AMTRAK

SYSTEM OPERATING PRACTICES

RAILROAD OPERATING RULES STUDY GUIDE

2019

GCOR

This study guide is not the test. It is a guide to help you prepare for the test, and should be used in conjunction with the operating rule book, timetable/special instructions, and classroom instruction. If an employee has any doubt as to the meaning or application of any rule or special instruction, that employee should seek clarification from a member of the Operating Practices Department.

UPDATED
December 5, 2018

- Employees must be familiar with all GCOR definitions. A few examples are listed below:

Absolute Block

Train Coordination

Proceed Indication

Controlled Signal

Reverse Movement

Block Signal

Distant Signal

Yard Limits

How are rules issued? (1.3.1)

What are Train and Engine employee's responsibilities in regard to general orders, circulars, instructions, and notices? (1.3.2, 1.3.3)

Speed indicators must be accurate to within how many mph of a train's actual speed? (1.39)

Who is responsible for cooperating and assisting in carrying out rules and regulations and reporting any violations, misconduct or negligence? (1.4)

Good Faith Challenge (1.4.1)

- **What** operating rules may be challenged with a "Good Faith Challenge"?
- **When** may a "Good Faith Challenge" be made?
- **Who** must be informed that a "Good Faith Challenge" has been made?
- **How** may a "Good Faith Challenge" be resolved?

When are employees prohibited from having any measurable alcohol or prohibited substances in their bodily fluids? (1.5)

When are over-the-counter or prescription drugs *allowed* to be used by employees while on duty or on company property? (1.5)

Employees must not enter into altercations with each other. What else is not allowed? (1.7)

What are employees on duty prohibited from doing? (1.10)

What is required of employees when reporting for duty? (1.15)

When a train or engine is stopped in a tunnel and cannot move promptly crew members must? (1.43)

Who is responsible for the safety and protection of their train and observance of the rules? (1.47, 1.47C)

What are the responsibilities of the conductor? (1.47A)

What are the responsibilities of the engineer? (1.47B)

When there is more than one crew member in the engine control compartment, what must they communicate to each other? (1.47C)

What required information must be given when transmitting or acknowledging a radio communication? (2.2)

What must an employee state when a radio communication has ended or is completed? (2.4)

Other than a radio on the lead locomotive, what other communication devices must a train have? (2.5)

If an employee receives a radio call must that call be acknowledged? (2.8)

What situation would require a radio transmission to begin with the words "Emergency, Emergency, Emergency"? (2.10)

When would it be permissible for a train crew to tell another train crew the indication of a fixed signal? (2.12)

Mandatory Directives (2.14)

- Who may copy a mandatory directive?
- Who has to have a copy of a mandatory directive?
- Which crewmembers of a train must read and understand mandatory directives?
- How would the following be stated and repeated during the transmission of a mandatory directive? "AMTK 123 west, do not exceed 10 mph between MP 9 and MP 9.5."

When must radios be tested? (2.17)

When is use of "any" electronic device prohibited? (2.21)

Radio Response (5.3.7)

- **Who** must know which moves will be made by radio communication?
- **What** must radio communications for pushing or shoving movements specify?
- **When** must movement stop if additional instructions are not received?

What is required if a *yellow* flag is encountered where there is no restriction in effect (there is no track bulletin, track warrant, or general order covering a restriction at that location)? (5.4.2B)

When may a train that encounters a *yellow* flag where there is no restriction in effect (there is no track bulletin, track warrant, or general order covering the restriction) increase speed? (5.4.2B)

You have encountered a *yellow* flag at MP 202, but there are no restrictions in effect at that location. At MP 203 you find a *green* flag. May you resume speed after passing this *green* flag? (5.4.2B)

What is required if a *yellow-red* flag is encountered where there is no restriction in effect? (5.4.3B)

Can Maintenance of Way employees foul a main track within the limits of a Form B in the hour before it goes into effect? (5.4.3)

You have encountered a *yellow-red* flag at MP 10 for a Form B which is not in effect yet. What must you do if there is no red flag displayed at MP 12 and you are not able to contact the employee in charge? (5.4.3B)

Will a green flag be displayed at the end of every temporary speed restriction? (5.4.5)

You are operating at restricted speed and encounter a red flag displayed next to your track. What is required to pass this flag? (5.4.7)

