hospital 445 Tremon Street Buffalo, NY 716-690-2111

6.9 Post-Accident Testing Hospitals — Pennsylvania

Mercy Health Partners 746 Jefferson Avenue Scranton, PA 18501 570-348-7951	Barnes-Kasson Hospital and Health Centers 400 Turnpike Street Susquehanna, PA 18847 570-853-3135	First Hospital Wyoming Valley 149 Dana Street Wilkes-Barre, PA 570-552-3900	Geisinger Wyoming Valley Medical Center 100 East Mountain Drive Wilkes-Barre, PA 570-348-1120
Community Medical Center 1800 Mulberry Street Scranton, PA 18510 570-969-8121	Geisinger Medical Center 100 North Academy Ave. Danville, PA 570-271-6591	Harrisburg Hospital 111 S. Front Street Harrisburg, PA 17101 717-782-3297	Community General Osteopathic Hospital 4300 Londonderry Rd. Harrisburg, PA 17109 717-657-7295
Shamokin Area Community Hospital 4200 Hospital Rd Coal Township, Pennsylvania, 17866 570-644-4222	Carlisle Hospital 246 Parker Street Carlisle, PA 717-249-1212	Sunbury Community Hospital & Outpatient Center 350 North Eleventh Street Sunbury, PA 17801 570-286-3333	Tyler Memorial Hospital 880 SR6W Tunkhannock, PA 570-836-2161
St. Luke's Hospital 1736 Hamilton Street Allentown, PA 610-770-8383	Lehigh Valley Hospital Cedarcrest & I-78 Allentown, PA 610-402-8111	Sacred Heart Hospital 421 Chew Street Allentown PA 610-776-4622	The Williamsport Hospital & Medical Center 777 Rural Ave. Williamsport, PA 570-321-1000
Wayne Memorial Health System, Inc. 601 Park Street Honesdale, PA 18443 570-253-8100			

6.10 Rules Examination

Employees whose duties require them to be qualified on the Operating Rules and Timetable must be re-examined on the operating rules biennially, or as required at an earlier time cycle from a proper authority.

Train and Engine Service employees will be assigned to attend rules classes by a Service Area Notice or notified by Crew Management. Employees are personally responsible for ensuring that they attend any required rules class.

Any employee who fails to attain a passing grade on the rules examination after two attempts, or who fails to attend rules instruction class within the required time period will be considered unqualified and will be held from service until they have passed the required examinations.

Engineers who fail to pass the required examinations on the first attempt when attending a re-certification class must not operate an engine until they pass the required examinations.

Engineers who fail to pass the annual Engineer Performance Monitoring (EPM) skill ride or event recorder check must not operate an engine until ridden by a Road Manager.

Employees attending class(es) must have in their possession the current Operating Rules, Timetable, Air Brake manual, Hazardous Material Instructions, Emergency Response Guidebook, TrAM Instructions, and Safety Rules.

6.11 Return To Work

Employees that are off an extended period of time will be governed as follows, provided they have maintained their periodic qualification as specified in the year given.

Less than 90 days: Employees will be permitted to return to work without instruction or examination.

91 days to 6 months: Employees holding a rules qualification will review with a qualified instructor or supervisor, on related procedures and special instructions which have changed during the employee absence. Examination is not mandatory.

6 months to 12 months: Employees holding a rules qualification will receive instructions by a qualified instructor, on related procedures and special instructions which have changed during the employees absence. Employee must attend a rules class and pass the appropriate examination before returning to work.

6.12 Return To Duty—New Jersey

If absent from all railroad duty for thirty (30) days or more, train and engine service employees reporting to operate a train in road service in or through the State of New Jersey must notify the Road Manager of such absence. The Road Manager will review with the employee so reporting to ascertain the employee's knowledge and understanding of any General Orders, Bulletin Orders, or changes in the Operating Rules which may have been issued during the absence.

6.13 Employee Qualifications

Employees are required to keep employee qualifications status updated with current information shown on inside of timetable back cover.

6.14 Physical Characteristics—Qualifying

Running trades employees who bid, bump, or are force to assignments on which they are not qualified will be governed by the following:

a) Employees who elect to transfer to another territory in an application of seniority in accordance with the Collective Agreement would be required to familiarize themselves with that territory without any additional compensation. (See note below)

b) A minimum of three (3) territory familiarization round trips will be allowed each Employee who is required by the Carrier to qualify in a new territory on NEUS for which he/she has not previously qualified. It is understood that additional familiarization trips will be allowed on a case by case basis as determined by the Road Manager or other qualified supervisor.

c) Employees who are required to operate trains on a territory controlled by another railway company and in circumstances where such employees are not qualified to operate trains on that territory, will be compensated for such qualification period in accordance with the provisions of the Collective Agreement for that train run. In these circumstances, the qualification period will be in compliance with that railroad's requirements, and it is understood that only the qualification period will be compensated and any further familiarization by such qualified employees will not be compensated.

d) Upon completion of the qualifying trips, employees must contact the applicable Road Manager or Manager of Operating Rules to arrange for a route qualification test. When the test is successfully completed and information has been forwarded to the CMC the employee's route qualification will be updated. Employees failing a route qualification test may not be allowed any further qualification trips and/or may not be compensated for any further qualification trips. Further qualification trips must be authorized by the Road Manager or Manager Operating Rules and Manager CMC.

e) On Main Track, if an engineer is piloted for purposes of qualification on physical characteristics, the pilot shall be a person qualified and certified as a locomotive engineer. The pilot may not be an assigned crew member.

g) Employees making a review trip to maintain qualification must have the permission of the Road Manager or Manager Operating Rules and Manager CMC before making the review trip.

h) Employees qualifying may be required to take the first available train at the home terminal and the away from home terminal in order to expedite qualifying.

