

MINI STIMULATOR 101

- 01) Check Daily Card
- 02) Check Air Slip to be complete. I.E. Number of Cars, Time, Date, Train ID, Air Flow or leakage, rear car, etc.
- 03) Check Warrants
- 04) Have your ID, and Certification
- 05) Have Rule book up to date
- 06) Be current on SSI General Orders
- 07) Have your Time Table Out
- 08) Be current on Subdivision General Orders
- 09) Know latest Superintendent Notice
- 10) DO JOB BRIEFING
- 11) Turn on Head Lights
- 12) Run UNDER speed, Don't go over at all
- 13) If you are over 40 or weak eyes, have a young conductor with good eye sight (flags hard to see)
I had great difficulty seeing the Red Flags until I was closer than desirable. Run accordingly
- 14) If you get color in Yard Limits, pinch it way down. Signals are usually very close in yard limits. And you will most likely get color that puts you at RESTRICTED SPEED, like an APPROACH
- 15) Use your counter and my fog charts to determine distance to next restriction. Judging distance is next to impossible on simulator. Have conductor figure out distance for you when needed.
- 16) You will have NO FEEL for the train. Run accordingly.
- 17) When in CAB RED ZONE. Look at screen only, NOTHING ELSE. Talk only about restriction ahead. Have Conductor help determine distance from restriction and keep calling out distance as you approach restriction.
- 18) Work as a team, this Simulator is not easy. Take it very seriously. It could cost you your job.
- 19) 5.6 Unattended Fusee – STOP – REPORT – Wait for it to burn out, or 10 minutes if past it – Restricted Speed for one mile. (Head End Restriction)
- 20) 5.4.2 Display of Yellow Flag part B Restriction NOT in Writing – 10 MPH MAX at 2 miles past Yellow – Resume speed ONLY after **REAR** past Green flag, or 4 miles past Yellow and DISPATCHER verifies no warrants in effect. (REAR END RESTRICTION)
- 21) 5.4.3 Display of Yellow Red Flag part B Not in Writing – Prepared to stop 2 miles for RED Flag – if NO RED Flag move at RESTRICTED SPEED – increase speed only after permission from employee in charge or Dispatcher verifies no Warrants AND Head end is 4 miles past Yellow Red Flag. If being given permission from employee in charge, permission MUST include LOCATION of RED Flag and SPEED & DISTANCE (NOTE: this can be a HEAD end or a REAR end RESTRICTION depending on situation)
- 22) 15.2 FORM B – RESTRICTED SPEED, unless instructed otherwise by employee in charge. If there is NO STOP in STOP column, you may enter limits at Restricted speed without stopping, BUT you **CAN NOT** Enter the LIMITS anyplace in the middle **without PERMISSION** from employee in charge. Listen very close to instructions from employee in charge, they might leave something out. Read and know rule 15.2
- 23) Watch for defects on trains you meet
- 24) 5.9.1 Dimming Headlights – when stopped on main waiting for approaching train.
- 25) 5.9.2 Headlights OFF – Stopped and Clear of Main Line
- 26) 13.7.1 Failed Detector - No EXIT message when a KEY train – STOP at once and inspect – Notify Dispatcher
- 27) 5.8.2 Sounding Whistle – Approaching men or equipment – LONG SHORT - SHORT SHORT – SHORT SHORT until head end past
- 28) 33.6.1 Starting Train – On Grade be in FULL DYNAMICS

I can not stress enough how hard this Simulator can be. Don't be fooled in to thinking it will be easy because your partner had an easy trip. Sorry it does not work that way. I hope you get an easy run, but don't expect it. Take this serious and bone up for it, don't rely on this mini 101, break the book out and get ready. Figure on several scenarios to all happen at once. If you are the Conductor don't just be hanging around like a picture on the wall. HELP OUT. Call out locations by Station Names and land marks. It really is easy to misjudge where you are because simulator does not have the landmarks we are use to. Work as a team. Call out ALL speed changes and signal aspects. As the conductor keep giving count down distance to restrictions, signals, and speed changes. Like I said it is a bitch judging distance on the simulator. Above does not cover it all. BONE UP, be ready. I take no responsibility for this information to be correct or accurate. Get your book out and verify.

