INTERNATIONAL BROTHERHOOD OF TEAMSTERS
RAIL CONFERENCE
BROTHERHOOD OF LOCOMOTIVE ENGINTEERS AND TRAINMEN
GENERAL COMMITTEE OF ADJUSTMENT

Union Pacific Railroad Company - Western Region / Portland Terminal Railroad Company
Eastern Idaho Railroad Company / Portland & Western - Willamette & Pacific Railroad
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J. L. Dayton
General Chairman

April 6, 2010
21025

Transmitted by e-mail and Memo with Friday's Mail

To: Portland Hub Local Chairmen: T. A. Frederick, D. A. Taddei, J. O. Wood, J. R. Lance, R. J. Lehmann, W. J. Wallace, S. W. Brumbaugh

Salt Lake Hub Local Chairmen: K. D. Nelson, J. P. Benich, S. Ethington, B. L. Gates, A. B. Hardy, M. A. Turcasso, R. W. Rhodes, R. W. Letcher, W. W. Wiseman, S. P. Wells, S. J. Monson

Eastern Idaho RR Local Chairman: T. Lee – sent by USPS.
Portland & Western Loc. Chairman: L. Underhill

(cc: Vice President E.L. Pruitt, Vice General Chairman S.A. Leyshon
Secretary-Treasurer T.M. Preston

RE: UPRR General Code of Operating Rules Transition Guide effective April 7, 2010.

Dear Brothers:

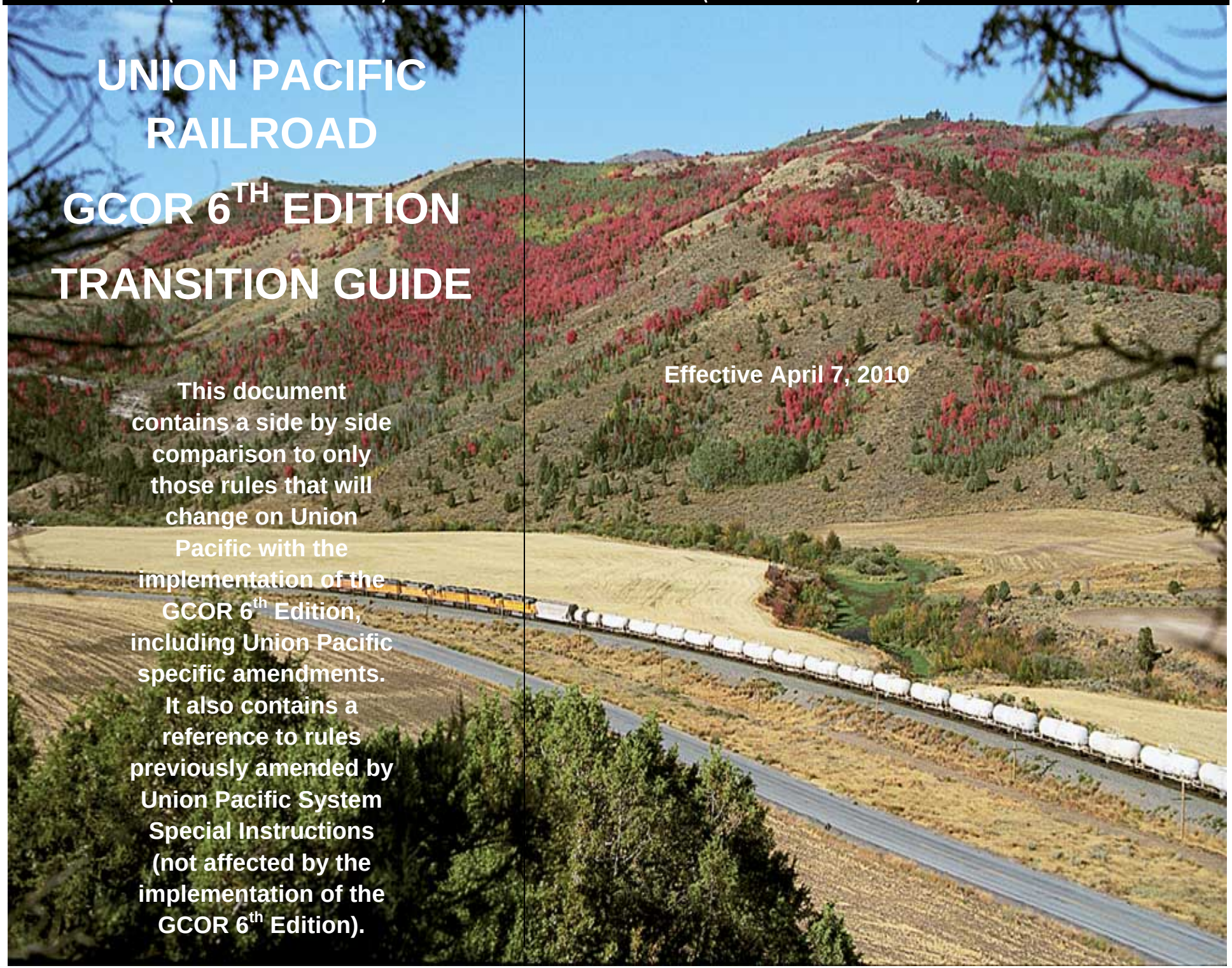
Attached in pdf format, please find the UPRR General Code of Operating Rules Transition Guide effective April 7, 2010.

This document may be accessed and retrieved from the UP Employee Home page under "New Stuff" or by going to "Departments / Operating Practices / Union Pacific Rules / UP GCOR Transition Guide" located under Support Information on the left side of the page.

This is being provided to assist our members in complying with the new GCOR.

Fraternally,

J.L. Dayton
General Chairman – BLET
WRGCA



UNION PACIFIC RAILROAD

GCOR 6TH EDITION TRANSITION GUIDE

This document contains a side by side comparison to only those rules that will change on Union Pacific with the implementation of the GCOR 6th Edition, including Union Pacific specific amendments. It also contains a reference to rules previously amended by Union Pacific System Special Instructions (not affected by the implementation of the GCOR 6th Edition).

Effective April 7, 2010

2 GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
1.3.2 General Orders Before beginning each day's work or trip, crew members and any others whose duties require, must review general orders that apply to the territory they will work on.	**1.3.2 General Orders** **Add a sentence to last paragraph:** Before beginning each day's work or trip, crew members and any others whose duties require, must review general orders that apply to the territory they will work on. Employees must each have a current copy of system general orders and subdivision general orders they can refer to while on duty.	Rule text/structure change only. No application change on UPRR.
1.10 Games, Reading, or Electronic Devices	**1.10 Games, Reading, or Electronic Devices** **Application:** • Texting is prohibited. • Crew members of Amtrak trains may use cell phones in accordance with the current Amtrak System General Order instructions. • When authorized by track bulletin, a railroad operating employee other than a locomotive engineer operating the controls of a moving train, may use a cell phone or electronic device in the cab of a moving locomotive for a business purpose, after a safety briefing, provided that all assigned personnel on the crew agree that it is safe to do so. Any other use is prohibited in the cab of a moving train. • Crew members may use electronic control systems and informational displays presented within the locomotive cab or on a remote control transmitter to operate a train or conduct a switching operation, including functions associated with controlling switches. • A digital timepiece is not considered an electronic device.	Rule text/structure change only. No application change on UPRR.
1.47 Duties of Crew Members	**1.47 Duties of Crew Members**	Changes in SSI returns to current UPRR application.