Notes: In the application of clause (a) above, the Road Manager or other designated officer will determine the qualifying period for familiarization. In this regard, employees will be compensated for such familiarization in accordance with the provisions of the Collective Agreement for that particular train run for a minimum of one such trip. It is understood that this payment will accrue on a one time only basis and subsequent transfer will not be compensated.

Trainmen assigned to an extra board must be qualified to work in any direction from the extra board on which they are assigned. The Carrier will pay three (3) round trips at the prevailing rate for any employee that requires qualification trips.

6.15 Physical Characteristics—Maintaining

When an engineer requires a pilot, the pilot may be any person, who is not an assigned crew member, qualified on the physical characteristics of the territory.

On main lines, conductors who have not make a trip within twenty four (24) consecutive months to review the physical characteristics of the railroad on which they are required to perform service must not be assigned as conductor until authorized or deemed qualified by the proper officer.

Employees ordered to perform service as Conductor and/or Engineer over any portion of the railroad for which they are not qualified must immediately inform the Crew Dispatcher upon being called, stating the specific reason why he/she is not qualified.

6.16 Phone Utilization

The radio must be used as a first line communication device to communicate with the dispatcher. Cell and telephone should only be used when no other means are available. When using cell or telephone communication to communicate information or instructions pertaining to the movement of trains, engines, track car units or the protection of track work, the following applies:

The railway, the employee, train or engine being called and the employee calling must first be identified; and, the verification procedure contained in GCOR Rule 2.2 applies. When it is necessary to contact the train dispatcher by phone account radio wayside will not link up, the train dispatcher must attempt to communicate with crew via radio before using phone to issue written authorities or instructions.

Employees must have their company cell phone in their possession and turned on while on duty, both on a train and when deadheading. This will allow company representatives to contact you if necessary.

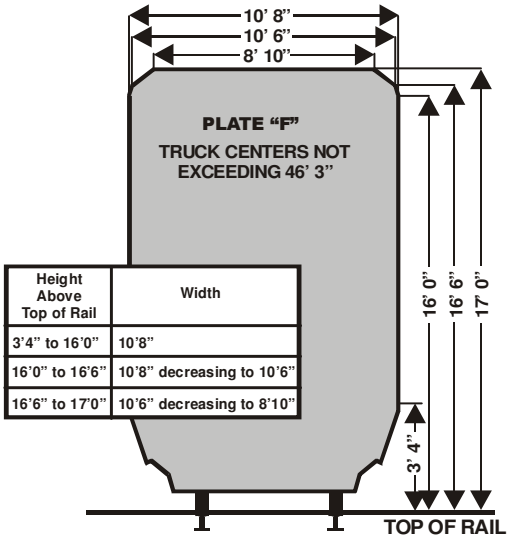
7.0 DIMENSIONAL EQUIPMENT

7.1 General

Wherever the term "train" appears herein, it also applies to an engine in transfer service. Wherever the term "protection notice" appears herein, it also applies to "blanket clearance."

A dimensional shipment is one which exceeds the maximum standards of size, weight, and/or height of center of gravity.

Maximum standards for size on Northeast US Service Area are Plate "F" measurements as shown:



Height Above Top of Rail	Width
3'4" to 16'0"	10'8"
16'0" to 16'6"	10'8" decreasing to 10'6"
16'6" to 17'0"	10'6" decreasing to 8'10"

Cars which often exceed these maximum size standards are:

Length: Flat cars loaded with pipe, beams, and poles, etc.

Width: Flat cars loaded with large machinery, transformers, boilers, etc.

Height: Piggyback (T.O.F.C.) loads, high cube box cars, multi-level auto cars and double stacked container shipments, etc.

Weight: Maximum standard for weight on NEUS for Main Track and Running Tracks is 286,000 pounds gross weight per 4 axle car. The maximum standard does not apply to cars less than 55 feet. The maximum car weight for the Plattsburgh Running Track is 272,000

Maximum standard for weight on NEUS is 272,000 pounds gross weight per car for cars less than 55 feet in length.

On track not included above, the maximum car weight is restricted to 272,000 pounds.

Maximum standard for height of centre of gravity on NEUS is a combined centre of gravity of 6.28" above top of rail.

7.2 Protection Notices

A protection notice affords protection only upon Main Tracks, Controlled Sidings, Interchange Tracks, or other tracks specifically identified in the protection notice.