This just be a KICK START for Jerry's Kids

5.6: Unattended Fusee

If a train approaches an unattended fusee burning on or near its track, the train must stop before passing the fusee, if consistent with good train handling.

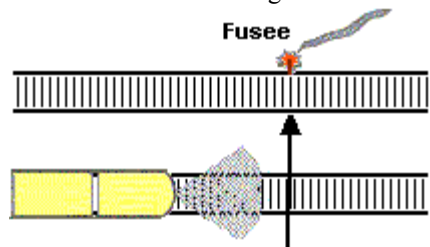


A train moving at restricted speed must stop before passing the fusee.



After the fusee burns out, or after 10 minutes if the fusee is not visible, the train must proceed at restricted speed until the head end is 1 mile beyond the fusee.

If the unattended burning fusee is beyond the first rail of an adjacent track, the fusee does not apply to the track on which the train is moving.



Fusee does not apply when it is beyond the first rail of an adjacent track

[Diagram C]

Do not place fusees where they may cause fires.

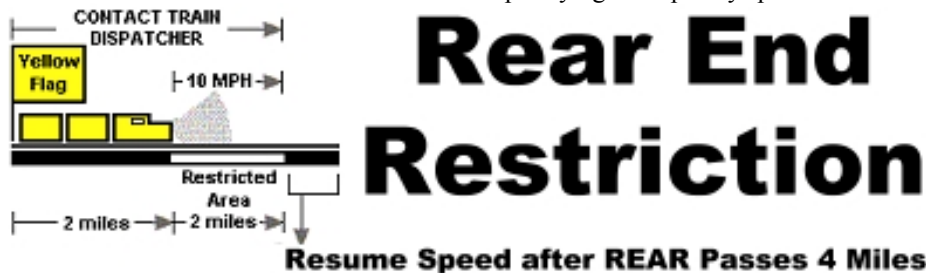
Updated: 8/05/2003

5.4.2: Display of Yellow Flag

B. Restriction Is Not Specified in Writing

When a yellow flag is displayed and the restriction is not specified by a track bulletin, track warrant or general order, once the train is **2 miles beyond the yellow flag**, crew members must:

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



5.4.3: Display of Yellow-Red Flag (HEAD or REAR depending)

B. Restriction Is Not Specified in Writing

When a yellow-red flag is displayed and the restriction is not specified by a track bulletin, track warrant, or general order, crew members must **be prepared to stop short of a red flag 2 miles beyond the yellow-red flag**. If a red flag is displayed, proceed as outlined in **Rule 5.4.7 (Display of Red Flag or Red Light)**.

If no red flag is displayed:

3. **Move at restricted speed.**
4. **Increase speed only after:**
 1. A crew member has **received permission** from the employee in charge.
 - or
 2. The **leading wheels of movement are 4 miles beyond the yellow-red flag**, and the train **dispatcher has verified that no track bulletin** or track warrant protecting men or equipment is **in effect** at that location.

Updated: 7/03/2005

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.

15.2: Protection by Track Bulletin Form B

Display yellow-red flags as specified in Rule 5.4.3 (Display of Yellow-Red Flag).

A crew member must attempt to contact the employee in charge of a track bulletin Form B by radio, to avoid delay before entering the limits, giving the train's location and track being used.

While trains are within the limits during the time stated in track bulletin Form B, they **must move at restricted speed until leading wheels have cleared the limits unless instructed otherwise by employee in charge as stated in item A (Verbal Permission).**

A. Verbal Permission

When granting verbal permission, begin the communication using the following words:

"Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary)."

5. To permit a train to pass a red flag (or red light) without stopping, add the following:

- "(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary)."

