

GCOR

General Code of Operating Rules

Transition Guide

Effective April 1, 2015

**This guide contains changes from the
GCOR Sixth Edition to the
GCOR Seventh Edition
in effect April 1, 2015**

**These rules herein govern the operations of the railroads listed
and must be complied with by all employees regardless of gender
whose duties are in any way affected thereby. They supersede
all previous rules and instructions inconsistent therewith.**

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1.0 General Responsibilities

1.6.1 Motor Vehicle Driving Records

Entire rule changed to read:

A certified conductor, engineer or person seeking initial certification convicted for operating a motor vehicle under the influence of/ impaired by alcohol or a controlled substance must report the conviction to their supervisor within 48 hours of being notified.

As applied to this rule, a conviction also includes:

- Refusal to undergo such testing when a law enforcement official seeks to find out whether a person is operating under the influence/impaired by alcohol or a controlled substance.
- Participation in state sponsored diversion program, guilty pleas, and completed state actions to cancel, revoke, suspend or deny a driver's license.

1.6.3 Notification of Deteriorating Vision or Hearing

Entire rule changed to read:

A certified conductor, engineer or person seeking initial certification who has knowledge their hearing or vision has deteriorated and cannot be corrected to the minimum acceptable requirement as outlined in federal regulations (20/40 distant visual acuity, 70 degree field of vision, ability to recognize/distinguish between railroad color signals, hearing loss no greater than 40 decibels) must report that fact immediately to the proper authority or the medical department.

1.10 Games, Reading, or Other Media

New second bullet added and Electronic Device information removed:

Employees on duty must not:

- Play games.
- Use personal electronic devices other than provided for in Rule 2.21 (Electronic Devices).
or
- Read magazines, newspapers, or other literature not related to their duties when:
 - On a train or engine.
 - Performing safety related activities.or
- It would delay or interfere with required duties.

This does not prohibit employees from having such material enclosed in their personal luggage.

Rule title and entire rule changed to read:

1.22 Unauthorized Persons on Equipment

Do not permit unauthorized persons on equipment.

Promptly notify the train dispatcher or supervisor when unauthorized persons or emergency responders are observed on, under or between railroad equipment.

When made aware of emergency responders on, under or between railroad equipment, train dispatcher or supervisor must arrange for a qualified employee to inspect all affected equipment to verify proper securement as soon as practical.

1.47 Duties of Crew Members

Part A paragraph 1 changed to read:

1. The conductor supervises the operation and administration of the train (if trains are combined with more than one conductor on board, the conductor with the most seniority takes charge). All persons employed on the train must obey the conductor's instructions, unless the instructions endanger the train's safety or violate the rules. If any doubts arise concerning the authority for proceeding or safety, the conductor must consult with the engineer who will be equally responsible for the safety and proper handling of the train. Certified conductors must have a current certificate in their possession while on duty.

Chapter title changed to read:

2.0 Railroad Radio and Communication Rules

New rule added:

2.21 Electronic Devices

This rule outlines the requirements for use of electronic devices. As used in this rule, the following definitions apply:

Electronic Device. An electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; look at pictures; read a book or other written material; play a game; navigate the Internet; navigate the physical world; play, view, or listen to a video; play, view or listen to a television broadcast; play or listen to music; execute a computational function; or, perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee or another employee from a safety related task.

Railroad Operating Employee. An individual who is:

- Engaged in or connected with the movement of a train including a hostler,
- A train employee providing commuter or intercity rail passenger transportation,
or
- Subject to hours of service governing train service employees.

The use of any electronic device is prohibited if that use would interfere with an employee's performance of safety-related duties.

A. Personal or Railroad Supplied Electronic Devices

Personal or railroad supplied electronic devices may be used as necessary:

- To respond to an emergency situation involving the operation of the railroad,
- To respond to an emergency encountered while on duty,
- As a communication device in the event of radio malfunction.

B. Personal Electronic Devices

Except when deadheading in other than a controlling locomotive, railroad operating employees on duty (includes supervisors) must have each electronic device turned off and stowed out of sight with any earpiece removed from the ear when:

- On moving rolling equipment or on-track equipment.
- Any member of the crew is on the ground performing safety related duties.
or
- Any employee is assisting in preparation of the train, engine(s) or on-track equipment.