Format of the protection notice has been divided into 6 sections:

"Section 1": Lists all of the S2MR IDs and e-mail addresses which receive a copy. Specifies the file number, the classification, and indicates if the shipment is governed by Specific Restrictions.

"Section 2": Specifies the date the Protection Notice was issued. Specifies the characteristics of the shipment, including the car number(s), car marshalling, type of lading, shipper/origin, consignee/destination, full route and CPR routing.

"Section 3": Specifies the measurements of the shipment: height, width, length, gross weight, centre of gravity from the truck centre and the combined centre of gravity.

"Section 4": Specifies the subdivision name and the mileage points between which the protection notice applies on the subdivision. Specifies the Classification of the shipment based on the effective width, which is also shown on the train consist in a "Code 6 Instruction Message."

"Section 5": Specifies the "Specific Restrictions" that apply to a load at specific locations along its routing. They are listed by mileage in the sequence in which they will be encountered. Some examples are: reduce speed over bridges or passing specific obstructions; stop, examine and proceed with crew observing the movement; and special marshalling.

"Section 6": Specifies the "Code 6 Instruction message" and file number of the Protection Notice. The "Code 6 Instruction message" on the train consist must be exactly as shown in Section 6 of the Protection Notice.

All dimensional traffic, with the following exceptions, must be protected by a protection notice:

a) Piggyback flat cars loaded with truck trailers not exceeding 17 ft 6 ins ATR (Above Top of Rail) by 8 ft 6 ins wide. This traffic can be handled without restriction over NEUS.

b) Fully enclosed (roof, sides and ends) multi-level traffic, not exceeding 19 ft 1 inch ATR (Above Top of Rail). This traffic can be handled without restriction on CPR, except at the locations shown in Time Table Main Line instructions.

c) Double stack containers loaded double stacked in conventional cars equipped for double stack operation and multi-platform cars must not exceed 20'2" ATR (Above Top of Rail). This is equivalent to two (2) 9'6" high, by 8'6" wide containers stacked. This traffic can be handled without restriction on NEUS segment of CPR except on the Canadian Subdivision between CPC 77 and Rouses Point which must not exceed 19'2" ATR.

d) Double stack equipment identified on train consist as clearance code "H" or "I", either empty or loaded with containers single tier are considered non-dimensional.

7.3 Protection Notice Copy

A copy of the Protection Notice must;

- accompany the movement from origin station to destination station,
- be attached to the shipments waybill (if a waybill is provided).

Crew members must comply with all applicable specific restrictions listed in their Protection Notice.

The following information will be provided immediately after the addresses on each Protection Notice.

Examples:

DL4011109 GENERAL RESTRICTIONS APPLY

or

RL4013099 GENERAL AND SPECIFIC RESTRICTIONS APPLY

a) File Number

- A file number commencing with "DL" indicates that General Restrictions apply. (e.g. DL4011109)
- A file number commencing with "RL" indicates General and Specific Restrictions apply. (e.g. RL4013099)

b) Restrictions

- "General Restrictions Apply," indicates that the following definition apply to this subsection of the notice:

  Restricted Meet: When the train handling the wide traffic is required to move past trains, equipment, or other permissible wide traffic, movements must be stopped and inspection made to ensure that adequate clearance exists before proceeding.

  Note: A Restricted Meet is not required at locations where tracks diverge onto separate roadbeds.

- "General and Specific Restrictions Apply," indicates that SPECIFIC RESTRICTIONS of the protection notice also apply.

