

Test

Simple Test

Custom Edition

Revision: 3

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100 - Application of Rules and Special Instructions

100.1 Employees must know and comply with rules, instructions, and procedures that govern their duties. They must also comply with the instructions of supervisors. When there is uncertainty, employees must:

1. Take the safe course, and
2. Contact a supervisor for clarification.

100.4 Before entering, using, or dispatching controlled tracks, each employee and foreign line employee operating on CSX tracks must be in possession of his or her own current copy of the following documents:

1. Rule books specified by system bulletin,
2. Applicable timetable instructions,
3. System bulletins, and
4. Applicable division bulletins.

100.5 CSX employees performing service on foreign line tracks are governed by the foreign line and must carry the rules, timetables, and special instructions of that line.

100.2 When rules and special instructions conflict, the following apply:

1. Special instructions supersede rules;
2. Dispatcher messages supersede special instructions and rules; and
3. Form EC-1 instructions supersede dispatcher messages, special instructions, and rules.

100.3 Rule books and special instructions in effect must be available for use when employees are on duty.

100.6 When a rule book or timetable is reissued, it supersedes all previous versions on the effective date and time. Employees must:

1. Obtain a copy,
2. Verify the document is complete, and
3. Have the documents available for use.

101 - System and Division Bulletins and Notices

101.2 The following applies to bulletins:

1. System bulletins implement changes in rules and system-wide operating practices,
2. Division bulletins implement changes in timetable special instructions, and
3. Procedural instruction manuals implement changes in train dispatching operating practices.

101.3 System and division bulletins and notices will:

1. Be numbered consecutively;
2. Expire at 2359 on the last day of March, June, September, and December; and
3. Be reissued, as necessary, effective 0001 on the first day of January, April, July, and October.

101.1 Before beginning work, employees must determine if any bulletins or notices have been issued since their last tour of duty, and:

1. Read, carry, and comply with all of the bulletins that affect their tour of duty; and
2. Read and comply with the information contained in notices.

504 - General Signal Rules

504.16 If a train has the permission of the train dispatcher to make a reverse movement within the limits of the same block, the movement must be made at restricted speed with a crewmember located on the rear of the movement unless all of the following conditions are met:

1. Move will not exit the block,
2. Move will not exceed 10 MPH,
3. Move will not exceed one train length up to one mile,
4. Move will not occur in or enter main track yard limits,
5. Move will not occur on or enter a drawbridge,
6. Move will not occur in or enter working limits, and
7. There are no intervening highway-rail or pedestrian crossings at grade.

504.4 Trains may operate according to the indication of the next fixed signal governing the movement when:

1. The next governing signal can be plainly seen,
2. The rear of the movement has passed through all crossovers and turnouts, and
3. The train is not required to operate at restricted speed.

504.34 When removing unattended equipment from a controlled track, advise the train dispatcher of:

1. The number of locomotives or cars moved, and
2. The identifying initials and number of the locomotive or car at each end of such equipment.

504.24 When a train is stopped at remotely controlled railroad crossing at grade in which train dispatcher does NOT have control over the intersecting line and no immediate conflicting movement is evident, comply with special instructions. If there are no special instructions:

- a. If equipped with a time release:
 1. The leading end of train must not be more than 250 feet from signal and remain at that location during the time-release interval,
 2. Operate time release,
 3. If signal changes; proceed, and
 4. If signal does not change by the expiration of the time-release interval, receive permission from the train dispatcher to pass the Stop signal. Then, pull by signal at least 30 feet, stopping clear of the intersecting line. After waiting a period of time equal to the time-release interval, the train may proceed at restricted speed to the next signal, or if no next signal, until the entire train clears turnouts and crossovers and leading end of train reaches the opposing Absolute signal.
- b. If not equipped with a time release:
 1. Receive permission from the train dispatcher to pass the Stop signal,
 2. Pull by Stop signal at least 30 feet, stopping clear of the intersecting line,
 3. Wait 10 minutes, and
 4. If no conflicting movement, then proceed at restricted speed to the next signal, or if there is no next signal, until the entire train clears turnouts and crossovers and leading end of train reaches the opposing Absolute signal.