A railroad operating employee may use a personal cell phone only for voice communication when:

- Rolling and on-track equipment is stopped,
- A safety briefing is conducted with all crew members to confirm that it will not interfere with any safety related or required duty,
- No member of crew will foul any track.

Cell phone must be turned off when call has been completed.

Railroad operating employees may use a digital storage and display function of an electronic device to refer to a railroad rule, special instruction, timetable, or other directive provided train is stopped and use does not interfere with any employee's performance of safety related duties and all other crew members have been briefed on its limited use. When not in use it must be turned off and stowed.

A personal stand-alone camera may be used to take a photograph of a safety hazard or a violation of a rail safety law, regulation, order, or standard, provided that:

- A job briefing is conducted among all crew members and any other individuals in the controlling cab of moving equipment,
- It is turned off immediately after the photograph has been made;
- It is not used by an employee at the controls of moving equipment.

A personal stand-alone calculator, digital watch whose only purpose is as a timepiece and medical devices that are consistent with the railroad's standards may be used as necessary in the performance of duties.

C. Railroad Supplied Electronic Devices

Railroad operating employees may use railroad supplied electronic devices to send or receive work related information with:

- Railroad supervisors.
- Railroad customers.
- Railroad dispatchers.
- Railroad customer service employees.

or

- Other railroad employees as necessary in the performance of their duties.

Railroad operating employees must not use a railroad supplied electronic device for purposes other than which it was intended or while:

- Operating the controls of a moving locomotive.
- On the ground within 4 feet of any track.
- On the ground and engaged in an active switching operation.
- Riding rolling equipment during a switching operation.
- At the controls of the locomotive and any other employee is assisting in the preparation of the train, engine(s), or on-track equipment, including testing of railroad equipment or brakes.
- Inside the controlling cab of a locomotive, train or on-track equipment, unless there has been a safety briefing and all crew members agree that it is safe to do so.
- Verbally obtaining or releasing mandatory directives when railroad radio communication is available.

Railroad authorized electronic devices may be used in the body of a business car or passenger train for railroad business when it will not interfere with an employee's performance of safety related duties.

3.0 Section Reserved

No rule changes in this chapter.

4.0 Timetables

4.3 Timetable Characters

Last sentence changed to read:

Explanation of characters will be shown in the timetable or special instructions.

5.0 Signals and Their Use

5.3.3 Signal Disappearance

Single bullet deleted and added as last sentence:

If a person disappears who is giving the signal to back or shove a train, engine, or car, or the light being used disappears, employees must stop movement unless employee on leading car controls the air brakes.

5.4.2 Display of Yellow Flag

Part A title changed to read:

A. Restriction Is In Effect

Part B title and remainder of rule changed to read:

B. Restriction Is Not In Effect

When a yellow flag is displayed and no restriction is in effect as specified by a track bulletin, track warrant, or general order, once the train is 2 miles beyond the yellow flag, crew members must:

1. Continue moving the train but at a speed not exceeding 10 MPH.
2. Resume speed only after the rear of the train has:
 - a. Passed a green flag.
 - or
 - b. Traveled 4 miles beyond the yellow flag and the train dispatcher has verified that no track bulletin or track warrant specifying a temporary speed restriction is in effect at that location.

5.4.3 Display of Yellow-Red Flag

First paragraph changed to read:

Employees may display yellow-red flags from one hour before to one hour after a track bulletin Form B is in effect. During that time the employee in charge may provide a train instructions to proceed without restriction, specifying the Track Bulletin number (specifying line number when necessary) and advising no red flag displayed.