7.4 Protection Notice Example

The following example is for a load routed from Scranton, PA to St Luc, PC

```
SECTION 1
---------

THIS PROTECTION NOTICE HAS BEEN ISSUED TO THE FOLLOWING S2MR IDS:
#OM0141 BEN0070 BLA0076 CDAC104 DAV0051 DHR0008 DHR0009 DHR0017
DHR0038 DHR0041 DHR0043 DHR0067 DUQ0009 GRO1020 HAY0037 HEA0003
HIG0006 IFS0188 IFS0276 IFS0370 IFS0371 IFS0372 IFS0373 IFS0442
IFS0443 MAT0077 MAY0015 MOH0022 NMC0050 NMC0051 OM01291 OM01700
OM01701 OM01702 OM09952 PEN0023 RAG0006 SMI0132 SOO0048 SYYO
VAC0007 VAG0001 FER0095 #OM0185

**********************************************************************
PERSONNEL INVOLVED WITH THE MOVEMENT AND PROTECTION OF DIMENSIONAL
TRAFFIC ARE REQUESTED TO REVIEW DIMENSIONAL HANDLING OPERATING
INSTRUCTIONS TO ENSURE THEY ARE FAMILIAR WITH THEIR JOB
RESPONSIBILITIES.
**********************************************************************

RL8110462     W-02       GENERAL AND SPECIFIC RESTRICTIONS APPLY

SECTION 2
---------

             CP RAIL DIMENSIONAL SHIPMENT CLEARANCE    DATE: 04/12/02
             ---------------------------------------
-- PROTECTION NOTICE - AUTHORIZATION --
-- OVER MAIN TRACKS, SIDINGS, AND INTERCHANGE TRACKS

SHIPMENT CAR(S)  : CP  9772
                   CP  401753
CAR MARSHALLING  : NO MARSHALLING INSTRUCTIONS APPLY
SHIPMENT         : XMAS TRAIN
TO MOVE FROM     : CPRS       SCRANTON PA
                   SUB  : FREIGHT MAIN LINE
                   MILE : 752.00
TO MOVE TO       : CPRS       ST LUC QC
                   SUB  : ADIRONDACK
                   MILE :  45.40
ROUTED VIA       : CPR
CP ROUTING         CPF480, ROUPTJCT, DELSON, NORTHJCT, WENWORTH,
                   STLUCJCT

SECTION 3
---------
                        SHIPMENT MEASURES:
                        ------------------

CENTRE MEASUREMENTS  :
    --- HEIGHT ABOVE RAIL ---          ---------- WIDTH -----------
       FROM            TO                FROM               TO
     FT   IN        FT   IN             FT   IN           FT   IN
      3   7.00      14   5.00           11   2.00
     14   5.00      18  11.00           11   2.00  DECR    7   8.00
```

```
LOAD LENGTH               :  50 FT  6 IN
GROSS WEIGHT              :  220000 POUNDS
CG TO TRUCK CENTRE        :  20 FT  5.0 IN
COMBINED CENTRE OF GRAVITY:       100.92 IN  ATR

SECTION 4
---------

SUBDIVISION NAME      FROM MILE  TO MILE   CLASS
FREIGHT MAIN LINE        752.00   467.40
CANADIAN SUBDIVISION       21.70   192.08
LACOLLE                  27.10     0.00    W02
ADIRONDACK               35.00    39.00    W02
ADIRONDACK               39.00    45.40    W02
FARNHAM CONNECTION        1.90     0.00    W02
ST.LUC BRANCH             2.10     0.00    W02
ADIRONDACK               45.40    45.40    W02


SECTION 5
---------

SPECIFIC RESTRICTIONS APPLY:

CANADIAN SUBDIVISION        MILE : 144.94
DO NOT EXCEED 10 MPH         TUNNEL - WILLSBORO


SECTION 6
---------

APPLY FOLLOWING CODE 6 INSTRUCTION MESSAGE:
6 CP 401753  DIMSL W-02    SEE PROTECTION NOTICE FOR
6 GENERAL AND SPECIFIC RESTRICTIONS. FILE RL8110462
6 CP 9772    DIMSL W-02    SEE PROTECTION NOTICE FOR
6 GENERAL AND SPECIFIC RESTRICTIONS. FILE RL8110462


PLEASE PROTECT
                                                  FILE : RL8110462

DIRECTOR NMC. RTC - CMC
CP RAIL
CALGARY ALBERTA
BJM
CONTACT:    RAILWAY LINE CLEARANCE OFFICER
            CLEARANCE BUREAU
            PHONE 403-319-7471 (OR) 800-363-0177
            S2-MR-#OM0184  FAX 403-319-6840
```

7.5 Handling Procedures

a) Before any dimensional traffic may be placed in a train, permission of the responsible NMC Manager (Operations Manager Calgary) must be secured. A crew member must confirm any dimensional traffic lifted en route with the train dispatcher.

Note: Permission will be withheld until appropriate MTP dimensional information has been updated.

When requesting permission from the NMC Manager, the employee doing so must supply the following information:

- Car initials and number,
- Specific Restrictions, if any,
- Protection Notice file number,
- Any other information that may be required.

b) The crew of a train or engine handling dimensional traffic is responsible to ensure a dimensional shipment is not diverted from the limits stated in section 4 of the Protection Notice. If necessary to move the shipment in an area outside of these limits, a revised protection notice must be obtained.

In terminals where crews are not in possession of Protection Notices, the yardmaster is responsible to protect these limits.

c) Before setting out dimensional traffic, the crew must obtain authority from the train dispatcher or yardmaster.

When dimensional traffic is set out, the crew must confirm the location of such traffic with the train dispatcher or yardmaster before leaving that location.

If communication with the train dispatcher or yardmaster is not possible, dimensional traffic must not be set out on a track adjacent to a main track or adjacent to a siding. Communication must be made with the train dispatcher at the first opportunity.

d) Yardmasters or other employees in charge are responsible to keep train and engine crews informed of the location of conflicting dimensional traffic within yards.

e) When necessary to protect the movement of dimensional traffic through a controlled interlocking, the signalman will be governed by instructions from the train dispatcher.

f) Crews must be especially watchful when operating through yards, sidings and interchange tracks to ensure ample side clearance exists between dimensional traffic being handled and equipment on adjacent tracks.

Crews must also ensure ample side clearance exists between equipment being handled and dimensional traffic on adjacent tracks.

Where overhead or side clearance is doubtful, movement must be stopped and inspection made to ensure that adequate clearance exists before proceeding.

g) On trains operating without a manned caboose, all dimensional traffic that would normally be marshalled to permit visual observation by the crew shall be marshalled as close as possible to, but not more than 2000 feet from, the controlling unit.

