

The background of the slide is a photograph of a landscape. In the foreground, there are green evergreen trees. A road curves through the middle ground, and a train with several yellow and black locomotives pulling white freight cars is visible on a track that runs parallel to the road. The background features rolling hills with trees showing vibrant autumn colors in shades of red, orange, and yellow. The sky is a clear, bright blue.

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
Revised 04/08/2010

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.

1.10 Games, Reading, or Electronic Devices**1.47 Duties of Crew Members****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.**

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.

1.47 Duties of Crew Members

Rule text/structure change only. No application change on UPRR.

Rule text/structure change only. No application change on UPRR.

Changes in SSI returns to current UPRR application.

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>1.47.1 Cab Red Zone</p> <p>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:</p> <ul style="list-style-type: none"> • Copying mandatory directives. • <u>Approaching a radio speed restrictions.</u> • <u>Approaching a Form B restrictions.</u> • Approaching the end of the train's authority. • Operating at restricted speed except when switching. <p>or</p> <ul style="list-style-type: none"> • Except when switching, operating on signals that require the train to be prepared: <ul style="list-style-type: none"> - 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. <p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>1.47.1 Cab Red Zone</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>or</p> <ul style="list-style-type: none"> • Except when switching, operating on signals that require the train to be prepared: <ul style="list-style-type: none"> - 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. <p>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).</p> <p>The following restrictions or conditions must be met:</p> <ul style="list-style-type: none"> • 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). <p>If proper action is not being taken, crew members must remind each other of the cab red zone condition. UPRR.</p> <ul style="list-style-type: none"> • 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). 	<p>UPRR rule in SSI now specifies restrictions for use of radio.</p>

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.

1.48 Not in effect**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.

2.14 Transmission of Mandatory Directive**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".

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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.

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.**

2.13 is deleted**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.**

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".

UPRR rule in SSI.

Rule number and text Revision. Moved from chapter 3. No application change on UPRR.

Deleted due to redundancy. Requirements established in rule 5.3.7.

Rule text/structure change only. No application change on UPRR.

New rule to GCOR. Changed in SSI. No application change on UPRR.

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>3.0 Standard Time</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • Be in good working condition and reliable. • Display hours, minutes and seconds. <p>3.3 Time Comparison Every day before beginning work, all employees must do one of the following:</p> <ul style="list-style-type: none"> • 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 <p style="text-align: center;">OR</p> <ul style="list-style-type: none"> • Compare their watch with the time service designated in the special instructions. <p>Employees must make sure their watch does not vary from the correct time by more than 30 seconds.</p>	<p>3.0 "Section Reserved"</p> <p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>Chapter 3 is deleted in its entirety. Clock, watch and time comparison requirements are now contained in rule 1.48</p> <p>No change of UPRR application.</p>

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>5.2.1: Looking for Signals To recognize and follow signals correctly, employees must:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>5.2.2 Signals Used by Employees To give clear signals during the day and night, employees must:</p> <p>A. During the Day</p> <ol style="list-style-type: none"> 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. <p>B. At Night</p> <ol style="list-style-type: none"> 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. <p>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</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>Movement must stop within half the distance specified unless additional instructions are received.</p>	<p>5.2.1: Looking for Signals To recognize and follow signals correctly, employees must:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>5.2.2 Signals Used by Employees To give clear signals during the day and at night, employees must:</p> <p>A. During the Day</p> <ol style="list-style-type: none"> 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. <p>B. At Night</p> <ol style="list-style-type: none"> 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. <p>Flags may be made from cloth, metal, or other suitable material.</p> <p>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.</p> <p>Movement must stop within half the distance specified unless additional instructions are received.</p>	<p>No change of UPRR application.</p> <p>Rule text/structure change. Flagging material requirements are corrected.</p> <p>Rule text/structure change only. No application change on UPRR.</p>