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- "(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary)."

Unless otherwise restricted, the train may proceed at speed specified.

- "(Train) may proceed through the limits at ____ MPH (or maximum authorized speed) but not exceeding ____ MPH between/at (specifying location) (specifying track when necessary)."

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

1. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- "(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary)."

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

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

- "(Train) must stop at (location) for additional instructions."

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.

C. Stop Column

When “STOP” is written in the Stop column, the train must not enter the limits unless instructed by the employee in charge. A red flag or red light may be displayed at the beginning of the limits. A train within the limits at the time the track bulletin Form B takes effect, must not make further movement until instructed by employee in charge.

D. Entering Within Limits

Before entering the track governed by the track bulletin Form B from any location other than at the beginning of the Form B limits, obtain permission from the employee in charge.

General Order

Rule 15.2 B Repeat Instructions

Clarification: Track route changes include change in track being used, change in direction and, if movement clears the track, re-entering the track.

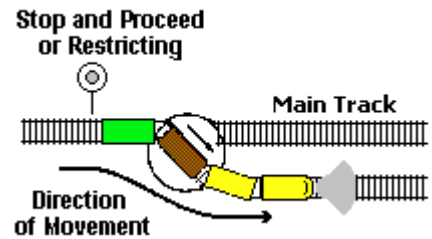
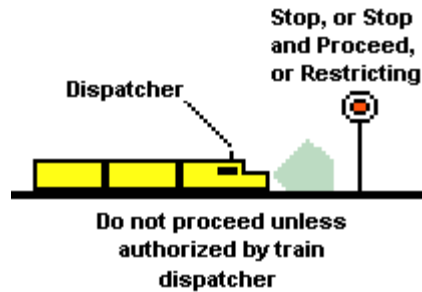
Updated: 12/06/2005

11.1: Establishing Absolute Block

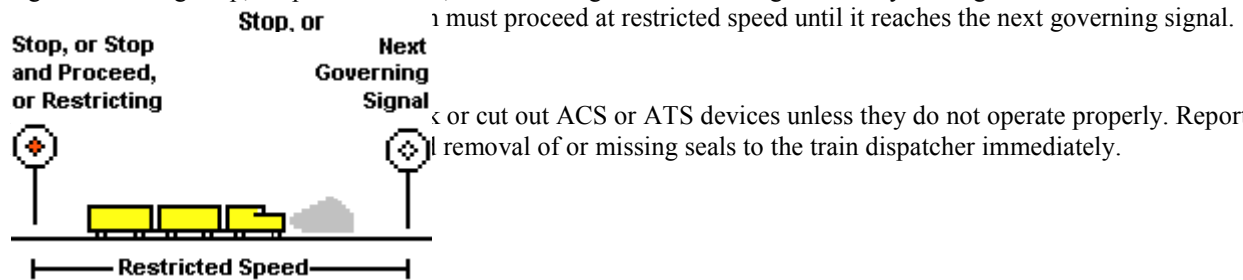
Absolute block may be established in advance of a train. The train dispatcher can establish it verbally or by issuing a track bulletin addressed only to the train affected by stating, "Absolute block is established in advance of your train between _____ and _____."

11.2: Signal Indications with Absolute Block

When absolute block is established in advance of a train, the train must not pass a signal indicating Stop, Stop and Proceed, or Restricting unless verbally authorized by the train dispatcher. However, the train may leave the main track through a switch that is immediately after a signal indicating Stop and Proceed or Restricting.



When absolute block is established in advance of a train, the train dispatcher must not authorize the train to pass a signal indicating Stop, Stop and Proceed, or Restricting until the block governed by that signal is clear of trains.



1 must proceed at restricted speed until it reaches the next governing signal. or cut out ACS or ATS devices unless they do not operate properly. Report removal of or missing seals to the train dispatcher immediately.

