

## 2015 CROR Summary of Changes for T&E

Time has been removed from the completion and cancellation of authorities and is no longer required when providing a train location report. In addition, the contents of authorities have been reduced in order to simplify the form and delivery of authorities with the goal of avoiding burying critical components of the authority provided.

The Rule Book for T&E employees is simply the User Manual renamed and revised to capture the changes which have occurred within the Operating Rules. The following captures those changes which result in a change of behavior for T&E employees.

### Definitions

#### Engine in Yard Service

New definition as follows: "An engine with or without cars utilized exclusively in switching, marshalling, humping, trimming and industrial switching."

#### Marker

New definition added to simplify wording when required to identify the arrival of a movement. A marker will be a red light or reflectorized plaque, SBU or tail end remote locomotive.

#### Locomotive Engineer

Revised to also include Remote Control Operator to avoid having to state locomotive engineer or remote control operator.

#### Turnout Speed

Relocated from Rule 104 to definitions as applies to all switches not just hand operated, remains 15 MPH unless otherwise provided by special instructions or signal indication.

#### Train and Transfer

Revised to remove rule requirements for each which is now carried in a separate rule.

### General Rules

#### Flag Placement

If the maximum distance available will place an advance flag at the same location as the flag it governs the approach to, the advance flag will not be placed and such will be indicated in the GBO.

### Signals General

#### Headlight

Rule revised and portion dealing with failure separated from the rule, review Rule Book for T&E employees item 7.5

#### Signal Imperfectly Displayed

When a signal displays a solid yellow on the bottom position and one or all of the remaining positions are extinguished, the indication is considered as displaying RESTRICTING when the approaching movement is operating at restricted or reduced speed or any indication to Stop.

### Protection of Track Work and Track Conditions

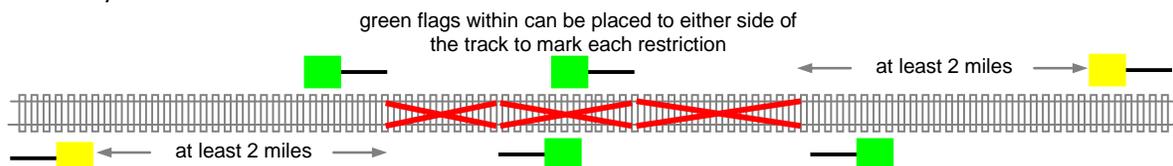
#### Protection of Track Work in Non-main track and Cautionary Limits

New rule included which results in the same method of protecting track work in non-main track and cautionary limits. Rule now contains a provision for the foreman to provide instructions to a movement.

Track work in cautionary limits will be protected the same as track work in non-main track is today, can be a switch lined to prevent access or a red signal between the rails.

#### Multiple Abutting Slow Orders

When a GBO contains multiple abutting speed restrictions in a single GBO, a single green flag will be placed to either side of the track to identify each restriction within the GBO.



## Operation of Movements

### Train Location Report

No longer to be recorded in writing except when the following movement, or when providing instructions to “close up”, in OCS. Now requires that the person who provided the report to acknowledge the repeat, you must still confirm accuracy of the report to be provided with other crew members prior to providing.

Revised so now provided as per the following example: “5874 West clear of mile 12 1-2 Galt Sub”. If the report repeated is correct it is acknowledged as per the following example: “Correct, conductor Smith”.

### Cautionary Limits

Engineering may now protect track work in Cautionary limits with just a red flag, does not require a switch to be lined away from the working point.

### Switch Restore

No longer required to be recorded in writing and now provided as per the following example: “West siding switch Whitney is normal”. When acknowledging, similar to train location report, is it simply “correct” followed by your occupation and name.

## General Bulletin Order (GBO)

### TGBO

If the TGBO overlaps and contains restrictions within DOB limits, you must use the TGBO for DOB limits unless authorized by the RTC to use the DOB.

### Form T

Now a single GBO which provides authority to leave, and provides protection against, equipment on main track.

### Form V

Examples 4 and 5 which dealt with defective automatic warning devices are removed. When a crossing is defective, instruction will be provided as per the following example” *Manually protect crossing mile 13.5 Duke Sub*”. Such instruction may be provided verbally when the movement is within 2 controlled blocks, or 25 miles when there is no controlled block prior, of the restriction.

## Occupancy Control System (OCS)

### Protecting Against a Preceding Movement

If a train location report is not received, the following movement may operate prepared to stop within one half the range of vision of equipment. As identified above, the preceding movement only need to record the location report in writing when it is provided to a following movement with instructions to “close up.”

### Reversing Under a Proceed Clearance

A movement authorized to proceed may now reverse 300 feet or less on main track regardless of the track designation.

## Absolute Block Signal System (ABS)

### Passing Signal to Return to a Portion of your Movement

When required to re-enter a block occupied by a portion of your movement, instructions from the RTC or stopping is not required but must operate prepared to stop within one half the range of vision of equipment. A stop is not required in this circumstance or when the movement has the required RTC permission.

### Delayed in the Block

Exception has been expanded so now applies when have entered the block on any indication other than restricted.

## Centralized Traffic Control (CTC)

### Reversing Direction

When a movement has stopped with its trailing end in a controlled location, it may now reverse within the controlled location on verbal instructions from the RTC.

### Entering between Signals at hand operated switch equipped with an Electric Lock

Permission from RTC is verbal in such situation.

## Interlocking Rules

### Stop Signal Locally-Controlled Interlocking

A stop is not required when the movement has authority from the signalman to pass the signal.