6 GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>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.</p>	<p>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. When a restriction spans adjoining subdivisions, separate temporary restrictions may be issued on each subdivision. Only one set of flags may be displayed in advance of the entire restriction in each direction.</p>	<p>Rule text/structure change. No application change on UPRR.</p>
<p>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).</p>	<p>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).</p>	<p>Text in first paragraph only is changed. No application change on UPRR.</p>
<p>5.4.4 Authorized Protection by Yellow or Yellow-Red Flag</p>	<p>5.4.4 Authorized Protection by Yellow or Yellow-Red Flag</p>	<p>No change in application on UPRR. SSI Item 10-A removes references to yellow-red flags.</p>

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>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.</p>	<p>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.</p>	<p>Rule text change reinforces expectations of crew members to contact Employee In Charge of red flag or red light. No application change on UPRR.</p>
<p>5.4.8 Flag Location</p>	<p>5.4.8 Flag Location</p>	<p>Rule unchanged on UPRR. SSI Item 10A adds application for 3 or more tracks.</p>
<p>5.7 Torpedoes</p>	<p>5.7 is deleted</p>	<p>All references to Torpedoes are removed from the GCOR.</p>
<p>5.8.1 Ringing Engine Bell Ring the engine bell under any of the following conditions:</p> <ul style="list-style-type: none"> • 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. 	<p>5.8.1 Ringing Engine Bell Ring the engine bell under any of the following conditions:</p> <ul style="list-style-type: none"> • 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. 	<p>No application change on UPRR. See SSI.</p>

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>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.</p> <ol style="list-style-type: none"> 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. <u>A blue tag must be placed on the switch governing remote/manual operation.</u> 3. The engine must not be moved. <p><u>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.</u></p>	<p>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.</p> <ol style="list-style-type: none"> 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. <u>A blue tag must be placed on the switch governing remote/manual operation.</u> 3. The engine must not be moved. <p><u>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.</u></p>	<p>Rule text/structure change only. No application change on UPRR.</p>
<p>6.2.1 Train Location</p>	<p>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:</p> <ul style="list-style-type: none"> • Direct communication with a crew member of the train. <p>or</p> <ul style="list-style-type: none"> • Receiving information about the train from the train dispatcher or control operator. 	<p>Rule unchanged on UPRR. See SSI</p>
<p>6.3 Main Track Authorization</p>	<p>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.</p>	<p>Rule unchanged on UPRR. See SSI.</p>

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>Changes apply only to that portion of the rule shown. Establishes communication requirement between the employee in charge and the train's engineer.</p>
<p>6.4.2 Movements Within Control Points or Interlockings</p>	<p>6.4.2 Movements Within Control Points or Interlockings</p>	<p>Rule unchanged on UPRR. See SSI.</p>

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 movement 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 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>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.</p> <p>6.23 Emergency Stop or Severe Slack Action</p> <p>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:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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. <p>6.29.1 Inspecting Passing Trains</p>	<p>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.</p> <p>6.23 Emergency Stop or Severe Slack Action</p> <p>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:</p> <ul style="list-style-type: none"> • 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). <p>6.29.1 Inspecting Passing Trains</p>	<p>Rule text/structure change only. No application change on UPRR.</p> <p>Rule unchanged on UPRR, SSI Item 10.</p> <p>Rule is restructured, removing redundancies from information contained in rule 8.9.1. No application change on UPRR.</p> <p>Rule unchanged on UPRR. See SSI.</p>

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>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.</p>	<p>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.</p>	<p>Rule requires instruction from the crew member protecting the crossing.</p>

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.

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.

Item A table changes for UPRR.

Movement When Notified That Automatic Warning Devices Have An Activation Failure, Are Disabled, or Malfunctioning			Movement When Notified That Automatic Warning Devices Have An Activation Failure, Are Disabled, or Malfunctioning		
Verbally Notified	Track Bulletin	Procedure to follow	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.	"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	"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.	"XS" in effect at location	Automatic crossing device has been disabled at (____). Rule 6.32.2 Procedure 1 applies.	Comply with Procedure 1.