3 GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
1.47.1 Cab Red Zone To ensure the train is operated safely and rules are observed, all crew members must act responsibly to prevent accidents or rule violations. A "Cab Red Zone" (CRZ) exists during critical times when multiple tasks are occurring such as: • Copying mandatory directives. • Approaching a radio speed restrictions. • Approaching a Form B restrictions. • Approaching the end of the train's authority. • Operating at restricted speed except when switching. or • Except when switching, operating on signals that require the train to be prepared: - To stop at next signal. Cab Red Zone requirements continue to apply until leading end of train passes the next signal even if the next signal is Clear. - To pass next signal at restricted speed. During a cab red zone, an environment must be created in the control compartment that focuses exclusively on controlling the train and complying with the rules. The conductor must be in the control compartment unless required by other duties to leave (i.e. to operate switches, be at a road crossing, passenger train duties, etc). The following restrictions or conditions must be met: • Cab communication is restricted to immediate responsibilities for train operation. • A crew member other than the employee operating the controls will be required to handle radio communications when another crew member is in the control compartment except when operating with manned helper(s), Rule 32.12.5 (Operating Responsibilities with Manned Helper). • If proper action is not being taken, crew members must remind each other of the cab red zone condition.	**1.47.1 Cab Red Zone** **Add new rule:** To ensure the train is operated safely and rules are observed, all crew members must act responsibly to prevent accidents or rule violations. A "Cab Red Zone" (CRZ) exists during critical times when multiple tasks are occurring such as: • Copying mandatory directives. • Approaching a Form B restriction. • Approaching a radio speed restriction. • Approaching the end of the train's authority. • Except when switching, operating at restricted speed. or • Except when switching, operating on signals that require the train to be prepared: - To stop at next signal. Cab Red Zone requirements continue to apply until leading end of train passes or stops at the next signal, even if the next signal is Clear. - To pass next signal at restricted speed. During a cab red zone, an environment must be created in the control compartment that focuses exclusively on controlling the train and complying with the rules. The conductor must be in the control compartment unless required by other duties to leave (i.e. to operate switches, be at a road crossing, passenger train duties, etc). The following restrictions or conditions must be met: • Cab communication is restricted to immediate responsibilities for train operation. • A crew member other than the employee operating the controls of a moving engine will be required to handle radio communications when another crew member is in the control compartment except when operating with manned helper(s), Rule 32.12.5 (Operating Responsibilities with Manned Helper). Radio communication must be limited to the train's immediate movement and complying with the rules (road crossing protection, Form B instructions, etc). If proper action is not being taken, crew members must remind each other of the cab red zone condition. UPRR. • A crew member other than the employee operating the controls of a moving engine will be required to handle radio communications when another crew member is in the control compartment except when operating with manned helper(s), Rule 32.12.5 (Operating Responsibilities with Manned Helper). Radio communication must be limited to the train's immediate movement and complying with the rules (road crossing protection, Form B instructions, etc).	UPPR rule in SSI now specifies restrictions for use of radio.

GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
1.47.2 Training and Familiarization Employees assigned to a position for the purpose of training or familiarization must be under the direct and immediate supervision of a qualified employee at all times. The qualified employee must closely monitor the employee's performance and must be in a position to take immediate action as necessary. Any employee requiring certification must have a current certificate in his possession.	**1.47.2 Training and Familiarization** Employees assigned to a position for the purpose of training or familiarization must be under the direct and immediate supervision of a qualified employee at all times. The qualified employee must closely monitor the employee's performance and must be in a position to take immediate action as necessary. Any employee requiring certification must have a current certificate in their possession.	UPRR rule in SSI.
1.48 Not in effect	**1.48 Time** While on duty, crew members must have a watch. Other employees must have access to a watch or clock. The watch or clock must: • Be in good working condition and reliable. • Display hours, minutes, and seconds. • Not vary from the correct time by more than 30 seconds. • Be compared with the time source designated in special instructions.	Rule number and text Revision. Moved from chapter 3. No application change on UPRR.
2.13 In Place of Hand Signals When the radio is used instead of hand signals for backing or shoving movements, information must include the direction and distance to be traveled. **Movement must stop within half of the distance specified unless additional instructions are received.**	**2.13 is deleted**	Deleted due to redundancy. Requirements established in rule 5.3.7.
2.14 Transmission of Mandatory Directive	**2.14 Transmission of Mandatory Directive** **Add a bullet reading:** • When transmitting a track restriction directly to a train, the restriction will be issued using the following format: (Train ID) do not exceed (speed) between (location) and (location) (add track when necessary). If no flags are displayed, the words "No flags are displayed" will be added to the format.	Rule text/structure change only. No application change on UPRR.
2.14.1 Verbally Transmitting and Repeating Mandatory Directives When transmitting and repeating mandatory directives, numbers must be spoken by digit (zero, one, two, three, etc.). However, exact multiples of hundreds and thousands may be stated as such (600 = six hundred). A decimal point must be spoken as "point", "dot", or "decimal".	**2.14.1 Verbally Transmitting and Repeating Mandatory Directives** When transmitting and repeating mandatory directives, numbers must be spoken by digit (zero, one, two, three, etc.). However, exact multiples of hundreds and thousands may be stated as such (600 = six hundred). A decimal point must be spoken as "point", "dot", or "decimal".	New rule to GCOR. Changed in SSI. No application change on UPRR.

GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
3.0 Standard Time	**3.0 "Section Reserved"**	Chapter 3 is deleted in its entirety. Clock, watch and time comparison requirements are now contained in rule 1.48
3.1 Standard Clocks Standard clocks will be labeled with a sign that reads "Standard Clock." Employees responsible for setting standard clocks will make sure clocks show the correct time. Continental time (0100 hours, 0200 hours, etc.) may be used.	1**.48: Time** While on duty, crew members must have a watch. Other employees must have access to a watch or clock. The watch or clock must: • Be in good working condition and reliable. • Display hours minutes and seconds. • Not vary from the correct time by more than 30 seconds. • Be compared with the time source designated in special instructions.	No change of UPRR application.
3.2 Watch Requirement While on duty, all employees who do not work in an office with a standard clock must have a watch. The watch must: • Be in good working condition and reliable. • Display hours, minutes and seconds.		
3.3 Time Comparison Every day before beginning work, all employees must do one of the following: • Compare their watch with a standard clock. • Ask the train dispatcher for the correct time. • Compare their watch with an employee who has the correct time **OR** • Compare their watch with the time service designated in the special instructions. Employees must make sure their watch does not vary from the correct time by more than 30 seconds.		

GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
5.2.1: Looking for Signals To recognize and follow signals correctly, employees must: • Always be on the lookout for signals. • Comply with the intent of the signal. • Not act on any signal that they do not understand or that may be intended for other trains or engines **Application:** Engineering department employees performing lookout duties (wearing a yellow/green vest with orange reflectorized striping, with "Lookout" printed on the vest) may be communicating with their work group with a white flag. This white flag is not a signal to the train, rather a signal to the work group that a train is approaching.	**5.2.1: Looking for Signals** To recognize and follow signals correctly, employees must: • Always be on the lookout for signals. • Comply with the intent of the signal. • Not act on any signal that they do not understand or that may be intended for other trains or engines **Application:** Engineering department employees performing lookout duties (wearing a yellow/green vest with orange reflectorized striping, with "Lookout" printed on the vest) may be communicating with their work group with a white flag. This white flag is not a signal to the train, rather a signal to the work group that an approaching train has been spotted.	No change of UPRR application.
5.2.2 Signals Used by Employees To give clear signals during the day and night, employees must: A. During the Day 1. Use the correct color of flags or lights. 2. Use day signals from sunrise to sunset. 3. Flagmen providing protection as outlined in Rule 6.19 must have a red flag, a minimum of eight torpedoes, and six red fusees. B. At Night 1. Use the correct color of reflectorized flags or lights. 2. Use night signals from sunset to sunrise or when day signals cannot be seen clearly. 3. Flagmen providing protection as outlined in Rule 6.19 must have a white light, a minimum of eight torpedoes, and six red fusees. Flags may be made from cloth, metal or other suitable material. Locomotive flagging kits on UPRR must be equipped with a red flag and six fusees	**5.2.2 Signals Used by Employees** To give clear signals during the day and at night, employees must: **A. During the Day** 1. Use the correct color of flags or lights. 2. Use day signals from sunrise to sunset. 3. Flagmen providing protection as outlined in Rule 6.19 (Flag Protection) must have a red flag and six red fusees. **B. At Night** 1. Use the correct color of reflectorized flags or lights. 2. Use night signals from sunset to sunrise or when day signals cannot be seen clearly. 3. Flagmen providing protection as outlined in Rule 6.19 (Flag Protection) must have a red flag and six red fusees. Flags may be made from cloth, metal, or other suitable material.	Rule text/structure change. Flagging material requirements are corrected.
5.3.7 Radio Response When radio communication is used to make movements, crew members must respond to specific instructions given for each movement. In addition: • Radio communications for backing and shoving movements must specify the direction and distance and must be acknowledged when distance specified is more than four cars. **Movement must stop within half the distance specified unless additional instructions are received.**	**5.3.7 Radio Response** When radio communication is used to make movements, crew members must respond to specific instructions given for each movement. Radio communications for shoving movements must specify the direction and distance and must be acknowledged when distance specified is more than four cars. **Movement must stop within half the distance specified unless additional instructions are received.**	Rule text/structure change only. No application change on UPRR.