6.32.2: Automatic Warning Devices

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

- Movement has stopped within 3,000 feet of the crossing.
- Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
- Movement is closely following another movement.
- Movement is on other than the main track or siding.
- or
- Movement enters a main track or siding within 3,000 feet of the crossing.

Employees must observe all automatic warning devices and report any that are malfunctioning to the train dispatcher or proper authority by the first available means of communication. Notify all affected trains as soon as possible.

A. Automatic Warning Devices Malfunctioning

Change to read:

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

Procedure 1. Train must stop before occupying the crossing. A crew member must be on ground at the crossing to warn highway traffic, then the train may proceed over the crossing on hand signals from that crew member. Then proceed at normal speed.

Procedure 2. 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.
- Instructed by the train dispatcher or track bulletin.

When train completely occupies the crossing, proceed at normal speed.

Movement When Notified that Warning Devices have an Activation Failure, are Disabled or Malfunctioning		
Comply With	Track Bulletin	Procedure to follow
"XG" procedure at (location)	AUTOMATIC CROSSING DEVICE HAS AN ACTIVATION FAILURE AT () STOP AND PROVIDE WARNING UNLESS OTHERWISE INSTRUCTED BY SIGNAL EMPLOYEE	Unless otherwise instructed by signal employee: Comply with Procedure 1.
"XH" procedure at (location)	AUTOMATIC CROSSING NOT WORKING PROPERLY AT () (PROVIDE WARNING) or (PROCEED NOT EXCEEDING 15 MPH) UNLESS OTHERWISE INSTRUCTED BY SIGNAL EMPLOYEE	Unless otherwise instructed by signal employee: Comply with Procedure 2. A crossing having a broken gate(s) is to be considered as having working devices when the balance of the automatic warning devices are seen to be working.
"XS" procedure at (location)	AUTOMATIC CROSSING DEVICE DISABLED AT () STOP AND PROVIDE WARNING UNLESS OTHERWISE INSTRUCTED BY EMPLOYEE IN CHARGE	Unless otherwise instructed by signal employee: Comply with Procedure 1.

When advised by the train dispatcher or proper authority that the warning devices have been repaired, these restrictions no longer apply.

Note: When a crew is notified (e.g. from another train crew) that a crossing has an activation failure or a malfunction appropriate procedure must be followed.

B. Whistle for Crossing

When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2(7) regardless of any prohibition.

System Special Instructions

Report malfunctioning automatic crossing warning devices to the train dispatcher or to the Grade Crossing Safety Hot Line (800-848-8715) by the first available means of communication. If equipped, when the white power-on light on the exterior of the signal house is not lit or when a strobe light on the exterior of the signal house is flashing, immediately notify the train dispatcher or Grade Crossing Safety Hot Line.

On a prior SP territory track where a "STOP" sign is located next to a road crossing, movement must stop at "STOP" sign. Movement may proceed only after automatic crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped, are fully lowered. If automatic crossing warning devices fail to operate, movement may enter the crossing only after a crew member is on the ground at the crossing to warn highway traffic.

5.8.2: Sounding Whistle

The whistle may be used at anytime as a warning regardless of any whistle prohibitions.

When other employees are working in the immediate area, sound the required whistle signal before moving. Other forms of communications may be used in place of whistle signals, except signals (1), (7) and (8). See following chart.

The required whistle signals are illustrated by "o" for short sounds and "-" for longer sounds.