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>6.32.3 Protection of Adjacent Tracks</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>7.4.1 Remote Control Couplings</p> <p>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.</p> <p>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.</p>	<p>6.32.3 Providing Warning for Adjacent Tracks</p> <p>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 the equipment. When unable to touch the equipment, leave equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point. Equipment may be left on a:</p> <ul style="list-style-type: none"> • 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. <p>7.4.1 Remote Control Couplings</p> <p>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.</p> <p>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.</p>	<p>No change for UPRR. See SSI.</p> <p>Text change only. No change on UPRR.</p> <p>No change on UPRR. Rule added in SSI.</p> <p>Rule unchanged on UPRR. Rule changed in SSI.</p>

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>	<p>Text change only. No application change on UPRR.</p>
<p>7.8 Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded</p> <ul style="list-style-type: none"> • Ensure that plug-type and swinging doors on cars are properly closed or secured. 	<p>7.8 Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded</p> <ul style="list-style-type: none"> • Ensure that plug-type and swinging doors on cars are properly closed or secured. <p>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.</p>	<p>Plug doors found open en route may move to a location where Mechanical forces can close the door.</p>
<p>7.10 Movement Through Gates or Doorways</p>	<p>7.10 Movement Through Gates or Doorways</p>	<p>Rule text changed to coincide with UPRR.</p>
<p>7.13 Protection of Employees in Bowl Tracks</p>	<p>7.13 Protection of Employees in Bowl Tracks</p>	<p>Rule added that follows UPRR. SSI change to working between tracks, not just equipment.</p>
<p>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.</p>	<p>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.</p>	<p>Prohibitions of dropping cars are now in rule 7.7. No application change on UPRR.</p>
<p>8.2 Position of Switches</p>	<p>8.2 Position of Switches</p>	<p>Text change only. No application change on UPRR.</p>

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.

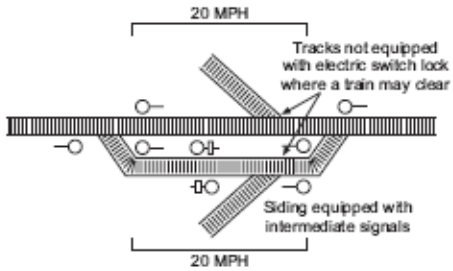
GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>9.9 Train Delayed Within a Block B. CTC or Manual Interlocking Limits Proceed prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication. <u>Passenger 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></p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>9.10 Initiating Movement Between Signals When one of the following occurs, move at restricted speed until the leading wheels have passed the next governing signal or the end of the block system:</p> <ul style="list-style-type: none"> • The train enters a block with no governing signal. • The previous signal indication is unknown. • A change of direction is made within the block. <p>Exception <u>If a train is within ACS territory with operative cab signals, the train may operate according to the cab signal indication.</u> 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.</p>	<p>9.9 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.</p> <p>9.9.1 Approach to Automatic Interlocking A train must proceed prepared to stop at the interlocking signal when:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>9.10 Initiating Movement Between Signals Change exception to read: When one of the following occurs, move at restricted speed until the leading wheels have passed the next governing signal or the end of the block system:</p> <ul style="list-style-type: none"> • The train enters a block with no governing signal. • The previous signal indication is unknown. • Movement is in the opposite direction from which the block was entered. <p>Exception: If a train is within cab signal territory with operative cab signals, the train may operate according to the cab signal indication.</p>	<p>No change on UPRR.</p> <p>Removes reference to signal indication only. No application change on UPRR.</p> <p>Text and graphic change to clarify expectations when restricted speed is required.</p>