7 GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
5.4.1 Temporary Restrictions Track bulletins, track warrants, or general orders may restrict or stop train movements because of track conditions, structures, men, or equipment working. Yellow flags will be used for temporary speed restrictions. Yellow-red flags will be used when a train may be required to stop.	**5.4.1 Temporary Restrictions** Track bulletins, track warrants, or general orders may restrict or stop train movements because of track conditions, structures or men or equipment. Yellow flags are used to indicate temporary speed restrictions. Yellow-red flags are used to indicate when a train may be required to stop. If flags are not immediately displayed, that information will be included in the track bulletin, track warrant, or general order. Application: When a restriction of same type meet at adjoining subdivisions (2 Form A's or 2 Form B's, resulting in continuous restrictions, flags may be displayed only for trains approaching the restricted limits. Flags will be displayed within restricted limits.	Rule text/structure change. Application change on UPRR.
5.4.3 Display of Yellow-Red Flag Maintenance of Way 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, trains may accept verbal permission from the employee in charge as outlined in Rule 15.2 (Protection by Track Bulletin Form B).	**5.4.3 Display of Yellow-Red Flag** Maintenance of Way employees may display yellow-red flags from one hour before the track bulletin Form B takes effect until one hour after it expires. During that time, trains may accept instructions from the employee in charge as outlined in Rule 15.2 (Protection by Track Bulletin Form B).	Text in first paragraph only is changed. No application change on UPRR.
5.4.4 Authorized Protection by Yellow or Yellow-Red Flag	**5.4.4 Authorized Protection by Yellow or Yellow-Red Flag**	No change in application on UPRR. SSI Item 10A removes references to yellow-red flags.
5.4.7 Display of Red Flag or Red Light A red flag or red light is displayed where trains must stop. When approaching a red flag or red light, the train must stop short of the red flag or red light and not proceed unless the employee in charge gives verbal permission, including the milepost location of the red flag. If permission to proceed is received before the train stops, the train may pass the red flag or red light without stopping. If track bulletin Form B is not in effect, permission 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 or red light, unless otherwise instructed by the employee in charge. **Displayed Between Rails.** When a red flag or red light is displayed between the rails of a track, the train must stop and not proceed until the flag or light has been removed by an employee of the class that placed it.	**5.4.7 Display of Red Flag or Red Light** A red flag or red light is displayed where trains must stop. When approaching a red flag or red light, the train must stop short of the red flag or red light and not proceed unless the employee in charge gives instructions, including the milepost location of the red flag or red light. A crew member must attempt to contact the employee in charge to avoid delay, giving the location of the red flag or red light and the track being used. If instructions to proceed are received before the train stops, the train may pass the red flag or red light 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 or red light, unless otherwise instructed by the employee in charge. **Displayed Between Rails.** When a red flag or red light is displayed between the rails of a track, the train must stop and not proceed until the flag or light has been removed by an employee of the class that placed it.	Rule text change reinforces expectations of crew members to contact Employee In Charge of red flag or red light. No application change on UPRR.

GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
5.4.8 Flag Location	**5.4.8 Flag Location**	Rule unchanged on UPRR. SSI Item 10A adds application for 3 or more tracks.
5.7 Torpedoes	**5.7 is deleted**	All references to Torpedoes are removed from the GCOR.
5.8.1 Ringing Engine Bell Ring the engine bell under any of the following conditions: • Before moving, except when making momentary stop and start switching movements. • As a warning signal anytime it is necessary. • When approaching men or equipment on or near the track. •When moving on the main track or siding, ring bell continuously while passing standing equipment on an adjacent track. • When whistle signal (7) is required. • Approaching public crossings at grade with the engine in front and sounding of the whistle is prohibited, start signal at the crossing sign. If no sign, or if movement begins between sign and crossing, start signal soon enough before crossing to provide warning. Continue ringing bell until the crossing is occupied.	**5.8.1 Ringing Engine Bell** Ring the engine bell under any of the following conditions: • Before moving, except when making momentary stop and start switching movements. • As a warning signal anytime it is necessary. • When approaching men or equipment on or near the track. •When moving on the main track or siding, ring bell continuously while passing standing equipment on an adjacent track. • When whistle signal (7) is required. • Approaching public crossings at grade with the engine in front and sounding of the whistle is prohibited, start signal at the crossing sign. If no sign, or if movement begins between sign and crossing, start signal soon enough before crossing to provide warning. Continue ringing bell until the crossing is occupied.	No application change on UPRR. See SSI.
5.8.2 Whistle Signal	**5.8.2 Whistle Signal** **First paragraph now reads:** The whistle may be used at anytime as a warning regardless of any whistle prohibitions. When approaching areas where it is known employees are working or seen on a track adjacent to a main track or siding, sound warning. Add to Signal (1) When unable to determine an employees work group, sound signal 5.8.2 (8). Add to Signal (7): At locations where crossing signs are displayed, sound whistle signal regardless of the type of crossing train is approaching. In the states of California and Montana sound whistle signal at all crossings, public and private.	Change in SSI returns to current UPRR application.

9 GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
5.10 Markers **Application:** The conductor must know the initials and number of the car that has the marker applied before departing the initial terminal. This can be done verbally by the employee making the initial terminal air brake test, or included on the written notification of the test. If the rear car changes, an employee must report to the conductor the initials and number of the car having the marker applied before the train departs. When a train is set out clear of the main track at other than a crew change location. A crew member must remove the end of train telemetry device, if so equipped. Transport the device on the engine to the destination where the crew is relieved. If the engine remains with the train, a crew member must deliver the end of train telemetry device to the proper authority at the tie-up point. However, proper authority may advise the crew to leave the device with the train. Always notify the train dispatcher of the location of the telemetry device.	**5.10 Markers** **Application:** Before departing the initial terminal, the conductor must know the initials and number of the car that has the marker applied or unit number, when the engine at rear of the train is used as the marker. This can be done verbally by the employee making the initial terminal air brake test, or included on the written notification of the test. If the rear car changes, an employee must report to the conductor the initials and number of the car having the marker applied before the train departs. When a train is set out clear of the main track at other than a crew change location, a crew member must remove the end of train telemetry device, if so equipped. Transport the device on the engine to the destination where the crew is relieved. If the engine remains with the train, a crew member must deliver the end of train telemetry device to the proper authority at the tie-up point. However, proper authority may advise the crew to leave the device with the train. Always notify the train dispatcher of the location of the telemetry device.	Rule text change to include DP identification.
5.11 Engine Identifying Number	**5.11 Engine Identifying Number**	Rule unchanged on UPRR. See SSI.
5.13 Blue Signal Protection of Workmen C. Blue Signal Readily Visible to Engineer In addition to providing protection as required in On a Main Track and On Other than a Main Track, when workmen are on, under, or between an engine or rolling equipment coupled to an engine. 1. A blue signal must be attached to the controlling engine. 2. A Blue Signal must be visible to the engineer or employee controlling the engine. On engines equipped for remote control operations, the control must not be in remote and must be in manual. A blue tag must be placed on the switch governing remote/manual operation. 3. The engine must not be moved. When a blue signal is attached to an engine, unless directed by the craft who place the blue signal, changing controls, brake settings, turning on or off switches (except overhead cab lights) or circuit breakers or starting or shutting down the engine is prohibited.	**5.13 Blue Signal Protection of Workmen** C. Blue Signal Readily Visible to Engineer In addition to providing protection as required in On a Main Track and On Other than a Main Track, when workmen are on, under, or between an engine or rolling equipment coupled to an engine. 1. A blue signal must be attached to the controlling engine and be visible to the engineer or employee controlling the engine. 2. Engines equipped for remote control operations must be in manual. A blue tag must be placed on the switch governing remote/manual operation. 3. The engine must not be moved. When a blue signal is attached to an engine, unless directed by the craft who place the blue signal, changing controls, brake settings, turning on or off switches (except overhead cab lights) or circuit breakers or starting or shutting down the engine is prohibited.	Rule text/structure change only. No application change on UPRR.

GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
6.2.1 Train Location	**6.2.1 Train Location** Change rule to read: Trains who receive authority to occupy the main track after the arrival of a train or to follow a train, must ascertain the train's location by one of the following methods: • Direct communication with a crew member of the train. or • Receiving information about the train from the train dispatcher or control operator.	Rule unchanged on UPRR. See SSI
6.3 Main Track Authorization	**6.3 Main Track Authorization** **Add a new bullet reading:** Rule 9.14.2 Controlled Block System (CBS). **Add the following paragraph under Joint Authority** When a train receives joint authority, movements must be made at restricted speed.	Rule unchanged on UPRR. See SSI.
6.3.1 Train Coordination Employees may use a train's authority to establish working limits for track maintenance. To establish the working limits, the train must be in view and stopped. The employee in charge of working limits will communicate with a member of the train crew and determine that: • Movements will be made only as permitted by the employee in charge until the working limits have been released to the train crew by that employee. • The train will not release its authority within the limits until those working limits have been released by the employee in charge.	**6.3.1 Train Coordination** Train Coordination provides for men or equipment to use a train's authority to establish working limits. The employee must contact the train's engineer to request use of Train Coordination. To establish working limits: • The train must be in view and stopped. • The employee in charge of working limits will communicate with the engineer who will notify other crew members that working limits are to be established. • The engineer will make movements only as permitted by the employee in charge until the working limits have been released to the engineer. • The train will not release its authority within the limits until those working limits have been released by the employee in charge.	Changes apply only to that portion of the rule shown. Establishes communication requirement between the employee in charge and the train's engineer.
6.4.2 Movements Within Control Points or Interlockings	**6.4.2 Movements Within Control Points or Interlockings**	Rule unchanged on UPRR. See SSI.

11 GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
6.5 Handling Cars Ahead of Engine **A.** When cars or engines are shoved, a crew member or other qualified employee must be in position to protect the movement by: • Visually observing leading end of the movement to location that movement will be stopped. • Being on equipment to observe leading end of movement in the direction of movement. or • Being ahead of the movement. Employee must visually determine switches and derails are properly lined for movement. **B.** Shoving movements may also be protected by one of the following: • Local instructions specific to tracks involved and how shoving movement will be protected. • It has been visually determined: - Track to be clear; - Switches and derails are properly lined; and the track will remain clear to location where movement will be stopped. • A track has been pulled, cars or engines will be immediately shoved back into that track and track will remain clear to location where movement will be stopped. • Rule 6.5.1 (Remote Control Movements) when provisions of Relief of Providing Protection have been complied with. • Main track authority allows for movement in direction of shove, provided route is properly lined, road crossings will not be fouled and movement at restricted speed is not required. **C.** Cars or engines must not be shoved until the engineer and employee protecting the movement have completed a job briefing concerning how protection will be provided. Employees involved in the shoving movement must not engage in unrelated tasks. **D.** Cars or engines must not be shoved to foul other tracks until it is known that switches are properly lined and it is safe to do so. **E.** When using a remote control locomotive in "pitch and catch" operation and protection is being provided by a remote control operator, it must be by the primary operator. However, the primary operator at a coupling may stretch the slack to ensure couplings are made (Rule 7.4.1 Remote Control Couplings). **F.** When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed: • 20 MPH for freight trains. • 30 MPH for passenger trains. • Maximum timetable speed for snow service unless the employee in charge authorizes a higher speed.	**6.5 Shoving Movements** Equipment must not be shoved until the engineer and the employee protecting the movement have completed a job briefing concerning how protection will be provided. Employee must be in position, provide visual protection of the equipment being shoved and must not engage in unrelated tasks while providing protection. Equipment must not be shoved until it is visually determined that: • Portion of track to be used is clear of equipment or conflicting movements. • The track will remain clear to the location where movement will be stopped. • Switches and derails are properly lined. Employees may be relieved from providing visual protection when: • Local instructions specify tracks involved and how shoving movement will be protected, such as shove light or monitored cameras. • A track had been pulled and an equivalent amount or less cars or equipment will be immediately shoved back into that track has remained clear to the location where the movement will be stopped. • Immediately prior to 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. • Authority on main track or controlled siding allows for movement in direction of shove, provided route is properly lined, road crossings will not be fouled and movememtn at restricted speed is not required. or • Picking up a crew member in accordance with rules 6.6 (Picking Up Crew Member). Speeds when Shoving When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed: • 20 MPH for freight trains. • 30 MPH for passenger trains. • Maximum timetable speed for snow service unless the employee in charge authorizes a higher speed.	GCOR text is changed in its entirety. No change in UPRR application.

GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
6.5.1 Remote Control Movements	**6.5.1 Remote Control Movements** **Add new paragraph:** When using a remote control locomotive in “pitch and catch" operation and protection is being provided by a remote control operator, it must be by the primary operator. However, the primary operator at a coupling may stretch the slack to ensure couplings are made (Rule 7.4.1 Remote Control Couplings).	Rule adds requirements for primary operator at couplings. No change on UPRR.
6.6 Picking Up Crew Member A train may back up on a main track to pick up a crew member under the following conditions:	**6.6 Picking Up Crew Member** A train may backup on any main track or on any track where CTC is in effect to pick up a crew member under the following conditions:	Includes sidings in CTC.
6.7 Remote Control Zone	**6.7 Remote Control Zone**	Rule unchanged on UPRR. See SSI.
6.11 not in effect	**6.11 Mandatory Directive** Mandatory directives are written, printed, or displayed authorities or speed restrictions issued by the train dispatcher or control operator. Mandatory directives are: • Track warrants. • Track bulletins. • DTC authority. • Track and time. • Track permits. • Radio speed restrictions. A mandatory directive restricting a train’s movement will not be issued near a point where the restriction applies until the engineer or conductor confirms that the train can comply with the restriction. Indicate “VOID” on mandatory directive form when: • Employee reports clear of authority limits, or • Mandatory directive is made void Crew must retain mandatory directives for continuous tour of duty.	New rule added. Defines what Mandatory Directives are and provides for when they may be issued, marking void and form retention. No change in application.
6.15 Block Register Territory Not in effect on UPRR.	**6.15 Block Register Territory**	Rule is in effect, just not used on UPRR.
6.19 Flag Protection	**6.19 Flag Protection**	No application change on UPRR. Flagging distance is still 2 miles.

13 GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
6.20 Equipment Left on Main Track **B. Other Equipment Left on Main Track** Crews that leave equipment on the main track do not need to provide protection for the equipment if the train dispatcher gives verbal relief. The train dispatcher must know that the necessary protection is provided. All crews that use the main track at that point must be notified of the equipment location and must move at restricted speed when approaching that location.	**6.20 Equipment Left on Main Track** **B. Other Equipment Left on Main Track** Crews that leave equipment on the main track do not need to provide protection for the equipment if the train dispatcher gives verbal relief. The train dispatcher may request a crew to report clear of their authority and leave equipment on a main track. Crews that leave equipment on a main track do not need to provide protection for the equipment if the train dispatcher provides relief. The train dispatcher must provide protection for the equipment. All crews that use the main track at that point must be notified of the equipment location and must move at restricted speed when approaching that location.	Rule text/structure change only. No application change on UPRR.
6.23 Emergency Stop or Severe Slack Action	**6.23 Emergency Stop or Severe Slack Action**	Rule unchanged on UPRR, SSI Item 10.
6.25 Movement Against the Current of Traffic Movements against the current of traffic must be authorized by track bulletin or track warrant, except as provided by: • Rule 6.13 (Yard Limits). • Rule 6.14 (Restricted Limits). • Rule 9.15 (Track Permits). • Rule 9.17.1 (Signal Protection in ABS by Lining Switch). • or • Rule 16.1 (Authority to Enter DTC Limits). Trains and engines moving against the current of traffic must approach block signals, interlocking signals, or facing point spring switches prepared to stop unless: • The track is clear. • Switches are properly lined. • Signals indicate proceed. However, this will not apply at a spring switch outside of interlocking limits, if the train dispatcher has advised the crew that the switch is spiked in the normal position.	**6.25 Movement Against the Current of Traffic** Movements against the current of traffic must be authorized by track bulletin or track warrant, except as provided by: • Rule 6.13 (Yard Limits). • Rule 6.14 (Restricted Limits). • Rule 9.15 (Track Permits). • Rule 9.17.1 (Signal Protection in ABS by Lining Switch). or • Rule 16.1 (Authority to Enter DTC Limits). Movements must approach block and interlocking signals prepared to stop unless signals indicate proceed. When a facing point movement will be made over a spring switch, comply with Rule 8.9.1 (Testing Spring Switch).	Rule is restructured, removing redundancies from information contained in rule 8.9.1. No application change on UPRR.
6.29.1 Inspecting Passing Trains	**6.29.1 Inspecting Passing Trains**	Rule unchanged on UPRR. See SSI.
6.32.1 Cars Shoved, Kicked, or Dropped When cars are shoved or kicked over road crossings at grade (except those used exclusively by railroad employees), a crew member must be on the ground at the crossing to warn traffic until the crossing is occupied. Make any movement over the crossing only on the crew member's signal. Such warning is not required when gates are known to be in the fully lowered position.	**6.32.1 Cars Shoved, Kicked, or Dropped** When cars are shoved or kicked over road crossings at grade (except those used exclusively by railroad employees), a crew member must be on the ground at the crossing to warn traffic until the crossing is occupied. Make any movement over the crossing as directed from that crew member. Such warning is not required when gates are known to be in the fully lowered position.	Rule requires instruction from the crew member protecting the crossing.