You encounter a fusee burning on your track at MP 78. What must you do and at what milepost may you resume maximum authorized speed? (5.6)

Your train is operating at 79 MPH and is approaching a public crossing at grade. When must the proper whistle signal be started? (5.8.2)

Your train is operating at 30 MPH and is approaching a public crossing at grade. When must the proper whistle signal be started? (5.8.2)

What, if any, whistle signals are required when men or equipment are observed on or near the track? (5.8.2)

In addition to ringing the bell continuously, what action is required if the whistle fails to operate and no other unit can be used as the lead unit? (5.8.3)

When may the whistle be sounded while operating in a quiet zone? (5.8.4)

What are the 3 situations in which a headlight may be turned off? (5.9.1, 5.9.2)

What is required if both the headlights and ditch lights fail on the lead unit at night? (5.9.3)

When may you dim the headlight of your train when approaching or passing another train on an adjacent track? (5.9.1)

What actions are required after the en route failure of *two* ditch lights on the lead unit of a train, when the headlight is working? (5.9.5)

- What if one ditch light is not working?

When is a highly visible marker required on the trailing end of the rear car to indicate the rear of a train? (5.10.1)

If your train is operating at a time when a highly visible marker is not required, what must be displayed on the rear of your train? (5.10.2)

When a highly visible marker is required, must it be inspected at a point where only the engine crew changes? (5.10.1)

How will trains be identified, when receiving authority for movement? (5.11)

Blue Signal Protection (5.13)

- **What** does a blue signal signify?
- **When** may a train or engine with a blue signal attached be moved?
- **Who** may remove a blue signal?
- **How** can blue signal protection be provided on a main track?
- **Wha**t is required for an engine to enter a track in an engine servicing area?

Utility Employees (5.13.1)

- **Who** can be a utility employee?
- **When** can a utility employee work without blue signal protection?
- **What** is required before a utility employee may work as a member of a train crew?
- **How** can a utility employee be released from a yard or train crew?

What must a train have before occupying and initiating movement on a main track? (6.2, 6.3)

Which rules authorize a train to occupy a main track? (6.3)

If you have authority joint with another employee or another train when may you occupy the overlapping limits of this authority? (6.3)

Train Coordination (6.3.1)

- **Who** can establish train coordination?
- **What** must an engineer do when train coordination is established?
- **When** can train coordination be established?
- **Where** must the train be?

Reverse movements (6.4)

- **Where** can reverse movements be made?

- **How** are reverse movements made?

- **When** is permission required for a reverse movement?

- **Who** can give permission for a reverse movement?

What must be determined before equipment can be shoved? (6.5)

At what speed must movements be made when cars are being shoved on a main track or controlled siding in the direction authorized? (6.5)

Mandatory directives (6.11)

- **What** are mandatory directives?

- **Who** can copy mandatory directives?

- Written copies of mandatory directives must be retained for **how** long?

- **When** can a crew discard mandatory directives?

What must be done with a mandatory directive after a crew member reports clear of the limits, or if the track warrant has been made void? (6.11)

What is FRA Excepted Track? (6.12)

How must a train proceed after observing a block signal displaying an Approach indication within yard limits? (6.13)

Precautions Against Unusual Conditions (6.21)

- **When** must trains protect against unusual conditions?

- **How** are trains required to approach potentially hazardous point?

- **Who** can authorize a train to operate through water that is 3 or more inches above the rail?

- **What** must a train crew do if they discover a defect or condition that may cause an accident?

Emergency Stop or Severe Slack Action (6.23)

- **What** action is required when a train is stopped by an emergency application of the brakes?

- **How** is protection provided?

- **Who** must be notified?

- **When** are warnings to other movements not necessary?

When moving against the current of traffic how must trains approach switches and signals? (6.25)

At what speed must a train proceed when required to move at restricted speed? (6.27)

How are rules 6.28 (Movement on Other than Main Track) and 6.27 (Movement at Restricted Speed) different?

If you are notified that a passenger train will be at an approaching station, may you pass between the station platform and the passenger train without confirming that all passengers and crew members have cleared the track between the platform and the passenger train? (6.30 B)

Road Crossings (6.32)

- **What** is required when cars are shoved over road crossings at grade?

- **When** are crew members not required to provide on-ground protection when shoving over road crossings?