Part A title changed to read:

A. Restriction Is In Effect

Part B title changed to read:

B. Restriction Is Not In Effect

Part B first paragraph changed to read:

When a yellow-red flag is displayed and no restriction is in effect as specified by a track bulletin, track warrant, or general order, a crew member must attempt to contact the employee in charge of the yellow-red flag. Crew members must be prepared to stop short of a red flag 2 miles beyond the yellow-red flag. If a red flag is displayed, proceed as outlined in Rule 5.4.7 (Display of Red Flag). If no red flag is displayed and no instructions have been provided by the employee in charge of the yellow-red flag:

5.4.7 Display of Red Flag

All references to “red lights” removed:

A red flag is displayed where trains must stop. When approaching a red flag the train must stop short of the red flag and not proceed unless the employee in charge gives instructions, including the milepost location of the red flag. A crew member must attempt to contact the employee in charge to avoid delay, giving the location of the red flag and the track being used. If instructions to proceed are received before the train stops, the train may pass the red flag without stopping.

If track bulletin Form B is not in effect, instructions must include speed and distance. This speed must not be exceeded until the rear of the train has passed the specified distance from the red flag, unless otherwise instructed by the employee in charge.

Displayed Between Rails. When a red flag is displayed between the rails of a track, the train must stop and not proceed until the flag has been removed by an employee of the class that placed it.

5.4.8 Flag Location

All references to “red lights” removed:

Flags will be displayed only on the track affected. However, when yellow, yellow-red, or red flags are used for protection without a track bulletin, track warrant, or general order, these flags must be placed to protect all possible access to the restricted area.

Flags must be displayed to the right of the track as viewed from an approaching train. In multiple main track territory or where sidings are adjacent to main track(s), they will be placed on the field side of outside tracks. Red flags may be displayed between the rails as outlined in Rule 5.4.7 (Display of Red Flag). Flags will be placed in this manner unless otherwise specified by track bulletin, track warrant, special instructions, or general order.

When flags are displayed beyond the first rail of an adjacent track, the flags will not apply to the track on which the train is moving.

New rule added:

5.8.5 Silenced Whistle

Whistle signal (7) is not required when approaching a public crossing at grade when:

- Permanent maximum authorized track speed is 15 MPH or less,
- Active grade crossing warning devices, if equipped, are operating as intended,
and
- Crew member is on the ground at the crossing to provide warning until crossing is occupied.

5.9.5 Displaying Ditch Lights

First sentence changed to read:

Display ditch lights, if equipped, to the front of the train when moving over public crossings and anytime the headlight is required to be on bright.

5.13 Blue Signal Protection of Workmen

A. What a Blue Signal Signifies

Number 5 added to part A:

5. Controls or devices on rolling equipment that could affect equipment movement (for example, MU cables/hoses, hand brakes, angle cocks, etc.) must not be changed or operated unless directed by individuals who placed the blue signals or by the employee in charge of workmen.

B. How to Provide Protection

Number 2 in part B changed to read:

2. A derail capable of restricting access to the track where work will occur must be locked in derailing position with an effective locking device and positioned at least:
 - a. 150 feet from the rolling equipment to be protected.
 - or
 - b. 50 feet from the end of rolling equipment on a designated engine servicing track or car shop repair track where speed is limited to not more than 5 MPH.

A blue signal must be displayed at each derail.

C. Blue Signal Readily Visible to Engineer

Number 4 added to part C:

4. Engine controls, brakes, circuit breakers and electrical switches (except cab lights) must not be operated unless directed by individuals who placed the blue signals or by the employee in charge of workmen.

6.0 Movement of Trains and Engines

6.2 Initiating Movement

Entire rule changed to read:

Before initiating movement on a main track or controlled siding, a crew member must:

- Receive track bulletins affecting their movement.
- or
- Determine from the train dispatcher or yardmaster if any track bulletins are needed.

6.5 Shoving Movements

Sixth bullet changed to read:

- Immediately before shoving, a movement is made on the adjacent track providing the employee the ability to visually determine the track to be shoved is clear and route is properly lined.

Eighth bullet changed to read:

- Making back up movements in accordance with Rule 6.6 (Back Up Movements).

6.5.1 Remote Control Movements

New second paragraph added:

When Remote Control Zone is equipped with pull back / stop protection (PSP), the operator must verify that PSP is operational. Pull back and stop protection must again be verified if PSP is overridden.

Last sentence changed to read:

Note: These steps must be repeated each time the remote control zone is activated.