6.32.2 Automatic Warning Devices

A. Automatic Warning Devices Malfunctioning

Use the following procedures to properly complete movement over the crossing:

Procedure 1:

Unless otherwise instructed by signal employee in charge, train must stop before occupying the crossing. A crew member must be on the ground at the crossing to warn highway traffic, the train may proceed over the crossing on signal from that crew member. When train completely occupies the crossing, proceed at maximum authorized speed.

Procedure 2:

Unless otherwise instructed by signal employee in charge, train must approach road crossing prepared to stop. If automatic warning devices are not working comply with Procedure 1.

The train may proceed over the crossing at 15 MPH without stopping if:

- The devices are seen working.
  or
- Instructed by the train dispatcher or track bulletin.

When train completely occupies the crossing, proceed at maximum authorized speed.

Movement When Notified That Automatic Warning Devices Have An Activation Failure, Are Disabled, or Malfunctioning		
Verbally Notified	**Track Bulletin**	**Procedure to follow**
"XG" in effect at (location).	Automatic crossing device has an activation failure at (____). Rule 6.32.2 Procedure 1 applies.	Comply with Procedure 1.
"XH" in effect at (location).	Automatic crossing device not working properly at (____). Rule 6.32.2 Procedure 2 applies.	Comply with Procedure 2 A crossing having a broken gate(s) is considered as having working devices when the balance of the automatic warning devices are seen to be working
"XS" in effect at location	Automatic crossing device has been disabled at (____). Rule 6.32.2 Procedure 1 applies.	Comply with Procedure 1.

6.32.2 Automatic Warning Devices

Change Part A. to read:

Use the following procedures to properly complete movement over the crossing:

Procedure 1

Unless otherwise instructed by signal employee in charge, train must stop before occupying the crossing. A crew member must be on the ground at the crossing to warn highway traffic. The train may proceed over the crossing as directed from that crew member. When leading end of movement completely occupies the crossing, proceed at maximum authorized speed.

Procedure 2

Unless otherwise instructed by signal employee in charge, train must approach road crossing prepared to stop. If automatic warning devices are not working comply with Procedure 1.

The train may proceed over the crossing at 15 MPH without stopping if:

- The devices are seen working.
  or
- Instructed by the train dispatcher or track bulletin to proceed at 15 mph.

When leading end of movement completely occupies the crossing, proceed at maximum authorized speed.

Movement When Notified That Automatic Warning Devices Have An Activation Failure, Are Disabled, or Malfunctioning		
Verbally Notified	**Track Bulletin or Track Warrant**	**Procedure to follow**
"XG" in effect at (location).	Automatic crossing device has an activation failure at (____). Rule 6.32.2 Procedure 1 applies.	Comply with Procedure 1.
"XH" in effect at (location).	Automatic crossing device not working properly at (____). Rule 6.32.2 Procedure 2 applies.	Comply with Procedure 2 A crossing having a broken gate(s) is considered as having working devices when the balance of the automatic warning devices are seen to be working
"XS" in effect at location	Automatic crossing device has been disabled at (____). Rule 6.32.2 Procedure 1 applies.	Comply with Procedure 1.

Item A table changes for UPRR.

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6.32.3 Protection of Adjacent Tracks	**6.32.3 Providing Warning for Adjacent Tracks**	No change for UPRR. See SSI.
7.1 Switching Safely and Efficiently While switching, employees must work safely and efficiently and avoid damage to contents of cars, equipment, structures, or other property. When shoving cars, ensure that cars on adjacent track are clear of and will remain clear of track to be entered. Do not leave equipment standing where it will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine. On tracks where clearance point is indicated, leave equipment beyond the clearance point. If clearance point is not indicated or visible, determine clearance point by standing outside the rail of adjacent track and extending arm towards the equipment. When unable to touch equipment, leave the equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point. Equipment may be left on a: • Main track, fouling a siding track switch, when the switch is lined for the main track. • Siding, fouling a main track switch, when the switch is lined for the siding. • Yard switching lead, fouling a yard track switch, when the switch is lined for the yard switching lead. or • Industry track beyond the clearance point of the switch leading to the industry.	**7.1 Switching Safely and Efficiently** While switching, employees must work safely and efficiently and avoid damage to contents of cars, equipment, structures, or other property. Do not leave equipment standing where it will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine. On tracks where clearance point is indicated, leave equipment beyond the clearance point. If the clearance point is not indicated or visible, determine the clearance point by standing outside the rail of adjacent track and extend arm towards Equipment may be left on a: • Main track, fouling a siding track switch, when the switch is lined for the main track. • Siding, fouling a main track switch, when the switch is lined for the siding. • Yard switching lead, fouling a yard track switch, when the switch is lined for the yard switching lead. or • Industry track beyond the clearance point of the switch leading to the industry.	Text change only. No change on UPRR.
7.4.1 Remote Control Couplings	**7.4.1 Remote Control Couplings**	No change on UPRR. Rule added in SSI.
7.7 Kicking or Dropping Cars Kicking cars is permitted only when it will not endanger employees, equipment, or contents of cars. Dropping cars is prohibited. When kicking cars, crew member must ensure that cars kicked are clear of and will remain clear of next track to be entered before track is fouled.	**7.7 Kicking or Dropping Cars** Kicking cars is permitted only when it will not endanger employees, equipment, or contents of cars. Dropping cars is prohibited. When kicking cars, crew member must ensure that cars kicked are clear of and will remain clear of next track to be entered before track is fouled.	Rule unchanged on UPRR. Rule changed in SSI.

GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
7.7.1 Gravity Switch Moves A gravity switch may only be made where authorized by "Superintendent Bulletin" and when car(s) must be repositioned on the opposite end of the engine. Manned hand brake must be located on the trailing end of the trailing car in the direction of movement. When making this move: • Hand brake must be tested to insure proper operation. • Manned hand brake must be sufficient to ensure speed can be controlled and movement stopped safely. • Not more than five cars may be handled at one time. • Cars must not be allowed to couple to other equipment. • Using the hand brake on cars with shiftable loads must be avoided when practicable.	**7.7.1 Gravity Switch Moves** Unless otherwise restricted, a gravity switch move may be utilized where cars must be repositioned on the opposite end of the engine. Not more than five cars may be handled at one time. When making a gravity switch move: • Hand brakes must be tested to insure proper operation. • Sufficient hand brakes must be manned by crew members to insure that the movement can be controlled and stopped. • Using the hand brake on cars with shiftable loads must be avoided when practical. • Cars must not be allowed to couple to other equipment. A gravity switch may only be made where authorized by "Superintendent Bulletin" and manned hand brake must be located on the trailing end of the trailing car in the direction of movement.	Text change only. No application change on UPRR.
7.8 Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded • Ensure that plug-type and swinging doors on cars are properly closed or secured.	**7.8 Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded** • Ensure that plug-type and swinging doors on cars are properly closed or secured. However, crew members must not attempt to close those doors. If plug door is found open en route, car may continue in the train to the next location where mechanical forces are available to close door.	Plug doors found open en route may move to a location where Mechanical forces can close the door.
7.10 Movement Through Gates or Doorways	**7.10 Movement Through Gates or Doorways**	Rule text changed to coincide with UPRR.
7.13 Protection of Employees in Bowl Tracks	**7.13 Protection of Employees in Bowl Tracks**	Rule added that follows UPRR. SSI change to working between tracks, not just equipment.
8.1 Hand Operation of Switches Spring or dual control switches operated by hand are considered hand-operated switches, and all rules governing hand-operated switches apply to them, except that cars must not be dropped over the switches.	**8.1 Hand Operation of Switches** Spring or dual control switches operated by hand are considered hand-operated switches, and all rules governing hand-operated switches apply.	Prohibitions of dropping cars are now in rule 7.7. No application change on UPRR.
8.2 Position of Switches	**8.2 Position of Switches**	Text change only. No application change on UPRR.