Note: Train consist or protection notice will indicate dimensional shipments to which this item applies.

h) When the dimensions of traffic does not permit unrestricted movement past other traffic on adjacent tracks, and it is not practicable for the Train Dispatcher to maintain signal blocking' devices or to withhold operating authority, the Train Dispatcher will, by the use of verbal authority or Form "D" issue instructions to trains to protect restricted meets against other main track movements.

i) Prior to a dimensional load being moved over joint trackage, permission must be obtained from the concerned railroad(s).

Dimensional loads on open top cars are not to be humped or switched except with engine attached.

8.0 AIR BRAKE AND TRAIN HANDLING RULES

Changes or new rules to the Air Brake and Train Handling Rules effective April 1, 2004 are included in this section. Item number is shown below each section.

8.1 Section 1—Engineer Certification

Reserved

8.2 Section 2—Locomotive Daily Inspection

Reserved

8.3 Section 3—Air Brake Test

3.1 Locomotive Air Brake Test—When Required

The fourth bullet is changed to read as follows:

- A locomotive engineer takes charge of a locomotive, except when changing off with another locomotive engineer.

7.3 Air Flow Method Leakage Test

Delete the second bullet reading "An airflow indicator with orange or red calibration mark that is 60 cfm" under paragraph 7.3b).

Delete the second bullet of Step 2 in the procedure box reading "Air flow pointer is at or below the calibration mark."

8.4 Section 4—Rail Car Equipment

12.0 Container Rail Cars with Power Cables

Item 12 series added.

12.1 Consist Warning Message – Bad Order Setoff

The train consist displays warning advising train crews that the applicable cars cannot be uncoupled from each other account electric supply cable connecting car to car.

For example, if there were 3 cars involved (e.g. DTTX 1, DTTX 2, DTTX 3) the warning would list each car. For example:

****

WARNING: DO NOT UNCOUPLE FROM CAR

DTTX 1, DTTX 2, DTTX 3

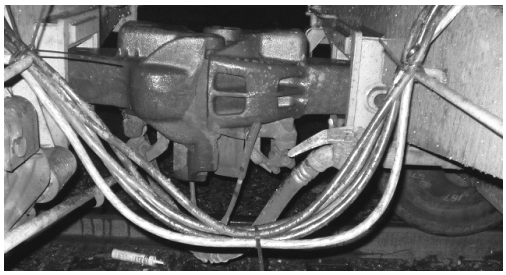
ACCOUNT ELECTRIC CABLE CONNECTIONS

****

To set off a bad order en route, set off the bad order plus all cars connected to it with electric power cables. It is not possible to set off one of these cars from the set. Ensure the Train Dispatcher is advised of set out.

12.2 Appearance of Cables and Affixed Warning Sign

Electrical Cable Strung between Cars



Warning Sign at Car Access Points:

12.3 Uncoupling Levers

a) To alert all employees that electrical cables are connected and that cars should not be uncoupled until cables are removed, a warning tag will be applied to each handhold above the uncoupling lever.

b) When the containers are unloaded and the electrical cable is removed, the warning tag will be removed.

8.5 Section 5—Locomotive & Train Operations

4.0 Locomotive Basic Consist

Revised in its entirety

Train Area Marshaling Instructions 13.0 Basic Consist And Assisting Locomotives, and 14.3 Locomotive Haulage Ratings And Equivalent Axle Counts will govern.

5.1 CPR Locomotives Not Equipped with Coupler Alignment Control

The following locomotives are not equipped with Coupler Alignment Control:

CPR Locomotives in series…			
1100	1200	1400	1500
1600	1700	6700	8100

5.2 Leased Locomotives

Unless otherwise specified, all locomotives leased by CPR will be equipped with coupler alignment control.

Note: It may be necessary to move **locomotives owned by industries** that perform their own in-plant switching. These locomotives may be equipped with coupler alignment control, however they must be regarded as **not being so equipped**, and must be marshalled as outlined in item 5.3 below, or item 7.4.

5.3 Requirement For Handling One or More Locomotives without Alignment Control

Except where defined in special instructions, the method for handling this series of locomotives in item 5.3 is as follows:

As part of the Lead Locomotive Consist
On CPR no more than one locomotive in the series listed or other locomotives as instructed by the NMC, are to be moved in a locomotive consist. When such locomotive is part of the lead locomotive consist (single or multiple), it must be marshalled next behind the lead locomotive. If marshalled as the second locomotive of a consist with no operating locomotive behind, it must have two loaded cars weighting at least 45 tons and less than 65 feet in length as the first and second cars behind such locomotive.
Without MU Capability or in Train
When this series or type of locomotive is not equipped for multiple locomotive operation due to design, mishap, damage, etc., it must be marshalled in the train and in accordance with item 7.4. The train must be handled as per 7.5.

5.4 Locomotive Engineer Responsibility:

In a terminal area the restrictions in item 5.3 do not apply when more than one of these series of locomotives are coupled together in a consist and it is the locomotive engineers responsibility to know before proceeding which locomotives in his care are not equipped with coupler alignment control and to handle the movement avoiding the use of dynamic brake and or independent brake on curves and turnouts.