Your train has been informed that grade crossing warning devices at a specified highway crossing have been reported as having an activation failure. As you approach this crossing, you observe that there are no flaggers present, but the crossing devices are seen to be working. How do you proceed? (6.32.2)

When notified that automatic warning devices are malfunctioning at a specific crossing, may you sound whistle signal 5.8.2 (7) regardless of any whistle prohibition? (6.32.2 B)

While switching, if the clearance point of a track is not indicated or visible, how must equipment be left to ensure it is beyond the clearance point? (7.1)

When may equipment be left in the foul? (7.1)

How must trains or cars be secured when left unattended? (7.6)

What procedures must be followed when coupling to or switching passenger equipment? (7.9)

When shoving cars into a spur track is it permissible for a crew member to precede the movement on foot? (7.12)

A train has stopped on the main track at an entering switch to a siding. What must the employee handling the switch do? (8.2, 8.4, 8.8)

After lining the switch to let a train enter or leave the main track, if the employee is unable to go to the opposite side of the track, how far must the employee stand away from the switch? (8.4)

Your train is moving at restricted speed after passing a signal indicating Stop and Proceed. How must you operate over a facing point spring switch within that block? (8.9.1)

If a train has stopped while trailing through a spring switch, is any action necessary before the train may change direction? (8.9.2)

Spring Switches (8.9)

- **When** must a spring switch be tested?

- **Who** must test the switch?

- **How** can a train crew be relieved of testing a spring switch?

- **What** must be done to properly test the switch?

Your train has stopped at a hand operated crossover. When may your train start through the crossover? (8.12)

How must crossover switches be left when not connected to a main track or siding? (8.12)

In a siding, that has hand operated switches and you are waiting for a train to pass, when may you pass beyond the insulated joint at the clearance point? (8.14)

When can derails be left in the non-derailing position? (8.20)

When is an interlocking signal also a block signal? (9.3)

Unless shown as a signal aspect in the special instructions, if a light is absent or a white light is displayed where a colored or lunar light should be on a block or interlocking signal, how must a train be governed? (9.4)

Where Stop Must Be Made (9.5)

- **What** must a train do if it overruns any block signal that requires it to stop?

- **Who** must be notified if a train overruns a Stop indication?

- **When** must the train stop?

- **Why** is this important?

If a crew member of a train observes that a signal is failing to display its most restrictive indication when a block is occupied, how must that train be governed? (9.7)

If your train has entered a block on an Approach indication and the next signal is Clear, when can you comply with the next signal's indication? (9.8)

When would a train be considered "delayed within a block"? (9.9)

What is required when a train is delayed within a block in ABS territory? (9.9A)

What is required when a train is delayed within a block in CTC or Manual Interlocking limits? (9.9B)

How must a train moving at less than 25 MPH proceed while approaching an Automatic Interlocking after passing a signal displaying an indication more favorable than Approach? (9.9.1)

If you are required to make a movement in the opposite direction that your train entered the block, how may you proceed? (9.10)

If your train has entered a block at a point where there is no governing signal, or if the previous signal indication is unknown, how must you proceed? (9.10)

If your train passes a signal requiring movement at restricted speed, and the next signal is seen to be displaying a more favorable aspect, how must you proceed? (9.11)

How may a train pass a signal displaying Stop at an Automatic Interlocking? (9.12.3)

How is a train governed at a signal displaying Stop in ABS territory? (9.12.4)

If you are instructed by the dispatcher to operate a dual control switch by hand and the switch is already lined for your intended route, is it still necessary to operate the switch? (9.13)

What is required before operating a dual control switch by hand? (9.13.1)

What is Current of Traffic? (9.14)

- How can a train be authorized to "Run with the Current of Traffic"?