Sound	Indication
[1] Succession of short sounds	Use when persons or livestock are on the track at other than road crossings at grade. In addition, use to warn railroad employees when an emergency exists, such as a derailment. When crews on other trains hear this signal, they must stop until it is safe to proceed.
[2] -	When stopped: air brakes are applied, pressure equalized.
[3] - -	Release brakes. Proceed
[4] o o	Acknowledgement of any signal not otherwise provided for.
[5] o o o	When stopped: back up. Acknowledgment of hand signal to back up.
[6] o o o o	Request for signal to be given or repeated if not understood.
[7] - - o -	Approaching public crossings at grade with the engine in front, start signal at least 15 seconds but not more than 20 seconds before the crossing. If movement exceeds 59 45 MPH, start signal at <u>or about</u> the crossing sign or not more than 1/4 mile before the crossing if no sign . Prolong or repeat signal until engine occupies the crossing(s). <u>In the states of California, Idaho and Montana:</u> <ul style="list-style-type: none"> • <u>Always start the whistle signal at the crossing sign for all crossings, public and private.</u> • <u>If no sign, or if movement begins between sign and crossing, sound whistle at least 15 seconds before engine enters the crossing.</u> <u>In addition, use this signal when approaching private crossings if pedestrians or motor vehicles are at or near this crossing, or if something obstructs the view of the crossing.</u>
[8] - o	<u>Approaching men or equipment on or near the track</u> , regardless of any whistle prohibitions. After this initial warning, train will continue to intermittently sound whistle signal 4 (2 shorts) until head end of train has passed the work location.

System Special Instructions

(7) Whistle Signal

In the state of California, use this signal when approaching all private crossings at grade.

General Order

Change indication for sound (7) to read:

Approaching public crossings at grade with the engine in front, start signal at least 15 seconds but not more than 20 seconds before the crossing. If movement exceeds 45 MPH, start signal at or about the crossing sign but not more than 1/4 mile before the crossing. Prolong or repeat signal until engine occupies the crossing(s).

In the states of California, Idaho and Montana:

- Always start the whistle signal at the crossing sign for all crossings, public and private.
- If no sign, or if movement begins between sign and crossing, sound whistle at least 15 seconds before engine enters the crossing.

In addition, use this signal when approaching private crossings if pedestrians or motor vehicles are at or near this crossing, or if something obstructs the view of the crossing.

Updated: 8/15/2005

13.7.1 Failed Detector Situation Table

Failed Detector Situation	Type of Train	Type Detector				
		13.2	13.3	13.4	13.5	13.6
a. Track bulletin or verbal information from the train dispatcher instructs crew that the detector is out of service.	KEY Trains	4	4	5	6	NAR
	Other Than KEY Trains	6	6	5	6	NAR
b. Detector announces "Integrity Failure" or "Detector Malfunction" message and NO defect message or tone was received.	KEY Trains	2 & 3	2 & 3	2 & 5	1 & 2	NAR
	Other Than KEY Trains	2 & 4	2 & 4	2 & 5	1 & 2	NAR
c. Detector announces "Integrity Failure" or "Detector Malfunction" message and a defect message or tone was received.	All Trains	1 & 2	1 & 2	2 & 5	1 & 2	NAR
d. Crew members receive NO exit message from detector.	KEY Trains	1 & 2	NAR	2 & 5	NAR	NAR
	Other Than KEY Trains	2 & 4	NAR	2 & 5	NAR	NAR
e. Crew members do not understand the exit message from the detector and no defect message or tone was received.	KEY Trains	1 & 2	NAR	2 & 5	NAR	NAR
	Other Than KEY Trains	2 & 4	NAR	2 & 5	NAR	NAR
f. Crew members do not understand the exit message from the detector and a defect message or tone was received.	All Trains	1 & 2	1 & 2	2 & 5	1 & 2	7

NOTE: "NAR" in the action number column means "No Action Required."

13.7.2 Detector Failure - Action Table

Action No.	Failure Detector - Action Required
1.	Stop the train at once and inspect train on both sides for defects.
2.	Immediately attempt to report condition to the train dispatcher.
3.	<p>a. If KEY train moved at 10 MPH or above over the detector, stop the train at once and inspect the train on both sides for defects.</p> <p>or</p> <p>b. If KEY train stopped or moved at less than 10 MPH over the detector, be governed by Action 4 of this table.</p> <p>Exception: If the train dispatcher has access to a remote readout that shows there is no defect, train dispatcher may authorize the KEY train to continue at normal speed.</p>
4.	<p>Proceed not exceeding 35 MPH.</p> <p>Within 30 miles of the failed detector, one of the following conditions must be complied with:</p> <p>a. Train passes another detector that checks for the same defects.</p> <p>b. Crew may establish roll-by inspection of the train by qualified employees</p>