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8.3 Main Track Switches	**8.3 Main Track Switches** Before leaving the location where a hand-operated main track switch was operated: • Crew members must confirm the position of the switch with each other. • Engineering Department employees granted authority to enter working limits must confirm the position of the switch with the employee in charge or a designated employee who will notify the employee in charge.	Portion shown is added, moved from Item 10-K. Requires all crew members To confirm main track switch position before leaving location (station) where hand operated, regardless of type of operation, per Federal Regs.
8.12 Hand-Operated Crossover Switches	**8.12 Hand-Operated Crossover Switches**	GCOR changes to match UPRR.
8.19.1 Radio Controlled Switches	**8.19.1 Radio Controlled Switches**	Rule unchanged on UPRR. See SSI for procedures.
8.20 Derail Location and Position	**8.20 Derail Location and Position** **Change last paragraph to read:** Derails that are used in conjunction with worker protection must be in the derailing position with proper flag displayed only when their use is required for such protection. When their use is not required for protection: • Remove portable derails, then remove flag. or • Lock fixed derails in non-derailing position with an effective locking device, then remove (take down) flag.	Rule unchanged on UPRR. See SSI.
9.4 Improperly Displayed Signals or Absent Lights Except as shown in block, cab, and interlocking signal aspects in the special instructions, if a light is absent, a white light is displayed where a colored or lunar light should be, or additional colored or lunar lights are displayed, regard a block or interlocking signal as displaying the most restrictive indication it can give.	**9.4 Improperly Displayed Signals or Absent Lights** Except as shown in block, cab, and interlocking signal aspects in the special instructions, if a light is absent, a white light is displayed where a colored or lunar light should be, or additional colored or lunar lights are displayed, regard a block or interlocking signal as displaying the most restrictive indication it can give. However, when the semaphore arm position is plainly seen, that aspect will govern.	Adds exception for semaphore signals.
9.9.1 Train Delayed Within a Block B. CTC or Manual Interlocking Limits Proceed prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication. <u>Passenger trains operating in push/pull service must not exceed 40 MPH until the next signal is visible and that signal displays a proceed indication.</u>	**9.9.1 Train Delayed Within a Block** B. CTC or Manual Interlocking Limits Proceed prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication. **Add to Part B:** Passenger trains operating in push/pull service must not exceed 40 MPH until the next signal is visible and that signal displays a proceed indication.	No change on UPRR.

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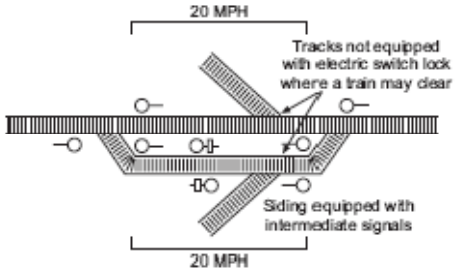
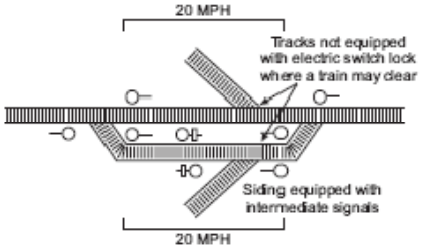
9.9.1 Passing Approach to Automatic Interlocking A train must proceed prepared to stop at the interlocking signal when: A train must proceed prepared to stop at the interlocking signal when: • Moving below 25 MPH and passing a signal ~~displaying an indication more favorable than Approach~~ that governs the approach to an automatic interlocking. or • Speed is reduced to below 25 MPH after passing a signal ~~displaying an indication more favorable than Approach~~ that governs the approach to an automatic interlocking. The train must continue to move prepared to stop at the interlocking signal until the train reaches a point approximately 1,000 feet from that signal. If the interlocking signal then indicates proceed, the train may resume speed.	**9.9.1 Approach to Automatic Interlocking** A train must proceed prepared to stop at the interlocking signal when: • Moving below 25 MPH and passing a signal that governs the approach to an automatic interlocking. or • Speed is reduced below 25 MPH after passing a signal that governs the approach to an automatic interlocking. The train must continue to move prepared to stop at the interlocking signal until the train reaches a point approximately 1,000 feet from that signal. If the interlocking signal then indicates proceed, the train may resume speed.	Removes reference to signal indication only. No application change on UPRR.
9.10 Initiating Movement Between Signals Exception If a train is within ACS territory with operative cab signals, the train may operate according to the cab signal indication. ~~If a train is within ACS territory and a cab signal device is cut in and operative, the train may operate according to the cab signal indication. after moving a distance equal to its own length or to the next governing signal.~~	**9.10 Initiating Movement Between Signals** **Change exception to read:** **Exception:** If a train is within cab signal territory with operative cab signals, the train may operate according to the cab signal indication.	Text and graphic change to clarify expectations when restricted speed is required. No application change on UPRR.
9.11 Movement from Signal Requiring Restricted Speed Exception: If a train is within ACS or ATC territory, with operative cab signals, the train may immediately comply with the cab signal indication.	**9.11 Movement from Signal Requiring Restricted Speed** **Exception:** If a train is within ACS or ATC territory, with operative cab signals, the train may immediately comply with the cab signal indication.	Rule unchanged on UPRR. See SSI.
9.13 When Instructed to Operate Dual Control Switches by Hand	**9.13 When Instructed to Operate Dual Control Switches by Hand**	Rule unchanged on UPRR, see SSI.
9.13.2 Performing Switching	**9.13.2 Performing Switching**	No change on UPRR. See SSI
9.14.2 Controlled Block System (CBS)	**9.14.2 Controlled Block System (CBS)**	No change on UPRR. See SSI.

GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
9.15.2 Clearing Track Permits Marking or blocking devices must not be changed or removed until the limits have been released to the control operator. Track permit limits must be cleared and reported clear to the control operator before time expires. If the track permit is released before time expires, all equipment must be clear of the limits and reported clear to the designated control operator. However, if no other track permit has been granted within the same limits, the train may request release of the track permit. Signal indications will then govern the train if the control operator verbally authorizes the release, specifying direction of movement if required. The employee must request any additional time before the authorized time has expired. If the employee is not clear when the time expires or if the control operator cannot be contacted, authority is extended until the control operator is contacted. Employees reporting clear of track permit authority must state: • Their name or other identification. • Track permit number being released. • Limits being released. • Position of hand operated main track switches. **Releasing Portion of Limits** When a crew member informs the control operator that the authority is released between two specific points, the authority is considered void between those points. This track release must begin at the outer limit of the authority.	**9.15.2 Clearing Track Permits** Marking or blocking devices must not be changed or removed until the limits have been released to the control operator. Track permit limits must be cleared and reported clear to the control operator before time expires. If the track permit is released before time expires, all equipment must be clear of the limits and reported clear to the designated control operator. However, if no other track permit has been granted within the same limits, the train may request release of the track permit. Signal indications will then govern the train if the control operator verbally authorizes the release, specifying direction of movement if required. When necessary to modify the expiration time, an employee and the control operator must communicate before the time expires to adjust the time granted. If the employee cannot contact the control operator and the time limit expires, authority is extended until the control operator is contacted. Employees reporting clear of track permit authority must state: • Their name or other identification. • Track permit number being released. • Limits being released. • Position of hand operated main track switches. **Releasing Portion of Limits** When a crew member informs the control operator that the authority is released between two specific points, the authority is considered void between those points. This track release must begin at the outer limit of the authority.	Updated to clarify communication expectations for adjustment to expiration time.
9.16 Stop and Proceed Indication	**9.16 Stop and Proceed Indication**	No change in application on UPRR may apply when operating on foreign lines.
9.23.1 Guidelines While Block System is Suspended	**9.23.1 Guidelines While Block System is Suspended**	No change on UPRR. See SSI.