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>9.11 Movement from Signal Requiring Restricted Speed <u>Exception:</u> <u>If a train is within ACS or ATC territory, with operative cab signals, the train may immediately comply with the cab signal indication.</u></p>	<p>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.</p>	<p>Rule unchanged on UPRR. See SSI.</p>
<p>9.13 When Instructed to Operate Dual Control Switches by Hand</p>	<p>9.13 When Instructed to Operate Dual Control Switches by Hand</p>	<p>Rule unchanged on UPRR, see SSI.</p>
<p>9.13.2 Performing Switching</p>	<p>9.13.2 Performing Switching</p>	<p>No change on UPRR. See SSI</p>
<p>9.14.2 Controlled Block System (CBS)</p>	<p>9.14.2 Controlled Block System (CBS)</p>	<p>No change on UPRR. See SSI.</p>
<p>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:</p> <ul style="list-style-type: none"> • Their name or other identification. • Track permit number being released. • Limits being released. • Position of hand operated main track switches. <p>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.</p>	<p>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:</p> <ul style="list-style-type: none"> • Their name or other identification. • Track permit number being released. • Limits being released. • Position of hand operated main track switches. <p>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.</p>	<p>Updated to clarify communication expectations for adjustment to expiration time.</p>

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.

10.3 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.

12.4.1 Inductor Location

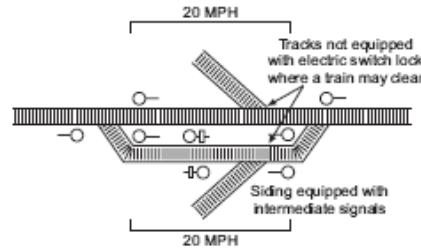
Add new rule:

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.

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.

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.

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.

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.

Item B amended as shown to clarify communication expectations. No application change on UPRR.

Speed change to 3 MPH.

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>12.4.2 No Inductors Add new rule: At locations where there are no test inductors:</p> <ol style="list-style-type: none"> 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. 	<p>12.4.2 No Test Inductors At locations where there are no test inductors:</p> <ol style="list-style-type: none"> 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. 	<p>Only change is reference to Rule 17.4.1 at end of rule.</p>
<p>12.4.3 Commuter Operations Add new rule: When changing ends on commuter trains leave the ATC/ATS converter on.</p>	<p>12.4.3 Commuter Operations Rule deleted</p>	<p>Rule was redundant with 12.1.</p>
<p>13.1.4 Cab Signals Cut In and Out</p>	<p>13.1.4 Cab Signals Cut In and Out</p>	<p>No application change on UPRR.</p>
<p>13.1.5 Departure Test</p>	<p>13.1.5 Departure Test</p>	<p>No application change on UPRR. Rule does not apply on foreign lines.</p>
<p>13.2.1 Restrictive to More Favorable</p>	<p>13.2.1 Restrictive to More Favorable</p>	<p>No change on UPRR.</p>
<p>13.3.1 Cab Signal and Block Signal Do Not Agree</p>	<p>13.3.1 Cab Signal and Block Signal Do Not Agree</p>	<p>No change on UPRR.</p>
<p>13.3.3 Movement with an Inoperative Cab Signal Device The train dispatcher will:</p> <ul style="list-style-type: none"> • 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> 	<p>13.3.3 Movement with an Inoperative Cab Signal Device The train dispatcher will:</p> <ul style="list-style-type: none"> • Instruct the crew to cut out the cab signal device. • Establish an absolute block in advance of the train. 	<p>References to partial cab signal c/o does not require dispatcher confirmation.</p>

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>14.0 Rules Applicable only within Track Warrant Control Limits</p>	<p>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. <input type="checkbox"/> 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.</p>	<p>Format changes on UPRR forms.</p>
<p>14.6 Movement Against the Current of Traffic</p>	<p>14.6 Movement Against the Current of Traffic</p>	<p>Rule does not apply on UPRR unless designated in the timetable.</p>
<p>14.7 Reporting Clear of Limits</p>	<p>14.7 Reporting Clear of Limits</p>	<p>No change on UPRR. Roll-up application specified in SSI.</p>
<p>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:</p>	<p>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:</p>	<p>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.</p>
<p>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.</p>	<p>14.12 is deleted</p>	<p>Rule deleted in its entirety. This requirement is now contained in rule 6.11.</p>

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 15.13.1 (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.