	<p>located on both sides of the train. Speed must not exceed 10 MPH during this inspection.</p> <p>c. Stop the train and make a roll-by inspection of the train by crew members located on the ground. Speed must not exceed 10 MPH during this inspection. If only one crew member is available, roll-by inspection may be made on one side and a walking inspection made on the other side.</p> <p>d The train dispatcher may choose to stop the train and have the crew make an inspection of the entire train.</p> <p>e. Stop and inspect the entire train when the next consecutive detector that checks for any of the same defects fails.</p> <p>Exception: If the train dispatcher has access to a remote readout that shows there is no defect, train dispatcher may authorize the train to continue at normal speed.</p>
5.	<p>Freight trains <u>approaching the protected structure</u> must stop and inspect entire train before reaching protected structure. <u>Freight trains moving away from the protected structure must stop and inspect entire train unless instructed that the detector is out of service.</u> Train may be moved not to exceed 5 MPH to assist making inspection.</p> <p>Exception: If the train dispatcher has access to a remote readout that shows there is no defect, train dispatcher may authorize the train to continue at normal speed.</p>
6.	<p>Proceed at maximum authorized speed unless otherwise instructed by the train dispatcher. Stop and inspect the entire train when the next consecutive detector that checks for any of the same defects fails.</p>
7.	<p>Reduce train speed to 30 MPH and immediately contact the train dispatcher to determine if t train contains a defective car.</p> <p>a. If train does not contain any defective car, train may proceed at maximum authorized speed.</p> <p>b. If train contains a Level 1 impact defect, continue not exceeding 30 MPH and set indicated car out at next available location, unless a different location is specified by the train dispatcher.</p> <p>c. If train contains a Level 2 impact defect, stop the train and inspect indicated car for damaged wheel. If safe to do so, move indicated car not exceeding 10 MPH and set out at next available location.</p>

13.2 Hot Box or Hot Box This applies to Timetable Characters "#"

13.3 Hot Box or Hot Box This applies to Timetable Characters "\$"

13.4 High Wide Shifted Load Detector This applies to Timetable Characters "&"

13.5 Dragging Equipment Detectors Talk On Defect Only This applies to Timetable Character "%".

13.6 Wheel Impact Detectors This applies to Timetable Character "(@)".

33.6.1: Starting Train

Locomotives equipped with automatic engine start/stop systems may have shut down if locomotives have been inactive for a sufficient period of time. Before attempting to start a train, place reverser lever in the direction of travel and momentarily open throttle to Run 1 to trigger their start up. After waiting a minimum of two minutes, start train as follows:

- Use the lowest throttle position possible to start the train moving. It may be necessary to retard starting acceleration by use of the locomotive brake.
- Allow the locomotive load to stabilize before advancing the throttle to the next higher position.
- Once the train is moving, do not increase the throttle until either the amperage or the tractive effort stabilizes.
- To accelerate, advance the throttle slowly, one notch at a time.
- In curved territory, use only enough power to start the train. Regulate amperage to reduce the possibility of string-lining in curves because of excessive lateral forces.

A. Starting, Level Grade

When starting the train on a level grade:

6. Release the automatic brake.
7. After the brakes have released on the entire train, move the throttle to RUN 1 and release the independent brake. If the locomotive moves too rapidly in RUN 1, control surge with the independent brake. If the train does not move, slowly advance the throttle.
8. Use the lowest possible throttle position to minimize in-train forces.
Note: If the train does not move in RUN 4, return the throttle to IDLE, apply the independent brake, and determine the cause.
9. After the train starts to move, check to see if the amperage or tractive effort levels are stabilizing. If these levels are stabilizing, you may advance the throttle to the next higher position.