5.5 Passenger Service:

Item 5.5 is added as follows:

There are no restrictions on the use of locomotives in passenger service that are not equipped with coupler alignment control.

7.4 Handling dead or disabled locomotives in a train.

Item 7.4 is replaced as follows:

A dead or disabled locomotive, including those listed in item 5.1, which cannot be added to the basic consist, may be handled in the train provided:

A It is separated from the lead locomotive consist handling the train and from other locomotives marshalled as follows:

- between at least **4 loaded** cars (two on each side) weighting at least **45 tons** and **less then 65 feet** in length.

Exception: The requirement to marshall these locomotives between **4 loaded** cars will not apply when there are no loaded cars marshalled to the rear of the locomotives being handled in the train. In this case, 2 loaded (45 ton <65 foot) cars in front and 2 empty cars behind that are less than 65 feet in length may be used.

B No more than two locomotives may be marshalled **in-train** and each locomotive must be marshalled between loads as described in item **A,** unless the exception applies.

C Locomotive(s) can be at any location in- train and if required to move at the extreme rear of train, must be marshalled as instructed in item **D**.

D A single locomotive which has a damaged drawbar may be moved at the extreme rear of train providing:

- the locomotive is dead, with air brakes set for “Dead in Train”
- the air brakes are operative
- the train is mostly loaded cars (at least 2/3 loads)
- there are no large blocks of empty cars (10 or more) marshalled anywhere ahead of the disabled locomotive and the 2 cars immediately ahead of the locomotive, loaded or empty, must be less than 65 feet in length.

7.5 Dead or Disabled Locomotive Not Equipped with Coupler Alignment Control

Item 7.5 is replaced as follows:

When dead or disabled locomotives are marshalled in accordance with item 7.4(A) above, dynamic brake factor must not exceed 10 and the use of independent brake on curves must be avoided.

11.3 GE AC4400 Locomotive Dry Radiator Cooling Water System

All GE locomotive-cooling systems uses a water on demand system to provide engine cooling. The cooling water is only present in the Radiators when the locomotive calls for cooling and this can cause the level in the water sight glass to change anytime the locomotive is running. It is important that the water is not present in the radiators when the water level is noted or during water fill. This can cause an overfill condition and possible frozen radiators and loss of coolant in sub zero operating conditions.

To determine proper water level on GE Locomotives use the following process:

1. Allow the locomotive to Idle for at least 10 minutes to allow water to drain from Radiators into the tank.
2. Open the car body doors at the water tank area. (Engineer's side)
3. Observe the green light under the water tank. If it is "ON" then the water is OUT of the radiators and in the tank.

Water can now be filled, or checked for proper level by observing the water sight glass. If the water level exceeds the "Full at Idle" mark, it must be drained to correct level.

Note: If the light is OFF, then the water level cannot be read until the light has come on. The locomotive can be filled with the engine at idle or dead using either of two methods.

Method 1 (Preferred)

- Connect a water hose to the water fill pipe connection at the side of the expansion tank.
- Open the spring loaded water fill valve to relieve pressure before and during filling. This valve is on the top, forward side of the expansion tank.
- Add water until the level reaches the "Full At Idle" mark on the sight glass.
- Once proper level is achieved turn water supply off immediately to avoid over-filling, then release the spring-loaded water fill valve so valve returns to it's closed position.

Method 2 (Alternate)

- Open car body fill door above the water tank, pull down the vent valve handle and wait at least 60 seconds while the tank vents.
- Then remove the Radiator Cap and place a hose in the tank.
- Add water until the level reaches the "Full At Idle" mark on the sight glass.
- Once proper level is achieved turn water supply off immediately to avoid over-filling.

CAUTION - Do not open the Radiator Cap unless the green light is "ON" and you have pulled down the Vent Valve handle that covers the Radiator Cap for at least 60 Seconds to prevent injury. IMPORTANT - With either method, the green light must be "ON" for the entire fill procedure. If the light goes out during filling, STOP and only resume filling when it comes on again! If this process in not following, an over-fill will result.

- When properly filled, the correct water level will be visible and must not exceed the "Full At Idle" mark with the green light "ON".
- During the water level inspection, ensure the correct water level does not exceed the "Full at Idle" mark. If the water level needs to be lowered, open the water drain valve located below the water tank near the water pump and drain to the correct level.

Caution - when draining water, water will drain under the platform; make sure no one is near the drainpipe.

11.5 Safety Hazard – Draining Leased Locomotive

Title and first paragraph is revised to read:

Safety Hazard Draining GM/EMD Locomotives (Including Leased Locomotives)

When it is necessary to drain the coolant from a leased or CP GM/EMD locomotive, ensure the drain pipe is not pointed at you. Remaining items a), b), c), and d) remain unchanged.

16.0 Coupling Locomotive Consist

The following paragraph is added:

All locomotives in the head end consists must be MU'ed unless the locomotives are not equipped to be MU'ed. See Section 5 item 6.5.