Rule title and entire rule changed to read:

6.6 Back Up Movements

After obtaining permission from the train dispatcher, a train may back up on any main track or on any track where CTC is in effect under the following conditions:

1. The train dispatcher must verify the following within the same or overlapping limits:
 - a. Another authority is not in effect unless conflicting movements are protected.
 - b. A track bulletin Form B is not in effect.
 - c. A main track is not removed from service by a track bulletin.
 - d. Permission to leave a switch in the reverse position has not been granted.
2. The crew ensures movement will not:
 - a. Exceed the limit of the train's authority.
 - b. Exceed the train's length.
 - c. Enter or foul a private or public crossing except as provided by Rule 6.32.1 (Providing Warning Over Road Crossings).
 - d. Be made into or within yard limits, restricted limits, interlocking limits, drawbridges, railroad crossings at grade, or track bulletin Form B limits.

When movement is made under these conditions, restricted speed does not apply. Trains backing up under the provisions of this rule may pass signals indicating Stop and Proceed, without stopping.

6.13 Yard Limits

Entire rule changed to read:

Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines. Engines must give way as soon as possible to trains as they approach. Engines must keep posted as to the arrival of passenger trains and must not delay them.

6.14 Restricted Limits

First paragraph changed to read:

Within restricted limits, trains or engines are authorized to use the main track not protecting against other trains or engines. All movements must be made at restricted speed.

New rule added:

6.21.3 Track Obstruction / Unusual Conditions

When a train is advised in the words, "Between (location) and (location) be governed by Rule 6.21.3", within the specified limits train must move as directed in the special instructions.

6.31 Maximum Authorized Speed

Entire rule changed to read:

All crew members are responsible for knowing and not exceeding the maximum authorized speed for their train. Passenger speed is applicable only to trains consisting entirely of passenger equipment.

When possible, a crew member must promptly notify the train dispatcher of any condition that will delay or prevent the train from making usual speed.

6.32.1 Providing Warning Over Road Crossings

First and second bullets changed to read:

- Gates that are in the fully lowered position.
- or
- Flashing lights or passive warning devices when it is clearly seen that no traffic is stopped at the crossing or is approaching the crossing. Leading end of shoving movements must not exceed 15 MPH over crossings.

6.32.2 Automatic Warning Devices

First cell in the third row of the table, "prior to" changed to "before":

The crew communicates with a flagger before fouling the crossing and receives confirmation that warning is being provided by at least one equipped flagger who is unable to provide warning in all directions of approaching traffic.

7.0 Switching

7.7 Kicking or Dropping Cars

Entire rule changed to read:

Kicking or dropping cars is permitted only when it will not endanger employees, equipment, or contents of cars.

Dropping cars is permitted only at locations where specifically indicated by special instructions.

Before dropping cars, crew members must fully understand the intended movement. They must verify that the track is sufficiently clear and that switches and hand brakes are in working order. If possible, the engine must run on straight track. Cars must not be dropped over spring switches or dual control switches.

7.7.1 Gravity Switch Moves

First bullet changed to read:

- Hand brakes must be tested to ensure proper operation.

Second bullet changed to read:

- Sufficient hand brakes must be manned by crew members to ensure that the movement can be controlled and stopped.

7.10 Movement Through Gates or Doorways

Last sentence changed to read:

Do not ride on side of a car, engine, or other equipment when moving through gates, doorways, or similar openings.

8.0 Switches

8.2 Position of Switches

Entire rule modified to replace terms “handling” and “throwing” with “operating.” Second sentence modified:

The employee operating the switch or derail is responsible for the position of the switch or derail in use. Movement must not foul an adjacent track until the hand-operated switch is properly lined.

Do not operate switch that is tagged. If the switch is spiked, do not remove the spike unless authorized by the same craft or group that placed it.

Employees operating switches and derails must make sure:

- The switches and derails are properly lined for the intended route.
- The points fit properly and the target, if so equipped, corresponds with the switch’s position.
- When the operating lever is equipped with a latch, they do not step on the latch to release the lever except when operating the switch.
- After locking a switch or derail, they test the lock to ensure it is secured.
- The switch is not operated while equipment is fouling, standing on, or moving over the switch.
- When equipment has entered a track, the switch to that track is not lined away until the equipment has passed the clearance point of the track.