GCOR 5th Edition (Union Pacific amendments)	GCOR 6th Edition (Union Pacific amendments)	Comments
10.1 Authority to Enter CTC Limits CTC limits are designated in the timetable. Sidings within CTC limits are controlled sidings and are governed by CTC rules. A train must not enter or occupy any track where CTC is in effect unless: • A controlled signal displays a proceed indication. or • Verbal authority is granted as follows: - The control operator authorizes movement past a Stop indication under Rule 9.12.1 (CTC Territory). - The control operator authorizes the train to enter tracks between block signals by stating, "(Train) at (location) has authority to enter (track) and proceed (direction)." After entering the track, the train is authorized to move only in the direction specified. or - The control operator grants track and time under Rule 10.3 (Track and Time).	**10.1 Authority to Enter CTC Limits** CTC limits are designated in the timetable. Sidings within CTC limits are controlled sidings and are governed by CTC rules. A train must not enter or occupy any track where CTC is in effect unless a controlled signal displays a proceed indication or the control operator authorizes: • Movement past a Stop indication under Rule 9.12.1 (CTC Territory). • A train to enter track between block signals as follows: "(Train) at (location) has authority to enter (track) and proceed (direction)." After entering the track, the train is authorized to move only in the direction specified. Or • Track and Time under Rules 10.3 (Track and Time).	Rule text/structure change only. No application change on UPRR. The control operator authorizes movement past a Stop indication under Rule 9.12.1.
10.2 Clearing Through Hand-Operated Switches Where CTC is in effect, a train must not clear in any track at a hand-operated switch not equipped with an electric switch lock, except under one of the following conditions: • Where the maximum authorized speed does not exceed 20 MPH on the main track or a controlled siding equipped with an intermediate signal.  *[Diagram A.]* • Where the maximum authorized speed does not exceed 30 MPH on a controlled siding not equipped with an intermediate signal.	**10.2 Clearing Through Hand-Operated Switches** Where CTC is in effect, a train must not clear in any track at a hand-operated switch not equipped with an electric switch lock, except under one of the following conditions: • Where the permanent maximum authorized speed does not exceed 20 MPH on the main track or controlled siding.  *[Diagram A.]* • Where the permanent maximum authorized speed does not exceed 30 MPH on a controlled siding not equipped with an intermediate signal.	Changes to that portion of rule shown clarifying expectation for permanent maximum authorized speed as indicated in first and second bullets. No application change on UPRR.

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10.3 Track and Time **B. Additional Time** Trains must release track and time before the time granted expires. If the train requires additional time, a crew member must obtain authority from the control operator before time expires. If the crew member cannot contact the control operator and time limits expire, authority is extended until the control operator is contacted.	**10.3 Track and Time** **B. Time Limits** Trains must release track and time before the time granted expires. When necessary to modify the expiration time, an employee and the control operator must communicate before time expires to adjust the time granted. If the employee cannot contact the control operator and the time limit expires, authority is extended until the control operator is contacted.	Item B amended as shown to clarify communication expectations. No application change on UPRR.
12.4.1 Inductor Location **Add new rule:** **1.** Move engine at 2 MPH or more over first inductor while holding the acknowledging lever in full position (not over 15 seconds) acknowledging whistle sounds to determine that brake application does not occur. **2.** Move engine at 2 MPH or more over second inductor and do not acknowledge, a brake application should occur. Operate reset lever to full position and release brakes. **3.** Report as prescribed in Rule 17.4.3.	**12.4.1 Test Inductor Locations** 1. Move engine at 3 MPH or more over first inductor while holding the acknowledging device in full position (not over 15 seconds) acknowledging whistle sounds to determine that brake application does not occur. 2. Move engine at 3 MPH or more over second inductor and do not acknowledge.A brake application should occur. Operate reset device to full position and release brakes. 3. Report as prescribed in Rule 17.4.1.	Speed change to 3 MPH.
12.4.2 No Inductors **Add new rule:** At locations where there are no test inductors: 1. Pass a test bar under the ATS receiver while holding the acknowledging lever in full position (not over 15 seconds) acknowledging whistle sounds to determine that brake application does not occur. 2. Pass a test bar under the ATS receiver and do not hold the acknowledging lever, a brake application should occur. Operate reset lever to full position and release brakes. 3. Report as prescribed in Rule 17.4.3.	**12.4.2 No Test Inductors** At locations where there are no test inductors: 1. Pass a test bar under the ATS receiver while holding the acknowledging device in full position (not over 15 seconds) acknowledging whistle sounds to determine that brake application does not occur. 2. Pass a test bar under the ATS receiver and do not hold the acknowledging device. A brake application should occur. Operate reset device to full position and release brakes. 3. Report as prescribed in Rule 17.4.1.	Only change is reference to Rule 17.4.1 at end of rule.
12.4.3 Commuter Operations **Add new rule:** When changing ends on commuter trains leave the ATC/ATS converter on.	**12.4.3 Commuter Operations** **Rule deleted**	Rule was redundant with 12.1.

13.1.4 Cab Signals Cut In and Out	**13.1.4 Cab Signals Cut In and Out**	No application change on UPRR.
13.1.5 Departure Test	**13.1.5 Departure Test**	No application change on UPRR. Rule does not apply on foreign lines.
13.2.1 Restrictive to More Favorable	**13.2.1 Restrictive to More Favorable**	No change on UPRR.
13.3.1 Cab Signal and Block Signal Do Not Agree	**13.3.1 Cab Signal and Block Signal Do Not Agree**	No change on UPRR.
13.3.3 Movement with an Inoperative Cab Signal Device The train dispatcher will: • Instruct the crew to cut out the cab signal device. • Establish an absolute block in advance of the train. • <u>Instruct the crew to position the acknowledging lever in the Partial Cutout position (C/O) when cab signal is inoperative due to a power outage.</u>	**13.3.3 Movement with an Inoperative Cab Signal Device** The train dispatcher will: • Instruct the crew to cut out the cab signal device. • Establish an absolute block in advance of the train.	References to partial cab signal c/o does not require dispatcher confirmation.
14.0 Rules Applicable only within Track Warrant Control Limits	**14.0 Rules Applicable only within Track Warrant Control Limits** **Add a "Box 18" and a "Track Warrant Has" line and "Clear of" location lines to Track Warrant Form as shown:** 18. ☐ Joint With: _____Between _____ & . _____Between _____ & . _____Between _____ & . **Add** summary lines (the total number of boxes marked and individual box numbers.) **Track Warrant Has _____ Boxes Marked:_____,** **,** **Add "roll up" lines** Clear of _____ at _____ Disp _____ by _____ Clear of _____ at _____ Disp _____ by _____ Clear of _____ at _____ Disp _____ by _____ **Lines 5, 6 and 15 have been deleted.**	Format changes on UPRR forms.
14.6 Movement Against the Current of Traffic	**14.6 Movement Against the Current of Traffic**	Rule does not apply on UPRR unless designated in the timetable.

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14.7 Reporting Clear of Limits	**14.7 Reporting Clear of Limits**	No change on UPRR. Roll-up application specified in SSI.
14.9 Copying Track Warrants The conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it. The copy must show the date, location, and name of the employee who copied it. The following must occur when transmitted verbally:	**14.9 Copying Track Warrants** The conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it. The copy must show the date. The following must occur when transmitted verbally:	First paragraph amended. Location and name of employee copying must still be communicated, but are no longer required to be recorded on the form. Part A changed in SSI.
14.12 Voiding Track Warrants A crew member must write "VOID" across each copy of the track warrant when the train has reported clear of the limits or the track warrant has been made void.	**14.12 is deleted**	Rule deleted in its entirety. This requirement is now contained in rule 6.11.
15.1 Track Bulletins Track bulletins must not be changed unless specified by Rule 15.1.1 (Changing Address of Track Warrants or Track Bulletins) ~~or~~ Rule 15.13 (Voiding Track Bulletins) or Rule 15.13 (Voiding Track Bulletins) or Rule 15.13.1 (Verbally Raising a Speed Restriction). 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.	**15.1 Track Bulletins** Track bulletins or track warrants must not be changed unless authorized by the rules. 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.	Text change only. No application change on UPRR.
15.1.1 Changing Track Warrants of Track Bulletins	**15.1.1 Changing Track Warrants of Track Bulletins**	No change on UPRR. SSI adds exemption to yard and hostling jobs from changing engine number or symbols.