27.1 Maintaining Main Reservoir Pressure

The chart is changed to read "idle" for the throttle position of all AC locomotives.

8.6 Section 6—Train Handling

1.4 Requirements for Trains Braking on Heavy Descending Grades

Rule revised in its entirety to read:

The following train handling procedures apply when cresting and descending a hill listed in the table below under normal operation.

Trains with a weight per operative brake exceeding 100 tons must:

- Crest the hill and balance train speed at least 5 MPH below permissible speed until braking is seen to be ample, and;
- Trains must not exceed the following speeds while the lead locomotive is between the points named in the Descending Heavy Grade table.
    - 35 MPH on grades listed that are 1.0% to 1.29%
    - 30 MPH on grades listed that are 1.3% to 1.8%

The following table lists grades that are 1.0% to 1.8% for a distance of two miles or more.

Descending Heavy Grade Table

Subdivision	Location	Maximum Grade	Train Direction
Freight	MP 508 - 513	1.05%[35]	Northward
Freight	MP 519 - 526	1.36%[30]	Northward
Freight	MP 592 - 598	1.32%[30]	Northward
Freight	MP 598 - 604	1.06%[35]	Southward
Sunbury	MP 664 - 672	1.41%[30]	Southward
Sunbury	MP 682 - 686	1.49%[30]	Southward
Colonie	MP 2-5	1.20%	Southward
Adirondack Running Trk	MP 38 - 43	1.52%	Southward
Voorheesville Running Trk	MP 17 – 22	1.33%	Northward

1.6 Use of Retaining Valves

Reference to grades of 0.8% to 1.29% is changed to read 1.0% to 1.29%.

3.9 Air Flow Greater Than 60 CFM or Brake Pipe Gradient Greater Than 15 PSI While En route

New item 3.9 added

If a train qualified by the Air Flow Method (AFM) as provided in Section 3 for a Class I, Class IA, Class II or Transfer air brake tests, experiences a brake pipe air flow of greater than 60 CFM or brake pipe gradient of greater than 15 psi while en route and the movable pointer does not return to those limits within a reasonable time, the train shall be stopped at the next available location and be inspected for leaks in the brake system.

7.2 Dynamic Brake Factor Table for CP, SOO, Leased Locomotives

Change table to include locomotive series CP 8700 to 8859 and CP 9800 to 9840. Each series has a dynamic brake retarding force of 98,000 lbs and a DB factor of 10.

7.11e) Locomotive Table for Dynamic Brakes

Table for locomotives equipped with extended range dynamic brake is replaced with the following table:

Locomotive Type	Locomotive Numbers
AC 4400	CP 9500 to 9683 CP 8500 to 8580 CP 8600 to 8655 CP 8700 to 8859 CP 9700 to 9740 CP 9750 to 9784 CP 9800 to 9840
SD90MAC	CP 9100 to CP 9160 CP 9300 to 9303 CEFX 100 to 139
SD60	SOO 6000 to 6062
SD40 / SD40-2	CP 786 SOO 788 CP or SOO 6601 to 6604 CP or SOO 6606 to 6617

9.1 General Instructions

General Instructions is replaced in its entirety with TrAM instruction 13.6 General Instructions for Assisting Locomotives.

17.4 Diesel Engine Shutdown for Fuel Conservation

In Rule 17.4, b) under **Exceptions**, the instructions stating “leased locomotives are exempt from this instruction” is deleted.

Leased locomotives along with CPR locomotives must be shutdown as outlined in item 17.4.

8.7 Section 7—Securing Equipment

Reserved

8.8 Section 8—Train Information Braking System

Reserved

8.9 Section 9—Crew Reports

Reserved

8.10 Section 10—Cab Signals

Reserved

8.11 Section 11—Job Aids

1.2 Descending Heavy Grade

Replace second paragraph in its entirety and insert a new paragraph that reads "Trains with a weight per operative brake exceeding 100 tons must:"

Descending Heavy Grade Table is changed to read as follows:

The following tables list the grades that are heavy grades (1.0 % to 1.8 %) for a distance of two miles or more.

Note: item 4.1 (b) speeds are indicate by either [30] or [35]. ***Examples:*** 1.00%[35] or 1.30%[30]

Subdivision	Location	Maximum Grade	Train Direction
Freight	MP 508 - 513	1.05%[35]	Northward
Freight	MP 519 - 526	1.36%[30]	Northward
Freight	MP 592 - 598	1.32%[30]	Northward
Freight	MP 598 - 604	1.06%[35]	Southward
Sunbury	MP 664 - 672	1.41%[30]	Southward
Sunbury	MP 682 - 686	1.49%[30]	Southward
Colonie	MP 2-5	1.20%	Southward
Adirondack Running Trk	MP 38 - 43	1.52%	Southward
Voorheesville Running Trk	MP 17 – 22	1.33%	Northward

1.4 Train Handling Guidelines

Replace second paragraph in its entirety and insert a new paragraph that reads:

"Trains with a weight per operative brake exceeding 100 tons must:"

1.9 Use of Retaining Valves

Reference to grades of 0.8% to 1.29% in this item is changed to read:

1.0% to 1.29%.