15.1.1 Changing Track Warrants of Track Bulletins**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.

15.2.2 Protection of Non-Railroad Contractors**15.4 Protection when Tracks Removed from Service****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.

15.1.1 Changing Track Warrants of Track Bulletins**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.

15.2.2 Protection of Non-Railroad Contractors**15.4 Protection when Tracks Removed from Service**

Text change only. No application change on UPRR.

No change on UPRR. SSI adds exemption to yard and hostling jobs from changing engine number or symbols.

SSI adds requirement to notify the EIC of wide loads. Other text changes do not change UPRR application.

UPRR rule in SSI only. No changes.

UPRR rule changed in SSI, no application change.

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>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:</p> <ol style="list-style-type: none"> 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. <p>Employees may relay track bulletins.</p>	<p>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:</p> <ol style="list-style-type: none"> 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. <p>Employees may relay track bulletins.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>	<p>Space for the name of employee copying is being removed from the form.</p>
<p>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.</p>	<p>15.11 is deleted</p>	<p>Requirement is now contained in 6.11.</p>
<p>15.12 Relief of Engineer or Conductor during Trip</p>	<p>15.12 Relief of Engineer or Conductor during Trip</p>	<p>UPRR requirements in SSI include comparison with train dispatcher.</p>

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>15.13 Voiding Track Bulletins</p> <p>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.</p> <p>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.</p> <p>15.13.1 Verbally Raising a Speed Restriction</p> <p>Chapter 16 in its entirety</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>The train dispatcher may authorize a crew member to cut out the ATC system when:</p> <ul style="list-style-type: none"> • 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. 	<p>15.13 Voiding Track Bulletins</p> <p>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.</p> <p>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.</p> <p>15.13.1 Verbally Raising a Speed Restriction</p> <p>Chapter 16 in its entirety</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>The train dispatcher may authorize a crew member to cut out the ATC system when:</p> <ul style="list-style-type: none"> • 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. 	<p>Rule text/structure change only. No application change on UPRR.</p> <p>Rule unchanged on UPRR. See SSI.</p> <p>Rules contained in Chapter 16 are not used on UPRR. Text changes only, no application change on UPRR.</p>

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<p>17.4 Departure Test Requirements</p> <p>17.4.1 Locomotives with Automatic Test Equipment</p> <p>17.4.2 ATC Automatic Cut-in Circuit</p> <p>17.4.3 Departure Test Reporting</p> <p>17.5.3 Restricting Aspect</p> <p>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.</p> <p>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.</p> <p>17.6.1 Approaching Diverging Route Deleted</p>	<p>17.4 Departure Test Requirements</p> <p>17.4.1 Departure Test Reporting</p> <p>17.4.2 ATC Automatic Cut-in Circuit</p> <p>17.4.3 Rule moved to 17.4.1</p> <p>17.5.3 Restricting Cab Signal</p> <p>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. <i>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.</i> <i>Note: When the cab signal cycles from Clear to Restricting and immediately back to Clear, the train may continue at normal speed.</i></p> <p>17.6.1 Approaching Diverging Route <i>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.</i></p>	<p>Incorporated Automatic Test Equipment Procedures into the rule. No change in UPRR Applications.</p> <p>Test Procedures incorporated into 17.4.</p> <p>No change on UPRR</p> <p>New rule in GCOR. No application change.</p> <p>Title change only.</p> <p>Rule change for diverging route aspects is in rule 17.6.1.</p> <p>No application change on UPRR.</p>

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
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.
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 terms are added. No application changes for UPRR.