When and how must a train report clear of a track permit? (9.15.2)

What is required when entering main track in ABS territory at a hand operated switch? (9.17)

You are within signaled TWC Limits and are in a siding ready to proceed. Your train has received a track warrant authorizing you to proceed from that siding to the next station. Why must you wait 5 minutes to establish block signal protection after opening the switch? (9.17)

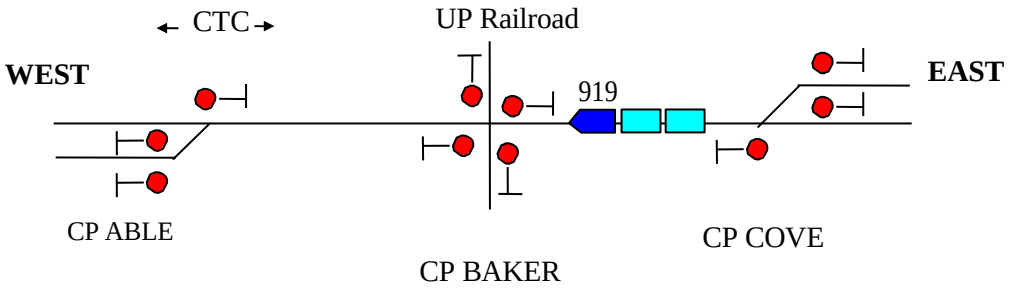
How is a train authorized to enter or occupy any track where CTC is in effect? (10.1)

If a signal governs movement over a hand operated switch that is not electrically locked, must the control operator authorize the train to enter or occupy any track where CTC is in effect before the switch is opened? (10.1)

How would a train be authorized to enter CTC between block signals? (10.1)

Where CTC is in effect, when may a train clear a track at a hand operated switch? (10.2)

When a train has been granted track and time, may it pass a signal displaying a Stop indication to enter these limits at either end without verbal authority? (10.3A)



ALL SIGNALS SHOWN IN THIS DIAGRAM ARE DISPLAYING RED ASPECTS
Use this diagram to answer the following 2 questions:

Engine 919 has been issued track and time on the main track between CP Cove and CP Able until 9:30 AM.

Does engine 919 need verbal authority to pass the signal at CP Cove? (10.3)

How far may engine 919 and its train move in a Westward direction? (10.3)

Track and Time (10.3)

- **How** are movements made within track and time?

- **What** is the maximum authorized speed a train may operate within "joint track and time" limits?

- **When** are trains moving in track and time limits governed by signal indication?

- **How** may a train pass signals displaying Stop or Stop and Proceed indications within track and time limits?

- **What** is required if a train needs to make a movement in the opposite direction from which the block was entered within track and time limits?

- **What** information must employees provide when releasing track and time?

- **How** are trains authorized to occupy tracks within interlocking limits while in Track and time?

If the ACS or ATS fails while operating within ACS/ATS limits, what is immediately required? (12.2 & 13.3.2)

After an ACS or ATS failure, how is a train governed after the train dispatcher establishes an absolute block in advance of the train? (11.2)

If the cab signal and the wayside block signal do not conform, which signal governs? (13.3.1)

How may trains be authorized to enter track warrant control (TWC) limits? (14.1)

Can an absolute signal with a "proceed" indication be your authority to enter a main track where track warrant control (TWC) limits are in effect? (14.1)

If a track warrant states "hold main track at last named point", to what location will the authority extend? (14.2)

In non-signaled territory may a track warrant be issued to more than one train within the same or overlapping limits? (14.4)

What is required if a track *warrant* authorizes a train to move against the current of traffic? (14.6)

When a crew member can observe that the rear car of the train on which the marker was placed has passed a specific location, can he/she report clear of the limits of non-signaled or double track territory? (14.7)

What must be done when outbound crewmembers receive track warrants and track bulletins from the inbound crewmembers? (15.1)

When may the train dispatcher verbally change the train symbol, engine identification, direction or date in the address of a *track bulletin* or *track warrant*? (15.1.1)

At locations where track warrants listing track bulletins are received by print or fax, must crew members verify that the route description (if printed) covers the intended route for their train? (15.1.1)

When an employee in charge of Form B limits gives a train permission through the limits, must a speed be specified? (15.2)

Before crossing over from one track to another while within Form B limits what must be done? (15.2B)

If your train is within the limits of a Form B at the time that it goes into effect and you have not yet received permission from the employee in charge to proceed through the limits, what must you do? (15.2)

What is required if a track *bulletin* authorizes a train to move against the current of traffic? (15.3)

What is required if a track bulletin is transmitted verbally? (15.7)

What is required when a crewmember is unable to receive track bulletins for their train due to printer or fax malfunction? (15.7)

If a conductor, engineer, or both are relieved before their trip is finished what must be done in regards to the track warrants and track bulletins? (15.12)