- 504.2** Trains must approach the beginning of signaled territory prepared to comply with the first signal in service.
- 504.28** Promptly report a signal imperfectly displayed to the train dispatcher and regard the signal as the most restrictive indication that can be conveyed by that signal, with the following exceptions:
- a. If only one indication is possible, that indication governs, or
 - b. When the arms of a semaphore signal can be seen, they govern, or
 - c. When one colored light is displayed in the cluster of lights of a color position light signal, it means the same as two lights in the cluster, or
 - d. When one or more lower units of a color light signal aspect is dark, the aspect is to be observed as though the lights that should be displayed were displaying red. This does not apply to Rule C-1290(A).
- 504.22** After permission has been confirmed, the train must operate at restricted speed until the entire train has cleared all controlled point switches or spring switches and the leading wheels have:
- a. Passed a more favorable fixed signal, or
 - b. Entered non-signaled territory, or
 - c. If in cab signal territory, trains with operative cab signals must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.
- 504.15** During the time a dual-controlled switch is in hand position, switching movements may pass signals that govern the switch indicating Stop at restricted speed without permission of the train dispatcher. After restoring the switches to motor or power position, a train may proceed on signal indication or permission of the train dispatcher.
- 504.32** Obtain permission from the train dispatcher before leaving equipment unattended on a controlled track and provide the following information to the train dispatcher for the dispatcher record:
1. Specific locations of both ends of the equipment,
 2. Identifying initials and number of the locomotive or the car at each end of the equipment, and
 3. Total number of locomotives and cars.
- 504.5** A signal indication requiring restricted speed applies until the leading end of the train reaches the next governing signal. When a signal aspect requiring restricted speed is displayed by a signal governing movements into non-signaled territory, it will apply until:
1. The entire movement clears turnouts and crossovers, and
 2. Leading end of the train reaches the end of signaled territory.

- 504.11** A train may occupy a specific track segment and move in both directions when authorized by the train dispatcher under the following conditions:
1. The train must be clear of the track segment before the time limit expires and the train dispatcher must be advised,
 2. The authority to work does not relieve the crew of complying with block signal indications, and
 3. A train that has reported clear must not occupy the track segment again without receiving a new authority.
- 504.17** A train may make a reverse movement within the limits of the same block without the permission of the train dispatcher, if all of the following conditions are met:
1. The movement must be made at restricted speed, and
 2. A crewmember or other qualified employee is positioned on the ground ahead of the leading end prepared to stop any opposing movement.
- 504.3** Movements not governed by fixed signal indication must receive authorization from the train dispatcher then proceed at restricted speed to the:
- a. Next signal, or
 - b. End of signaled territory if the movement is to enter non-signal territory, or
 - c. In cab signal territory, trains may proceed in accordance with cab signal indication after clearing limits.
- 504.1** General signal rules apply where special instructions, dispatcher message, or Form EC-1 designate the following Authorities for Movement are in effect:
- a. Main Track Yard Limits Signaled (YL-S), or
 - b. Track Warrant Controlled with Automatic Block Signals (TWC-ABS), or
 - c. Current of Traffic (COT), or
 - d. Traffic Control (TC), or
 - e. Control Point (CP) Signal.
- 504.21** To pass a Stop signal, a train must have permission of the train dispatcher. The conductor or locomotive operator must contact the train dispatcher and follow his or her instructions. A Stop signal may be passed at restricted speed without permission of the train dispatcher when necessary to recouple to own train located immediately beyond the signal and no power operated switches are involved.
- 504.30** Train crews observing an improper signal aspect permitting a train to proceed must:
1. Bring train to a safe and normal stop before passing the signal,
 2. Notify the train dispatcher and be governed by his or her instructions, and
 3. Provide warning for approaching trains until relieved by the train dispatcher.