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments		
<p>SSI Item 5-B Train Make-UP Requirements</p> <p>Item 7-A Employee Information</p> <ul style="list-style-type: none"> UPRR photo identification card. A valid "Certificate to Operate Locomotives" card, if applicable, regardless of the type of service the employee is called to perform. Restrictions listed on certificate must be complied with as required. Engineers who wear contact lenses must have a pair of corrective glasses available while on duty. <p>Item 7-B Qualifications of Certified Employees</p> <p>Item 9 Use of Engine Horns – Quiet Zones</p> <ul style="list-style-type: none"> Notified that automatic warning devices are malfunctioning, sound whistle 5.8.2 (7) regardless of any prohibition. <p>Item 10 Rule Supplements & Amendments</p> <p>Item 10-C Air Brake & Train Handling Rules Chapters 30 to 39 30.7 Charging Air Brake System Application: Last paragraph allows brake valve to be left in release position.</p> <p>30.10 Initial Terminal and Road Air Brake Test (Class I Air Brake Test)</p>	<p>SSI Item 5-B Train Make-UP Requirements</p> <p>Item 7-A Employee Information</p> <ul style="list-style-type: none"> UPRR photo identification card. A separate UP photo ID will not be required if the employee has a photo on their certification license. <p>Item 7-B Qualifications of Certified Employees Employees requiring recertification packets are to print the necessary forms from the Certification area of the TE&Y portal. Instructions on printing the documents for TE&Y employees are issued in service unit superintendent's bulletin.</p> <p>Item 9 Use of Engine Horns – Quiet Zones</p> <ul style="list-style-type: none"> Notified that automatic warning devices are malfunctioning or disabled or crossings required additional precautions, sound whistle 5.8.2 (7) regardless of any prohibition. <p>Item 10 Rule Supplements & Amendments</p> <table border="1" data-bbox="913 958 1715 1071"> <tr> <td data-bbox="913 958 1102 1071">7.6, 32.1, 32.1.1, 32.1.2, or 32.1.3</td> <td data-bbox="1102 958 1715 1071">Securing cars, engines, trains, etc. (when resulting in an uncontrolled movement)</td> </tr> </table> <p>Item 10-C Air Brake & Train Handling Rules Chapters 30 to 39 30.7 Charging Air Brake System Change last paragraph to read: In yards where trains are made up, when unattended locomotives are used to charge the brake system, the brake valve may be left in release position.</p> <p>30.10 Initial Terminal and Road Air Brake Test (Class I) A qualified employee must conduct the initial terminal air brake test (Class I).</p>	7.6, 32.1, 32.1.1, 32.1.2, or 32.1.3	Securing cars, engines, trains, etc. (when resulting in an uncontrolled movement)	<p>SSI incorporated changes from GO allowing for 10,000 ft COFC trains and DP trains.</p> <p>New licenses issued have incorporated the employee photo ID.</p> <p>Recert packets are no longer sent to employees' homes.</p> <p>Includes disabled devices</p> <p>Included from previous GOs.</p> <p>Specifies purpose of leaving brake in release.</p> <p>Shortened Title</p>
7.6, 32.1, 32.1.1, 32.1.2, or 32.1.3	Securing cars, engines, trains, etc. (when resulting in an uncontrolled movement)			