When possible, crew members on the engine must see that the switches and derails near the engine are properly lined.

Rule title changed to “Not Used” and entire rule deleted:

8.5 Not Used

9.0 Block System Rules

9.12.1 CTC Territory

Fourth bullet added:

- If the signal governs movement over a drawbridge, a crew member must verify that the bridge is in the proper position for the train to pass.

9.12.4 ABS Territory

Part A changed to read:

A. Main Track

On a main track, except where Rule 9.14 (Movement with the Current of Traffic) is in effect, after stopping, a train authorized beyond the signal may proceed at restricted speed under any of the following conditions:

1. Authority beyond the signal is joint with other trains or employees.
2. To permit an engine, with or without cars, to couple to its train or to a standing cut of cars, if the track between the engine and cars is clear.
3. A crew member has contacted the train dispatcher and obtained permission to pass the Stop indication. However, if the train dispatcher cannot be contacted, move 100 feet past the signal, wait 5 minutes, then proceed at restricted speed.

9.13.1 Hand Operation of Dual Control Switches

Second paragraph changed to read:

When the selector lever is in the HAND position or the crank has been removed from the holder, signals governing movements over the switch will display Stop indication, and movements will be governed by the employee operating the switch. Notify the engineer, if possible, when the switch is in hand operation and when it has been restored to power operation.

9.14 Movement with the Current of Traffic

Entire rule changed to read:

On tracks designated in the timetable, trains will run with the current of traffic, if the train dispatcher or control operator gives authorization or a controlled signal indicates proceed.

10.0 Rules Applicable Only in Centralized Traffic Control (CTC)

10.1 Authority to Enter CTC Limits

“5 minutes” changed to “10 minutes” in third and fourth paragraphs:

Signal Governing Movement Over a Hand-Operated Switch

If a signal governs movement over a hand-operated switch that is not electrically locked, the control operator must authorize the train to enter or occupy any track where CTC is in effect before the switch is opened. After the switch is opened, if the signal does not display a proceed indication, a crew member must wait 10 minutes at the switch. After the 10 minute wait if the signal does not display a proceed indication, move the train at restricted speed and notify the control operator.

However, if the block to be entered is occupied by its own standing train or when the hand-operated switch remains open, the movement may, after stopping, pass an absolute signal displaying a Stop indication without waiting 10 minutes and without contacting the control operator.

10.3 Track and Time

Part C changed to read:

C. Releasing When Within the Limits

Employees releasing track and time must state:

- Their name or other identification.
- The track and time limits being released, including number, if applicable.

If no other employee has received track and time within the same limits, a train within the limits may release its track and time to move in a specified direction. Signal indications will then govern the train, if the control operator verbally authorizes the release specifying direction of movement.

11.0 Rules Applicable in ACS, ATC and ATS Territories

No rule changes in this chapter.

12.0 Rules Applicable Only in Automatic Train Stop System (ATS) Territory

No rule changes in this chapter.

13.0 Rules Applicable Only in Automatic Cab Signal System (ACS) Territory

13.1.4 Cab Signals Cut In and Out

Last sentence of third paragraph changed to read:

If the device was not tested previously, the engineer must make a departure test before entering ACS territory.

14.0 Rules Applicable Only Within Track Warrant Control (TWC) Limits

14.4.1 Radio Blocking

Title reference of Rule 6.6 in the last paragraph changed to read:

In the application of Rule 6.4 (Reverse Movements) and Rule 6.6 (Back Up Movements), the movement must not go beyond the last specific location reported to the following train.

14.5 Protecting Men or Equipment

Title reference of rule 5.4.7 in the last sentence of part 2 changed to read:

If the track is not safe for trains to move at restricted speed, the employee must protect the track with red flags according to Rule 5.4.7 (Display of Red Flag).

14.7 Reporting Clear of Limits

Second paragraph changed to read:

In addition, a train using a hand-operated switch to clear the main track must comply with requirements outlined in Rule 8.3 (Main Track Switches) before reporting clear of the limits.

14.11 Changing Track Warrants

Entire rule changed to read:

Employees must not add to or alter a track warrant in any manner, except as specified by Rule 15.1.1 (Changing Address of Track Warrants or Track Bulletins).