- 504.8** If a train enters a block on a signal indication that does not require restricted speed then stops, the train must:
- a. **In COT, TC, and CP Territory** - Proceed prepared to stop at the next signal, and not exceed 40 MPH unless governed by a slower speed. The train must not exceed 40 MPH until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.
 - b. **In YL-S and TWC-ABS Territory** - Trains must proceed at a speed that permits stopping within one-half the range of vision, stopping short of a train, a car, an obstruction, on-track equipment or a Stop signal and not exceed 40 MPH unless governed by a slower speed to the next signal. The train must not exceed 40 MPH until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.
 - c. **In Cab Signal Territory** - The train may proceed in accordance with cab signal indication.
- 504.36** Special instructions, dispatcher message, or Form EC-1 may temporarily remove block signals and signal rules from service. When signal system is suspended, establish an alternate method of operation and notify all trains affected.
- 504.12** Trains or equipment on sidings and other tracks must be left standing clear of the insulated joints at the clearance point.
- 504.26** Trains may use return to train indicators to return to a train left standing immediately beyond a railroad crossing at grade. The indicator conveys no information as to the position of power-operated switches; however, when indicator light displays a white light, the movement may pass the signal displaying Stop and return to the train provided:
- a. Permission is received from the train dispatcher to operate in hand position any power switches that are not lined for the desired route, or
 - b. The movement may be made over power switches in motor or power position when the switches are lined for the desired route, or
 - c. A release located on the side of a signal at the railroad crossing at grade, if so equipped, is operated and a signal for a reverse movement over the crossing is received.
- 504.37** Unless otherwise specified, when signals are temporarily removed from service, trains must:
1. Approach all Absolute signals prepared to stop and not pass these signals without permission of the train dispatcher,
 2. Stop at drawbridges and railroad crossings at grade and be governed by rules or special instructions in effect for that particular location,
 3. Approach all public crossings at grade that are equipped with automatic grade crossing warning devices prepared to stop and provide protection,
 4. Examine switch points to ensure they are lined and secured before making facing point movements over spring switches, and
 5. Operate switches and derails in accordance with rules governing operating switches and derails by hand.
- 504.19** Promptly notify the train dispatcher when a signal displays a Stop aspect unless the reason for such aspect is apparent.

- 504.23** When a train is stopped at a Stop signal at a remotely controlled railroad crossing at grade and the train dispatcher has control of the intersecting line, the train must receive permission to pass the Stop indication.
- 504.40** If rails are rusted or cars have been left standing and wheels are rusted, crewmembers must confer with the train dispatcher. If rails are rusted, signal maintainers must notify train dispatchers.
- 504.27** If a train operating on a signal indication more favorable than Approach encounters a Stop signal or a signal requiring restricted speed, the train must:
1. Comply with the signal indication consistent with good train handling unless conditions require an emergency brake application, and
 2. Report the incident to the train dispatcher.
- 504.33** The train dispatcher may grant authority to a train to remove unattended equipment from a controlled track once the train dispatcher verifies that a clear understanding exists among crewmembers as to the location of the standing equipment. The train must:
1. Stop one-quarter mile from the standing equipment, and
 2. Approach the location of the standing equipment at restricted speed.
- 504.25** When a train is stopped at an automatic railroad crossing at grade and no conflicting movement is evident, comply with special instructions. If no special instructions:
1. The leading end of train must be stopped not more than 250 feet from the Stop signal and it must remain at that location during the time-release interval,
 2. Operate the time release in accordance with instructions posted at the location or found in timetable special instructions,
 3. If signal changes; proceed, and
 4. If the signal does not change at the expiration of the time-release interval:
 1. Receive permission from the train dispatcher to pass the Stop signal,
 2. If no conflicting movement is evident, the train must pull by the Stop signal at least 30 feet, stopping clear of the intersecting line,
 3. Train must wait a period of time equal to the time-release interval, and
 4. If no conflicting movement is evident, the train may then proceed at restricted speed to the next signal or, if there is no next signal, to a point in which the entire train is through turnouts and crossovers and until the leading end of the movement reaches the opposing Absolute signal.
- 504.6** Employees must observe block signals. When a train fails to actuate a signal properly:
1. Stop the train immediately,
 2. Attempt to stop other trains affected, and
 3. Notify the train dispatcher.

- 504.20** A train approaching a fixed signal requiring a stop must stop before any part of the movement passes the signal. If a train passes a Stop signal without permission:
1. Notify the train dispatcher, and
 2. Provide warning against approaching trains.
- 504.9** If a train enters a block on a signal indication that does not require restricted speed, and the train:
- a. Reduces speed to 15 MPH or less after passing a distant signal governing either the approach to a railroad crossing at grade or the beginning of signaled territory, the train must approach the home signal prepared to stop until:
 1. The leading end of the movement reaches the home signal, and
 2. It can be seen that the indication of the home signal permits the train to proceed.
 - b. Passes a distant signal and reduces speed to 10 MPH or less approaching a home signal not at a railroad crossing at grade:
 1. In other than cab signal territory, the train must:
 1. Approach the home signal prepared to stop,
 2. Not exceed 40 MPH unless governed by a slower speed, and
 3. Resume the speed authorized by the distant signal when the home signal is seen to display a proceed indication.
 2. In cab signal territory, the train may proceed in accordance with cab signal indication.
- 504.10** When switching at a point where signal indication governs the movement, provide sufficient room, when feasible, for the locomotive to recouple to the train behind the leaving signal. The train must not proceed except by signal indication or as authorized by the train dispatcher.
- 504.39** Trains occupying rusty rails, or rails covered with sand, oil, or other matter may also fail to shunt the track circuits. Employees must be especially vigilant to detect and report such conditions and, unless otherwise instructed by the train dispatcher, they must provide proper protection.
- 504.38** Under certain conditions, a single car or a single light locomotive unit may fail to activate the block signals or the highway-rail crossing at grade warning devices. These movements must not be stopped on sand. If it is necessary to use sand to stop, the locomotive or car must be moved clear of the sanded portion of the rails immediately after stopping.
- 504.29** When a fixed signal is absent from the place where it is usually displayed, the most restrictive indication that can be given by that signal governs the movement. Immediately report the absence of the signal to the train dispatcher.
- 504.18** Permission of the train dispatcher is required for a train to make a reverse movement outside the limits of the block. Before granting permission, the train dispatcher must determine that the designated track is clear and there are no authorized opposing movements. The train must move at restricted speed until the leading end reaches a more favorable signal.