B. Starting, Ascending Grade

When starting the train on an ascending grade with slack stretched:

1. Advance the throttle to a position to hold the train.
2. Release the automatic brake.
3. Reduce the independent brake sufficiently to allow gradual movement.
4. As the brakes release toward the rear of the train, it may be necessary to advance the throttle to the next higher position to start the train moving.
5. Slowly reduce the independent brake until it is fully released. If the train will not start, consider doubling or getting helpers. Applying power on a standing locomotive longer than necessary will damage DC traction motors.
6. After the train starts to move, check to see if the amperage or tractive effort levels are stabilizing. If these levels are stabilizing, you may advance the throttle to the next higher position.
7. Observe the load meter/tractive effort and limit the throttle position if necessary to avoid high draft forces.

C. Starting, Descending Grade

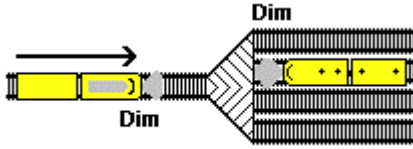
When starting the train on a descending grade:

1. Ensure that the independent brake is fully applied.
2. **Activate the dynamic brake to full.**
3. Release the automatic brake and wait for all brakes to release and slack to adjust. On heavy descending grades the automatic brakes may remain applied.
4. Reduce the independent brake until the train begins to move gradually.
5. Once the entire train is moving, gradually reduce the independent brake to avoid abrupt changes in slack.
6. Slowly release the independent brake when the dynamic brake becomes effective.

5.9.1: Dimming Headlight

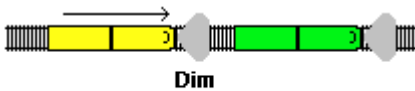
Approaching public crossings at grade with engine in front, the headlight must be on bright at the crossing sign. If no sign, or if movement begins between sign and crossing, the headlight must be on bright soon enough before the crossing to provide warning. Except when the engine is approaching and passing over a public crossing at grade, dim the headlight during any of the following conditions:

1. At stations and yards where switching is being done.



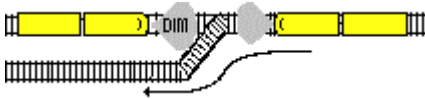
[Diagram A]

2. When stopped close behind another train.



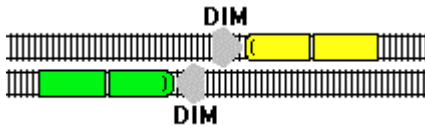
[Diagram B]

3. When **stopped on the main track waiting for an approaching train**. However, when stopped in block system limits, turn the headlight off at the radio request of the crew of an approaching train, until the head end of the train passes.



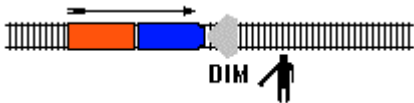
[Diagram C]

4. When approaching and passing the head end of a train at night.



[Diagram D]

5. At other times to permit passing of hand signals or when the safety of employees requires.



[Diagram E]

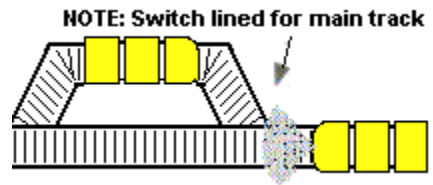
6. When left unattended on a main track in non-signaled territory.

Updated: 7/06/2005

5.9.2: Headlight Off

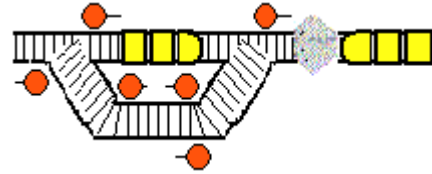
Turn the headlight off under either of the following conditions:

1. The train is stopped clear of the main track.



[Diagram A]

2. The train is left unattended on the main track in block system limits.



[Diagram B]