1.11 Moving From a Planned Stop

Reference to grades of 0.8% to 1.29% in this item is changed to read:

1.0% to 1.29%.

2.0 GE AC4400 Job Aid

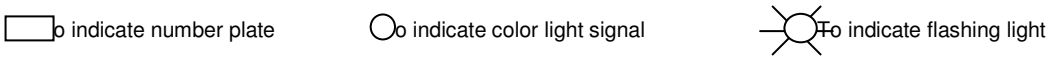
Locomotive series CP 8700 to 8859 is added to job aid.

8.12 Glossary

Reserved

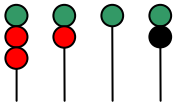
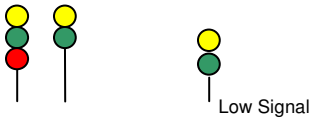
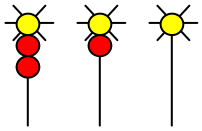
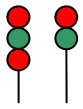
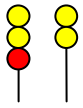
GENERAL DESCRIPTION OF SIGNALS

Signal aspects are shown by the color of lights, flashing of lights, position of lights, or any combination thereof. Number plates or letter plate are illustrated in these rules only when they are needed to qualify the signal aspect. The following symbols are used in diagrams of signal aspects.



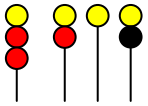
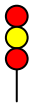
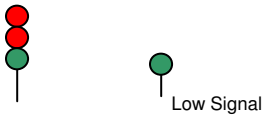
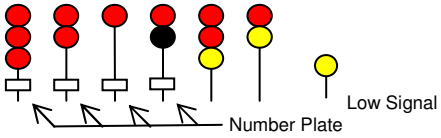
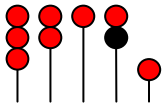
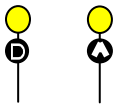
Aspects shown in Rule 9.1.2 through 9.1.13 may be displayed on signals with or without a number plate on signal mast.

BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECT	NAME	INDICATION
9.1.1		CLEAR	Proceed not exceeding maximum authorized speed.
9.1.2		APPROACH MEDIUM	Proceed approaching the next signal at 30 MPH.
9.1.3		ADVANCE APPROACH	Proceed prepared to stop at the second signal. Passenger trains exceeding 45 MPH and Freight trains exceeding 40 MPH must begin reduction to those speeds as soon as engine passes the Advance Approach signal.
9.1.4		MEDIUM CLEAR	Proceed at 30 MPH until entire train clears all control points, interlockings and spring switches then proceed at maximum authorized speed.
9.1.5		MEDIUM APPROACH MEDIUM	Proceed at 30 MPH until entire train clears all control points, interlockings and spring switches, then approach next signal at 30 MPH. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the Medium Approach Medium signal is clearly visible.
9.1.6		APPROACH SLOW	Proceed approaching next signal Not exceeding 15 MPH. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the engine passes the Approach Slow signal.

GENERAL DESCRIPTION OF SIGNALS

continued

9.1.7		APPROACH	Proceed prepared to stop at the next signal. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the engine passes the Approach signal
9.1.8		MEDIUM APPROACH	Proceed prepared to stop at the next signal. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the Medium Approach signal is clearly visible.
9.1.9		SLOW CLEAR	Proceed at 15 MPH until entire train clears all control points, interlockings or spring switches, then proceed at maximum authorized speed.
9.1.10		SLOW APPROACH	Proceed prepared to stop at next signal. 15 MPH applies until entire train clears all control points, interlockings and spring switches, then 30 MPH applies.
9.1.11		RESTRICTING	Proceed at restricted speed
9.1.12		STOP	Stop
9.1.13		DISTANT SIGNAL APPROACH	Proceed prepared to stop short of next signal. NOTE: Does not convey block or track information.

Notes:

EMPLOYEE QUALIFICATIONS

Hire Date	Name	Occupation	CP Number

Radio Model	Radio ID	NS 102 Key Serial #	Medical Date	Medical Location	Medical Restriction

Date	Territory	Portion Qualified For Service (Point To Point)

Engineer Performance Monitoring			Rules Qualifications		
Date	Train/Territory	DSLE	Date	Rule Type	Instructor

NOTES

_____

_____

_____

_____

NORTHEAST US SERVICE AREA

CANADIAN PACIFIC RAILWAY POLICE SERVICE

24 HOUR COMMUNICATIONS CENTER

TOLL FREE NUMBER ☎ 1-800-716-9132 (Canada and USA)

Please call direct or through the dispatcher to report near misses and other incidents which affect the safe operation of the railway.

e-mail:
Police_communications@cpr.ca

Employee and Family Assistance Program

To contact the nearest EFAP Referral Agent please call
☎ (800) 777-0618, Fax (651) 772-5935
or 1-800-824-9892 (24 hour number)

INTERNET

CANADIAN PACIFIC RAILWAY
http://www.cpr.ca

The Railway Association of Canada
http://www.railcan.ca

Association of American Railroads
http://www.aar.org