504.31 Obtain permission from the train dispatcher to assist a standing train. After receiving permission from the train dispatcher, a locomotive may be permitted in the same block to assist a standing train provided:

1. Train dispatcher is informed that a clear understanding exists between all crewmembers of the location of the standing train,
2. A crewmember of the standing train provides warning against the assisting locomotive, and
3. The crew of the assisting locomotive perform the following:
 1. Stop one-quarter mile from the standing train,
 2. Approach the location at restricted speed,
 3. Stop prior to coupling,
 4. Conduct a job briefing with a crewmember of the standing train,
 5. Couple to the standing train and provide needed assistance,
 6. Contact the train dispatcher and provide location of detachment,
 7. Obtain permission from the train dispatcher to detach, and
 8. Detach from the standing train and stop. Remain stopped until obtaining permission from the train dispatcher to proceed, even when operating with the current of traffic in COT territory.

504.7 When the leading end of a train stops less than one locomotive length on either side of an Absolute signal, the train must not proceed again without receiving permission from the train dispatcher.

504.13 Do not open a switch that provides access to a signaled track unless authorized by signal indication or permission of the train dispatcher. Permission of the train dispatcher is required to:

- a. Unlock an electrically locked switch, or
- b. Break the seal to operate the emergency release of an electrically locked switch, or
- c. Place a dual-controlled power-operated switch in hand position or operate in hand position, or
- d. Spike a non-dual-controlled power-operated switch.

504.35 Remove signals from service only when authorized by the proper authority and in the following circumstances:

- a. Storm or flood renders signal system inoperative, or
- b. Prompt restoration of signal system disruption for other cause(s) cannot be effected, or
- c. Construction work necessitates the signals' temporary removal from service.

504.14 When necessary to place a dual-controlled power-operated switch in hand position:

1. Unlock the switch lock,
2. Place selector lever in hand position,
3. On pneumatic power-operated switches, unlock the small lever at the end of the machine and pull out a full stroke,
4. Operate the hand-throw lever until the switch points are completely lined to the opposite position and then back to ensure the points are controlled by the operation of the hand-throw lever. This must be done whether or not the switch points appear to be lined for the desired route,
5. Line the switch for the route to be used and lock the switch lever,
6. When making a facing point movement, the entire movement must clear the switch points before the selector lever may be restored to motor/power position,
7. When making a trailing point movement, restore the selector lever to motor/power position after the leading wheels of the movement have moved onto the switch points,
8. The same employee who places a dual-controlled switch in hand position must restore the switch to motor/power position unless other arrangements are made,
9. When restored to motor/power, lock the selector lever in motor/power, and
10. Notify the train dispatcher and the locomotive operator when the switch has been restored to motor/power position.

505 - Track Warrant Control Rules Non-Signaled (TWC-D)

- 505.1** When the authority for movement on a controlled track is designated by special instructions, dispatcher message, or Form EC-1 as TWC-D, trains will be governed by verbal authority from the train dispatcher.
- 505.2** Trains must not enter controlled track in TWC-D territory unless authorized to do so by the train dispatcher, or as a work train working as part of the engineering work group within designated working limits.
- 505.3** Copy the authorities from the train dispatcher on the Form EC-1 in the prescribed format. Where more than one main track is in service, the track number or name will be designated in the authority.
- 505.4** The limits of the authority must be designated on Form EC-1 by:
- a. Station names, or
 - b. Mileposts, or
 - c. Switch, or
 - d. Signal, or
 - e. Control point.