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>30.10.1 Requirement for Test Where the train consist is changed, other than adding <u>and/or</u> removing a solid block of cars.</p>	<p>30.10.1 Requirement for Test Change second bullet to read: Where the train consist is changed, other than adding and/or removing a solid block of cars.</p>	<p>Incorporated GO change.</p>
<p>31.2.1 Inspection Requirements An inspection is not required on a locomotive that is idling or shutdown and will not be used as a working locomotive.</p>	<p>31.2.1 Inspection Requirements An inspection is not required on a locomotive that is idling or shutdown and will not be used as a working locomotive.</p>	<p>Incorporated GO change.</p>
<p>32.1.3 Unattended Locomotive(s) 11. Must have all hand brakes applied. Release locomotive brakes to determine hand brakes will prevent movement. Re-apply locomotive brakes.</p>	<p>32.1.3 Unattended Locomotive(s) 11. Must have all hand brakes applied. Release locomotive brakes to determine hand brakes will prevent movement. Fully re-apply independent and automatic brakes.</p>	<p>Specifies both independent and auto brakes to be applied.</p>
<p>32.2 Releasing Hand Brakes</p>	<p>32.2 Releasing Hand Brakes Before moving cars or locomotives, fully release all hand brakes to prevent wheel damage, except when required to control slack, control speed while making gravity switch move or to test hand brake. Add new second paragraph: When necessary to control movement, charge brake system before releasing hand brakes. On ascending grade, do not release all hand brakes until it is known that slack is stretched.</p>	<p>Incorporated changes from GOs.</p>
<p>32.20.2 Shutdown Procedure</p>	<p>32.20.2 Shutdown Procedure Follow this procedure to shut down a locomotive:</p> <ol style="list-style-type: none"> 1. <u>Make sure the hand brake and independent brake are fully applied.</u> 2. <u>Place the generator field switch OFF.</u> 3. <u>Remove and stow the reverser handle.</u> 4. <u>Move the engine control switch (isolation switch) to the START/STOP/ISOLATE position.</u> 5. <u>Place switches or breakers for air conditioning, lights, heaters, refrigerator, and other accessories in the OFF position.</u> 6. <u>Shut down engine.</u> 7. <u>Open the main battery switch. Main battery switch may be left closed for up to two hours to maintain cab signal link on locomotives operating in cab signal territory.</u> 	<p>Incorporates changes from GOs.</p>

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<p>33.3.3 Releasing Brakes 1. Increase the brake pipe reduction to 10 psi. <u>1. Do not attempt to make a running release if the total brake pipe reduction is less than 10 PSI except when using retaining valves or at a location where train brakes will have to be reapplied shortly. If a brake application exceeding 18 pounds is required, train must be stopped before releasing air brakes.</u></p> <p>Glossary</p> <p>Transfer Train Movement A movement of An engine with and one or more cars that travels between a point of origin and a point of final destination not exceeding 20 miles. of at least 1 mile, but not more than 20 miles. Such trains may pick up or set out while enroute to destination.</p> <p>Item 10-E Safety Rules, Chapters 70-89</p> <p>81.1.2 Precautions near Passing Trains or Equipment When near passing trains or equipment:</p> <ul style="list-style-type: none"> • Move away from the track to avoid being struck by car doors, protruding or falling articles. • Stand clear of all tracks when trains are approaching or passing in either direction. Do not stand on one track while trains are passing on an adjacent track. • Do not allow yourself or others to be next to or between equipment while a train or equipment is closely passing on the adjacent track. • Do not rely on othes to notify you of an approaching train, engine or other equipment unless that person's duties include providing warnings. 	<p>33.3.3 Releasing Brakes 1. Do not attempt to make a running release if the total brake pipe reduction is less than 10 PSI except when using retaining valves or at a location where train brakes will have to be reapplied shortly. If a brake application exceeding 18 pounds is required, train must be stopped before releasing air brakes.</p> <p>Glossary</p> <p>Transfer Train Movement An engine with one or more cars that travels between a point of origin and a point of final destination not exceeding 20 miles. Such trains may pick up or set out while enroute to destination.</p> <p>Item 10-E Safety Rules, Chapters 70-89</p> <p>81.1.2 Precautions near Passing Trains or Equipment When near passing trains or equipment:</p> <ul style="list-style-type: none"> • Move away from the track to avoid being struck by car doors, protruding or falling articles. • Stand clear of all tracks when trains are approaching or passing in either direction. Do not stand on one track while trains are passing on an adjacent track. <u>However, engineering department employees are governed by Chief Engineer Instruction Bulletins and other MofW rules when working on adjacent tracks.</u> • Do not allow yourself or others to be next to or between equipment while a train or equipment is closely passing on the adjacent track. • Do not rely on others to notify you of an approaching train, engine or other equipment unless that person's duties include providing warnings. 	<p>Incorporates changes from GO.</p> <p>Incorporates changes from GO.</p> <p>Refers Engineering employees to the MOW rules.</p>