When the limits or instructions of a track warrant must be changed, a new track warrant must be issued voiding the track warrant(s) to be changed.

15.0 Track Bulletin Rules

15.1 Track Bulletins

Entire rule changed to read:

Track bulletins must not be changed unless specified by Rules 15.1.1 (Changing Address of Track Warrants or Track Bulletins) or Rule 15.13 (Voiding Track Bulletins). The train dispatcher will issue track bulletins as required. Track bulletins will contain information on all conditions that affect safe train or engine movement. Forms other than track bulletin Forms A and B may be used when necessary.

Receipt and Comparison of Track Bulletins

At their initial station, unless otherwise instructed by the train dispatcher, the conductor and engineer must receive track bulletins affecting their train's movement:

- By a track warrant, unless the track warrant shows "NONE" or "NO."

or

- In a manner designated by special instructions. All rules that apply to track bulletins also apply.

The conductor and engineer must have copies of all track bulletins and other instructions required. 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.

At the initial station, when outbound crew members receive track warrants and track bulletins from inbound crew members, the conductor and engineer must compare the track warrants and track bulletins with each other and with the train dispatcher before proceeding.

At locations where track bulletins are delivered electronically crew members must verify that route description, if provided, covers the intended route of their train. If it does not, contact the train dispatcher and determine if the track bulletins are valid. Crew members must check the date and “OK” or issue time and if over 4 hours old when received, contact the train dispatcher and determine if additional track bulletins are needed.

Any rule referencing track warrants is also applicable to DTC authority.

15.2 Protection by Track Bulletin Form B

Entire rule changed to read:

Display track flags as specified in Rule 5.4.3 (Display of Yellow-Red Flag) and Rule 5.4.7 (Display of Red Flag).

A train must not enter the limits unless instructed by the employee in charge. A train within the limits at the time the track bulletin Form B takes effect must not make further movement until instructed by the employee in charge.

A crew member must attempt to contact the employee in charge to avoid delay, giving the train’s location and track being used. The employee in charge will use the following format to establish communication with the train:

Employee in charge of Track Bulletin No. ____ (specifying line number when necessary) between MP ____ and MP ____ (specifying subdivision when necessary).

Trains within the limits, unless otherwise restricted, must move at the speed(s) specified by the employee in charge as stated in Item A (Instructions).

A. Instructions

After communication with the train has been established, the employee in charge will use the following format to grant a train permission to proceed through the Form B limits:

- (Train ID) may enter limits (and pass the red flag) at MP ____ and proceed at (one of the following), specifying route:
 - “Maximum Authorized Speed”
 - “Restricted Speed”
 - A speed specified by the employee in charge

Two additional speeds may be given to restrict a train’s movement through a portion of the limits, by adding the following:

- Do not exceed ____ MPH between/at MP ____ and MP ____ (or other location).

To require a train to stop at a designated location within the limits, add the following:

- Stop at MP ____ (or other location) until additional instructions are received.

When men or equipment foul adjacent track(s), add the following:

- Men or equipment fouling (specify track).

B. Repeat Instructions

A crew member must repeat the above instructions, and the employee giving the instructions must acknowledge them before they can be followed.

Once instructions are received from employee in charge, if the track route changes from previous instructions received, contact employee in charge to determine that original instructions received are valid on new track route before proceeding on the new route. The movement must not change direction without permission from the employee in charge.

16.0 Rules Applicable Only in Direct Traffic Control (DTC) Limits

16.2 DTC Authority

Title reference of Rule 6.6 in the last sentence changed to read:

In the application of Rule 6.4 (Reverse Movements) and Rule 6.6 (Back Up Movements), the movement must not enter the last block reported cleared to the following train.

17.0 Rules Applicable Only in Automatic Train Control (ATC) Territory

No rule changes in this chapter.

Glossary

“Conductor” changed to read:

Conductor

Crew member in charge of train or yard crew.

“Restricted Limits” added:

Restricted Limits

A portion of main track designated by restricted limits signs and timetable special instructions or a track bulletin.

Index

“Red light” removed from the index and table of contents.