505.5 The following table describes the limit of the authority:

When the End of the Limit Is:	The End of the Authority Is:
A controlled point	The home signal or controlled point signal
A passenger station	The point specified by the train dispatcher on Form EC-1
A hand-operated switch	The fouling point of the switch
Multiple hand-operated switches	The fouling point of the first switch unless otherwise specified by the train dispatcher on Form EC-1
Other stations	The station sign

505.6 The train dispatcher may authorize a train to enter TWC-D territory at a hand-operated switch in order to clear the switch and proceed in the opposite direction.

505.7 When a train is authorized to operate in both directions:

1. It may operate in either direction,
2. Switches within the designated limits may be left as instructed by the train dispatcher during the time the authority is in effect,
3. The authority remains in effect until canceled,
4. Before the track warrant is canceled, a crewmember must ensure that all switches are locked in normal position, and
5. The train dispatcher must not authorize other movements within the track warrant limits.

505.8 To make a reverse movement, trains authorized to move in one direction:

1. Must obtain authorization of the train dispatcher,
2. Before authorizing, the train dispatcher must determine that the track to be used is clear and no opposing movements have been authorized, and
3. Once authorized, the train may make a reverse movement within the limits.

505.9 A train must report by specific locations when directed by the train dispatcher. Once a train has reported by a specific location, the train must not re-enter that section of track unless a new authority is obtained.

505.10 A track warrant authority is fulfilled when a train operating in a specified direction clears the limits. After a train clears the limits of its track warrant authority, the conductor or the locomotive operator must promptly release the authority unless otherwise directed by the train dispatcher.

505.11 A train must not release an authority or report by a specific location until:

- a. A crewmember or other employee observes the rear end marker or verifies the rear car's initials and number, or
- b. The train passes a defect detector that gives an axle count that agrees with the count of a previous defect detector or an actual count made by a crewmember, or
- c. The train clears the controlled track at a hand-operated switch and the switch (and derail, if equipped) has been restored and locked in normal position, or
- d. A train equipped with properly functioning telemetry:
 1. Indicates the rear of the train is intact,
 2. The display indicating air pressure on the rear of the train gives the expected reading, and
 3. The distance traveled by the leading end of the train is:
 - a. The train's length, as determined by the use of the odometer on the HTD, or
 - b. Three miles beyond the clearing point.

505.12 When hand-operated switches are used, before releasing an authority or reporting by a specific location:

1. Complete the Switch Position Awareness Form (SPAF) in ink,
2. Report the following to the train dispatcher:
 1. Location of the switch operated,
 2. Switch(es) restored and locked in normal position,
 3. Time switch was initially reversed,
 4. Time switch was restored and locked in normal position, and
 5. Name of employee who operated the switch.
3. Retain the Switch Position Awareness Form (SPAF) until the next tour of duty.

505.13 Obtain permission from the train dispatcher to assist a standing train. After receiving permission from the train dispatcher, a locomotive may assist a standing train provided:

1. Train dispatcher is informed that a clear understanding exists between all crewmembers of the location of the standing train,
2. A crewmember of the standing train provides warning against the assisting locomotive, and
3. The crew of the assisting locomotive perform the following:
 1. Stop one-quarter mile from the standing train,
 2. Approach the location at restricted speed,
 3. Stop prior to coupling,
 4. Conduct a job briefing with crewmember of the standing train,
 5. Couple to the standing train and provide needed assistance,
 6. Contact the train dispatcher and provide location of detachment,
 7. Obtain permission from the dispatcher to detach from the train, and
 8. Detach from the standing train then remain stopped until obtaining a new authority from the train dispatcher.

505.14 Obtain permission from the train dispatcher before leaving equipment unattended on a controlled track and provide the following information to the train dispatcher:

1. Specific locations of both ends of the equipment,
2. The identifying initials and number of the locomotive or car at each end of the equipment,
3. Total number of locomotives and cars, and
4. The information provided is confirmed to be correct by all crewmembers.

505.15 The train dispatcher may grant authority to a train to remove unattended equipment from a controlled track once the train dispatcher verifies that a clear understanding exists among crewmembers as to the location of the standing equipment. The train must:

1. Stop one-quarter mile from the standing equipment, and
2. Approach the location of the standing equipment at restricted speed.

505.16 Advise the train dispatcher of the following when unattended equipment is removed from a controlled track:

1. The identifying initials and number of the locomotive or car at each end of the equipment, and
2. The total number of locomotives and cars removed.