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15.2 Protection by Track Bulletin Form B **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 EIC to determine that original instructions received are valid on new track route before proceeding on the new route. If a crew change occurs after a train has been granted permission to enter Form B limits, or any part of the train is within the limits, the relief crew must contact the EIC before acting on any previous instructions received, or obtain new Form B instructions. The movement must not change direction without permission from the EIC.	**15.2 Protection by Track Bulletin** SSI add: The crew member must inform the employee in charge if there are any excessive dimension loads in the train. **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.	SSI adds requirement to notify the EIC of wide loads. Other text changes do not change UPRR application.
15.2.2 Protection of Non-Railroad Contractors	**15.2.2 Protection of Non-Railroad Contractors**	UPRR rule in SSI only. No changes.
15.4 Protection when Tracks Removed from Service	**15.4 Protection when Tracks Removed from Service**	UPRR rule changed in SSI, no application change.
15.7 Copying Track Bulletins The conductor and the engineer must each have a copy of the track bulletins issued to their train, and each crew member must read and understand them. The copy must show the date, location, and name of the employee who copied it. The following must occur when track bulletins are transmitted verbally: 1. An employee will enter all of the information on the track bulletin. 2. The employee will repeat the information to the train dispatcher. 3. The train dispatcher will check it and, if correct, will say "OK" and give the time and his initials. 4. The employee will enter the "OK" time and the train dispatcher's initials on the track bulletin and repeat them to the train dispatcher. Employees may relay track bulletins.	**15.7 Copying Track Bulletins** The conductor and the engineer must each have a copy of the track bulletins issued to their train, and each crew member must read and understand them. The copy must show the date. The following must occur when track bulletins are transmitted verbally: 1. An employee will enter all of the information on the track bulletin. 2. The employee will repeat the information to the train dispatcher. 3. The train dispatcher will check it and, if correct, will say "OK" and give the time and his initials. 4. The employee will enter the "OK" time and the train dispatcher's initials on the track bulletin and repeat them to the train dispatcher. Employees may relay track bulletins.	Location and name of employee copying must be communicated, but are no longer required to be recorded on the form. Space for location and name will be removed from future forms.
15.9 Mechanical Transmission of Track Bulletins Repetition is not required when track bulletins are transmitted mechanically. The "OK" time will be given when the track bulletin is issued. The space for the name of the copying employee may be left blank.	**15.9 Mechanical Transmission of Track Bulletins** Repetition is not required when track bulletins are transmitted mechanically. The "OK" time will be given when the track bulletin is issued.	Space for the name of employee copying is being removed from the form.

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15.11 Restriction to Crew Members The train dispatcher will not transmit a restricting track warrant or track bulletin to a train near a point where the restriction applies, until the engineer or conductor confirms that they can comply with it.	**15.11 is deleted**	Requirement is now contained in 6.11.
15.12 Relief of Engineer or Conductor during Trip	**15.12 Relief of Engineer or Conductor during Trip**	UPRR requirements in SSI include comparison with train dispatcher.
15.13 Voiding Track Bulletins **A. Voiding Track Bulletins Verbally** An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write “VOID” across each copy of the track bulletin being voided. **B. Issue Track Bulletin or a Track Warrant to Void a Track Bulletin** The employee will keep a copy of the track warrant or track bulletin that made it void and will write “VOID” across each copy of the track bulletin being voided. The track bulletin or the part of the track bulletin indicated will no longer be in effect.	**15.13 Voiding Track Bulletins** **A. Voiding Track Bulletins Verbally** Employee must repeat the information to the train dispatcher. If correct, the word “VOID” will be entered to indicate that portion is no longer in effect. **B. Issue Track Bulletin or a Track Warrant to Void a Track Bulletin** Where paper copies are used, employee will keep a copy of the track warrant or track bulletin that made it void and the word “VOID” will be entered to indicate that portion is no longer in effect. The track bulletin or the part of the track bulletin indicated will no longer be in effect.	Rule text/structure change only. No application change on UPRR.
15.13.1 Voiding General Track Bulletins or Restrictions	**15.13.1 Voiding General Track Bulletins or Restrictions**	Rule unchanged on UPRR. See SSI.
Chapter 16 in its entirety	**Chapter 16 in its entirety**	Rules contained in Chapter 16 are not used on UPRR.

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17.3 Cut In and Cut Out Requirements The ATC system, in part or in its entirety, must not be cut out in ATC territory unless: • Authorized by the train dispatcher. or • Failure of the ATC system prevents train movement at restricted speed (unable to recover the air) and crew is unable to immediately contact the train dispatcher. The train dispatcher must be notified as soon as possible. Notification must include if cab signals are operative. The train dispatcher may authorize a crew member to cut out the ATC system when: • It has failed. Before authorizing the crew to cut out the ATC the train dispatcher must determine if the cab signals are operative. or • Required for movements against the current of traffic at speeds above restricted speed.	**17.3 Cut In and Cut Out Requirements** The ATC system, in part or in its entirety, must not be cut out in ATC territory unless: • Train dispatcher grants permission. or • Failure of the ATC system prevents train movement at restricted speed (unable to recover the air) and crew is unable to immediately contact the train dispatcher. The train dispatcher must be notified as soon as practical. Notification must include if cab signals are operative. The train dispatcher may authorize a crew member to cut out the ATC system when: • It has failed. Before granting permission to the crew to cut out the ATC the train dispatcher must determine if the cab signals are operative. or • Required for movements against the current of traffic at speeds above restricted speed.	Text changes only, no application change on UPRR.
17.4 Departure Test Requirements	**17.4 Departure Test Requirements**	Incorporated Automatic Test Equipment Procedures into the rule. No change in UPRR Applications.
17.4.1 Locomotives with Automatic Test Equipment	**17.4.1 Departure Test Reporting**	Test Procedures incorporated into 17.4.
17.4.2 ATC Automatic Cut-in Circuit	**17.4.2 ATC Automatic Cut-in Circuit**	No change on UPRR
17.4.3 Departure Test Reporting	**17.4.3 Rule moved to 17.4.1**	New rule in GCOR. No application change.
17.5.3 Restricting Aspect	**17.5.3 Restricting Cab Signal**	Title change only.

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17.6 Conforming with Block Signals Cab signal indications do not supersede the indication displayed on block and interlocking signals. The most restrictive block or cab signal indication must be complied with. However, when the cab signal changes from Restricting to Clear after having passed the block or interlocking signal, the train may immediately comply with the cab signal indication. When initiating movement or when the cab signal changes from Restricting to Clear after the engine passes a signal that governs the approach to a diverging route, the train must approach the next signal at the speed prescribed for the most restrictive route at that location until the next signal is clearly seen.	**17.6 Conforming with Block Signals** Cab signal indications do not supersede the indication displayed on block and interlocking signals. The most restrictive block or cab signal indication must be complied with. However, when the cab signal changes from Restricting to Clear after having passed the block or interlocking signal, the train may immediately comply with the cab signal indication. Except where cab signals are capable of displaying diverging route aspects, when initiating movement or when the cab signal changes from Restricting to Clear after the engine passes a signal that governs the approach to a diverging route, the train must approach the next signal at the speed prescribed for the most restrictive route at that location until the next signal is visible. Note: When the cab signal cycles from Clear to Restricting and immediately back to Clear, the train may continue at normal speed.	Rule change for diverging route aspects is in rule 17.6.1.
17.6.1 Approaching Diverging Route Deleted	**17.6.1 Approaching Diverging Route** When the cab signal changes from Restricting to Clear after the engine passes a signal displaying Approach or a more restricting indication and the next signal can display an indication for a diverging route, the train must approach the next signal at the speed prescribed for the most restrictive route at that location. However, if the signal is seen to display an indication for a more favorable route, the speed for that route governs.	No application change on UPRR.
18.0 not in effect	**18.0 Section Reserved**	Section added for future use.
19.0 not in effect	**19.0 Section Reserved**	Section added for future use.
Abbreviations	**Abbreviations** BO..... Bad Order	New abbreviation adopted.

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Glossary Terms **Crossover** A combination of two switches that connect two adjacent tracks.	**Glossary Terms** **Clearance Point** The location closest to a switch where it is safe for equipment, and a person riding the side of equipment unless prohibited, to pass equipment on an adjacent track. **Crossover** A track connection between two adjacent tracks, consisting of two switches, which is intended to be used primarily for the purpose of crossing over from one track to the other. **Equipment Fouling a Track (added)** The end of rolling equipment or on-track maintenance of way equipment left between the clearance point and the switch points leading to the track on which the equipment is standing. **Whistle Quiet Zone (added)** A designated portion of track, that includes road crossing(s) at grade where whistle signal (7) is not regularly sounded.	New glossary terns are added. No application changes for UPRR.