

## APRIL – RULE REVIEW (ERAD EVENTS)

ERAD currently detects and flags seven exceptions. Later project phases will permit monitoring of more complex rules including signal rules. As with all new technology, the bugs are being worked out and the system is being streamlined for ease of use.

Here are the exceptions the RFE are alerted to from the download of your trip.

- Improper Dynamic Brake: Refer to ABTH rules 5503 & 5505  
**Lever change of (5) positions and speed above (15) MPH while in dynamic brake.**
- Improper Independent Brake: Refer to ABTH rule 5505  
**Independent brake cylinder pressure greater than 10 psi with speed above 15 mph for more than 6 seconds.**
- Power Braking: Refer to ABTH rule 5552 – Controlling Speed  
**Speed above 10 mph and brake pipe pressure less than 84 psi, in throttle position higher than 2 for more than 31 seconds.**
- Emergency in Motion: Refer to ABTH rule 5653  
**Speed above 10 mph and brake pipe pressure equal to 0 psi for more than 2 seconds.**
- Excessive Fuel Utilization: Refer to ABTH rule 5401A – Conserving Fuel  
**Trailing Locomotive Excessive Idling: Locomotive speed = 0 mph for 31 minutes.**
- Engine Revving: Refer to ABTH 5060B – Increasing Air Compressor Output  
**Fuel Pump relay on, speed = 0, Tractive effort/amps = 0, and throttle > or = to position #2 and < or = to position #8 for 15 seconds.**
- Excessive Speed: Refer to Operating Rule 40 – Speed Rules  
**Level 1: Max Speed Exceeded by 1 MPH for 5 Min = Minor Event Handling**  
**Level 2: Max Speed Exceeded by 3 MPH for 1 Min = Minor Event Handling**  
**Level 3: Max Speed Exceeded by 5 MPH for 1 Min = Serious Event Handling**  
**Level 4: Max Speed Exceeded by 10 MPH for 1 Sec = Major Event Handling**



## Speed Rules

**40.** Train speeds must be maintained to the extent feasible, consistent with safety. They must not be exceeded. Train speeds may be authorized by the rules, special instructions, signal indications, dispatcher messages or other means. **When there is a difference in the speeds, the lowest speed will govern.**

**41.** Unless otherwise specified, **speed restrictions apply to the entire train.** If a crewmember is on the rear of the train, he must notify the engine crew, if feasible, when the rear of the train has passed through each speed restriction.

**42.** The locations of permanent speed restrictions are identified in **special instructions** and are indicated by:

1. A Permanent Reduce Speed Sign located at the beginning of the restriction. This sign must be placed to the right of the affected tracks, if feasible, and
2. A Permanent End Restriction Sign located at the end of the restriction. This sign must be placed to the left of the affected tracks, if feasible.

**Note:** Placement of these signs is not required for:

- a. City ordinance speed restrictions; and
- b. Permanent speed restrictions on other than main or signaled tracks.

**42-A.** When one speed is shown on a Permanent Reduce Speed sign it indicates the speed permitted for all trains.

When two speeds are shown, the higher speed indicates the speed permitted for passenger trains. **The lower speed indicates the speed permitted for other trains.**

**42-B.** If the same speed restriction applies to all tracks, only one Permanent Reduce Speed Sign need be used. If the speed restriction differs for any track, additional signs may be used. Also, when speed restrictions differ for any track, one sign with no speed shown may be used. In the latter case, trains must not exceed the speed indicated by special instructions for the track on which the train is operating.

**43.** On **main tracks, signaled tracks, or sidings** the locations of temporary speed restrictions and work force limits are designated by dispatcher message, and are indicated by the following sign placement:

**1. Temporary Speed Restriction:**

- a. A Warning Sign, located at least two miles before the restriction. This sign must be placed to the right of the track, if feasible;
- b. A Temporary Reduce Speed Sign located at the beginning of the restriction. This sign must be placed to the right of the track, if feasible; and
- c. A Temporary End Restriction Sign located at the end of the restriction. This sign must be placed to the left of the track, if feasible.

When conditions do not permit the placement of the Warning Sign(s), or do not permit the placement of any Temporary Reduce Speed Sign(s) in connection with a temporary speed restriction, the train dispatcher must be notified. **A dispatcher message must indicate that the sign(s) is not displayed.**

**SIMPLIFIED METHOD FOR CHECKING TRAIN SPEED USING AN ACCURATE LOCOMOTIVE DISTANCE COUNTER:**

- 1. Maintain speed for 15 seconds: MPH - 10, 15, 20, 25, 30, 40 etc**
- 2. Check distance counter for 15 seconds**
- 3. Multiply distance x 4 then x 60 and divide by 5,280 (1 Mile)**

**Example:**

- 1. Maintain 30 MPH speed for 15 seconds**
- 2. Distance counter shows 665 ft.**
- 3.  $665 \times 4 = 2660 \times 60 = 159,600$**
- 4.  $159,600$  divided by  $5,280 = 30.22727$**

**5556 Conditioning Brakes**

**A. While Stopped**

Maintain a brake pipe reduction of at least 10 PSI, but not more than full service, until the train is required to move.

**B. Leaving Train Unattended**

Apply train brakes with a full service application when a train will be left unattended.

**C. When Detaching Locomotive or Cars**

When cutting away from and leaving cars, follow the steps below:

<b>Cutting Away From And Leaving Cars</b>		
<b>Step</b>	<b>Who Does It</b>	<b>Action</b>
<b>1</b>	Engineer	Makes a full service brake pipe reduction**
<b>2</b>	Engineer	Verifies that the brake pipe exhaust stops.
<b>3</b>	Engineer	Notifies the trainman to uncouple.
<b>4</b>	Trainman	Closes the angle cock on the last locomotive or car to be detached and leaves the angle cock open on the first of the cars to be cut away from to prevent bottling air.
<b>5</b>	Engineer	After cutting away, place train in EMERGENCY with two-way telemetry, if equipped. Verify brake pipe pressure drops to 0 PSI.
**NOTE: When cutting away from a train that is due an inbound inspection of air brakes, reduce brake pipe pressure to 20 PSI at a service rate.		



**Electronic & Electrical Devices – Review OR 425 (Effective March 28, 2011)**

Railroad Operating Employee is **any employee engaged in or connected with the movement of a train**, including a hostler or engine mover.

A railroad operating employee shall not use an electronic device that would interfere with the employee's or another railroad operating employee's performance of safety-related duties. No individual in the cab of a controlling locomotive shall use an electronic device if that use would interfere with a railroad operating employee's performance of safety-related duties.

**Personal cellular phones or CSX provided cellular phones may be used in case of emergencies or for redundancy if radio or other communication failure (Operating Rules 408 and 409).**

Personal cellular phones may be used for minimal personal voice communication purposes **when the following conditions are met:**

1. When train or engine is **stopped and not engaged** in any switching operation,
2. No other employee is on the ground assisting in the preparation of the train,
3. A **job briefing is held** by all crewmembers and all agree the use of personal phone is safe, and
4. Any crewmember not located on the lead locomotive is in a place of safety **not closer than 25 feet from the nearest rail.**

Railroad employees within **dispatcher, yardmaster, and operator offices** must have personal electronic devices turned off (with ear piece removed) and **stored out of sight**. Personal cell phones may be used for minimal voice communication outside the confines of the office.

**Note:**

**Texting or accessing the internet isn't permitted at**

**ANYTIME OR PLACE while on-duty for T&E**

**Operating Employees.**

**(This includes, Crew Rooms / Switch Shacks, ETC),**