505.17 If a train overruns an authority:

1. Notify the train dispatcher, and
2. Provide warning against approaching trains.

506 - Track Warrant Control with Automatic Block Signals (TWC-ABS)

506.1 When the authority for movement on a controlled track is designated in special instructions, dispatcher message, or Form EC-1 as TWC-ABS:

1. Trains are authorized to occupy controlled tracks by verbal authority from the train dispatcher,
2. Train movements are governed by signal indication, and
3. General signal rules are also in effect.

506.2 Trains must not enter or make an initial movement on controlled tracks in TWC-ABS limits unless authorized by verbal authority from the train dispatcher or as a work train working as part of the engineering work group within designated working limits.

506.3 Copy authorities from the train dispatcher on the Form EC-1 in the prescribed format. Where more than one main track is in service, the track number or name will be designated in the authority.

506.4 The limits of the track warrant authority must be designated on Form EC-1 by:

- a. Station names, or
- b. Mileposts, or
- c. Switch, or
- d. Signal, or
- e. Control point.

506.5 The following table describes the limit of the authority:

When the Location Is:	The End of the Authority Is:
A controlled point	The home signal or controlled point signal
A passenger station	The point specified by the train dispatcher on Form EC-1
A hand-operated switch	The fouling point of the switch
Multiple hand-operated switches	Fouling point of the first switch unless otherwise specified by the train dispatcher on Form EC-1
Other stations	Station sign

506.6 To enter TWC-ABS territory at a hand-operated switch, the conductor or locomotive operator must receive authorization from the train dispatcher. After authority has been granted, crewmembers must take action to ensure adequate signal protection by complying with the following:

- a. At switch(es) not equipped with a bolt lock or an electric lock:
 - 1. A crewmember must promptly operate the switch(es) and remain at the switch(es),
 - 2. Wait five minutes before starting train movement, if a train is seen or heard approaching on the track to be occupied before the five minutes has elapsed, switch(es) must be secured in normal position, and
 - 3. Before operating the switch again, permission must be obtained from the train dispatcher to occupy the controlled track.
- b. At switch(es) equipped with a bolt lock:
 - 1. A crewmember must promptly operate the bolt lock and remain at the switch, and
 - 2. Wait five minutes before operating the switch(es).
- c. At switch(es) equipped with an electric lock, train movement may begin as soon as the switch(es) have been properly lined.

506.7 The train dispatcher may relieve crewmembers from the five minute waiting period after it has been determined that no train is moving or has been authorized to move in the direction of the switch(es) from the last controlled point. Once the switch(es) have been lined for movement, a crewmember must immediately notify the train dispatcher, who must not authorize the movement of a train from the last controlled point until this notification has been received.

506.8 When a train is authorized to operate in both directions:

1. It may operate in either direction,
2. Switches within the designated limits may be left in reverse position and unattended,
3. The authority remains in effect until canceled,
4. Before the track warrant is canceled, a crewmember must ensure that all switches are locked in normal position, and
5. The train dispatcher must not authorize other movements within the track warrant limits.

506.9 A train must report by specific locations when directed by the train dispatcher. Once a train has reported by a specific location, the train must not re-enter that section of track unless a new authority is obtained.

506.10 A track warrant authority is fulfilled when a train operating in a specified direction clears the limits. After a train clears the limits of its track warrant authority, the conductor or the locomotive operator, must promptly release the authority to the train dispatcher.

506.11 A train must not release an authority or report by a specific location until:

- a. A crewmember or other employee observes the rear end marker or verifies the rear car's initials and number, or
- b. The train passes a defect detector that gives an axle count that agrees with the count of a previous defect detector or an actual count made by a crewmember, or
- c. The train clears the controlled track at a hand-operated switch and the switch (and derail, if equipped) has been restored and locked in normal position, or
- d. A train equipped with properly functioning telemetry:
 1. Indicates the rear of the train is intact,
 2. The display indicating air pressure on the rear of the train gives the expected reading, and
 3. The distance traveled by the leading end of the train is:
 - a. The train's length, as determined by the use of the odometer on the HTD, or
 - b. Three miles beyond the clearing point.

506.12 If a train overruns an authority:

1. Notify the train dispatcher, and
2. Provide warning against approaching trains.

300 - Authorized Train Speed

Forced Page Break

301 - Control of Train Speed

1280 to 1298 - Signal Aspects and Indications

Non Rule Section

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Test