

### **81.5.4: Understanding Between Crew Members Before Crossing Through or Fouling Equipment**

Before an employee steps foul of a track to work on or make adjustments to equipment or cross through cars, when the equipment is coupled to an occupied engine, active remote control engine or other motive equipment or if occupied engine is on the same track, the following applies.

- The employee must notify all crew members. However notification is not required when the primary RCO opens knuckles during switching operations. Notification may be verbal between the employees, agreed-upon hand signal, or radio communication.
- The engineer must apply locomotive air brakes and center the reverser. Train air brakes must be applied when necessary. The engineer will then notify the employee the engine is "set and centered". If the equipment is not equipped with a reverser, it must be placed in neutral or park with the brakes applied. A crew member must remain in the cab until the employee reports clear.
- When remote control operations are being used, the primary RCO must position the transmitter's speed control to Stop, the direction control to neutral, apply the locomotive air brakes and when necessary apply the train air brakes. When an employee, other than the primary RCO, will foul the track, the primary RCO will notify the employee that the transmitter is "set and centered".
- When employee is clear of the track, the employee will notify all crew members they are clear of the track. Engine settings or transmitter settings must not be changed until acknowledgment is complete between employee controlling the engine and employee reporting clear of the track.

**Note:** Direct verbal communication may be used when crew members are able to take proper action (set and centered) and then notify the employee. This communication must take place before the employee starts the task and will not require any additional communications while the employee continues to foul the track completing the task, such as, coupling air hoses, releasing or setting a number of hand brakes, etc.

System Special Instructions

#### **Add new rule:**

Before an employee steps foul of a track to work on or make adjustments to equipment or cross through cars, when the equipment is coupled to an occupied engine, active remote control engine or other motive equipment or if occupied engine is on the same track, the following applies.

- The employee must notify all crew members. However notification is not required when the primary RCO opens knuckles during switching operations. Notification may be verbal between the employees, agreed-upon hand signal, or radio communication.
- The engineer must apply locomotive air brakes and center the reverser ~~and remain in the cab~~. Train air brakes must be applied when necessary. The engineer will then notify the employee the engine is "set and centered". If the equipment is not equipped with a reverser, it must be placed in neutral or park with the brakes applied. A crew member must remain in the cab until the employee reports clear.
- When remote control operations are being used, the primary RCO must position the transmitter's speed control to Stop, the direction control to neutral, apply the locomotive air brakes and when necessary apply the train air brakes. When an employee, other than the primary RCO, will foul the track, the primary RCO will notify the employee that the transmitter is "set and centered".
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General Order

**Change second bullet point as follows:**

- The engineer must apply locomotive air brakes and center the reverser. Train air brakes must be applied when necessary. The engineer will then notify the employee the engine is "set and centered". If the equipment is not equipped with a reverser, it must be placed in neutral or park with the brakes applied. **A crew member must remain in the cab until the employee reports clear.**

Updated: 11/16/2006