GCOR 5 th Edition (Union Pacific amendments)	GCOR 6 th Edition (Union Pacific amendments)	Comments
<p>81.19 Air Brake Rigging When working on the air brake rigging of locomotives, cars or other equipment, <u>except locomotives</u>, the air brakes must be cut out and the air reservoir must be drained until repairs are completed.</p> <p>Item 10-H Hazardous Materials Instructions</p> <p>Rail Security-Sensitive Material (RSSM) - a shipment of one or more of the categories and quantities below:</p> <ol style="list-style-type: none"> 1. Rail car containing more than 5,000 lbs. (2,268 kg) of a division 1.1, 1.2, or 1.3 (explosive) material. 1. Loaded tank car containing a material poisonous/toxic by inhalation, including anhydrous ammonia. and 2. Rail car containing Class 7 (radioactive) material moving under the following Hazardous Materials Response Codes - 4929142, 4929143, 4929144, and 4929147. 	<p>81.19 Air Brake Rigging Change rule to read: When working on air brake rigging of cars or other equipment, except locomotives, the air reservoir must be drained until repairs are completed.</p> <p>Item 10-H Hazardous Materials Instructions</p> <p>Rail Security-Sensitive Material (RSSM) - a shipment of one or more of the categories and quantities below:</p> <ol style="list-style-type: none"> 2. Rail car, <u>trailer or container</u> containing more than 5,000 lbs. (2,268 kg) of a division 1.1, 1.2, or 1.3 (explosive) material. 3. Loaded tank car containing a material poisonous/toxic by inhalation, including anhydrous ammonia. and 4. Rail car, <u>trailer or container</u> containing Class 7 (radioactive) material moving under the following Hazardous Materials Response Codes - 4929142, 4929143, 4929144, and 4929147. 	<p>Incorporates changes from GO.</p> <p>Incorporated changes from GO.</p>

Item 13 Train Defect Detectors

Item 13 Train Defect Detectors

13.7.2 Detector Failure - Action Table

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. However, the train may complete movement over Hot Box detectors (13.2) before stopping.
4.	<p>Proceed not exceeding 30 MPH.</p> <p>Within 30 miles of the failed detector, one of the following conditions must be complied with:</p> <ul style="list-style-type: none"> a. Train passes other detector(s) that checks for the same defects. b. Crew may establish roll-by inspection of the train by qualified employees located on both sides of the train. Speed must not exceed 10 MPH during this inspection. 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. d. The train dispatcher may choose to stop the train and have the crew make an inspection of the entire train. e. Stop and inspect the entire train when the next consecutive detector that checks for any of the same defects fails.

Action No.	Failure Detector - Action Required
1.	Stop the train at once and inspect train on both sides for defects. For Hot Box detectors (13.2) immediately reduce speed using train handling techniques to minimize in-train forces. Stop the train once the train has cleared the detector.
4.	<p>Proceed not exceeding 30 MPH.</p> <p>Within 30 miles of the failed detector, one of the following conditions must be complied with:</p> <ul style="list-style-type: none"> a. Train passes other detector(s) that checks for the same defects. All of the same defects must be checked for within the 30 miles. b. Crew may establish roll-by inspection of the train by qualified employees located on both sides of the train. Speed must not exceed 10 MPH during this inspection. 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. d. The train dispatcher may choose to stop the train and have the crew make an inspection of the entire train. e. Stop and inspect the entire train when the next consecutive detector that checks for any of the same defects fails.

Action 1 requires a reduction in speed in preparation for stopping after clearing the detector.

Specifies the requirement for an inspection of the same defects within 30 miles