

## **Safety Advisory 2005-01, Position of Switches in Non-Signaled Territory Implementation Status - January 26, 2005**

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**Amtrak - MBCR - NJT - SEPTA** - Already requires that trains operating against the current of traffic be prepared to stop at all non-interlocked facing point switches until it can be determined that the route is properly lined. Amtrak, MBCR, NJT, and SEPTA will comply with any new instructions issued by other railroads on which their trains operate.

**ASLRRA** - Issued Safety Advisory to each of their member railroads, and recommended ways for member railroads to adopt the recommendations to meet their needs. A switch position awareness form was also included.

**BNSF** - Implemented requirements that exceed FRA Safety Advisory recommendations on January 21, 2005. The process will require a job briefing between the crewmember lining the switch and the train dispatcher, before releasing the limits. The new procedures will also require MofW employees to conduct a job briefing with the train dispatcher regarding the position of main track switches before reporting clear. Conductor and engineer will both initial the SPAF. Also, requires radio communication between conductor and engineer whenever a main track switch is reversed and when it is returned to normal.

**CN (IC)** - Proposing a radio communication "in the blind" each time a main track switch is operated. Increasing efficiency testing in non-signalled territory. Campaign underway to remove all unnecessary h/o switches in non-signalled territory. Not adopting either Recommendation 1 (reporting the switch position to the dispatcher), since they feel their existing Rule 1006 is sufficient) or 2 (the SPAForm).

**CP (SOO and D&H)** - Reviewing results of round table meeting between AAR and member railroads. Pretty much sold on the idea of reporting switch position to dispatcher when clearing their limits. Increasing efficiency testing on switch lined, locked and checked. Already have radio communication between engineer and employee handling a main track switch. Not too keen on SPAForm.

**CR (Shared Assets)** - Adopted the recommendations of the Safety Advisory. All switches in non-signalled DCS territory must be restored to normal after their use. Developing a SPAForm. Meanwhile, dispatcher keeping a log on switches reported normalled.

**CSX** - Came out with System Bulletin 003, January 12, 2005, with the reporting of switch position when normalizing it, to the dispatcher. Also, dispatcher required to review position of each switch with crewmember. Still developing a SPAForm, but final decision on that is under review.

**KCS** - Awaiting the final UP changes, but is 99% convinced to go with UP's changes.

**Metra** - Thinking about requiring, when operating against the current of traffic, that the track permit authorizing movement must include instructions for each switch as follows: "Approach facing point switch at MP\_\_ on Track \_\_ prepared to stop unless switch is properly lined." Also, thinking about adding a provision to GCOR Rule 6.25 to make it permanent that when operating against the current of traffic, to approach all facing point switches prepared to stop. Also, GCOR Rule 8.2 may be modified to require a job briefing between conductor and engineer any time a h/o switch is operated in 9.14 territory only, outside yard limits.

**Metro-North** - Changed Rule 208 (which applies in MBS territory) to require permission from the RTC prior to operating any h/o switch except a switch used to clear a block. Also, after clearing or entering a block, or doing switching at a h/o switch, confirmation must be given to the RTC that switch is locked in normal position. RTC must acknowledge this and record name of employee and time reported. A train must not be admitted to a block unless switches are properly lined. Also conducting a one-on-one briefing with T&E crews who operate in MBS territory, along with RTCs who control MBS territory. Also enhancing efficiency testing on the revised rule.

**NS** - Implemented recommendations and made them applicable to both operating and MofW employees on January 14, 2005. New NS requirements are also more extensive than the Safety Advisory recommendations, i.e., the employee reporting clear must report to the dispatcher the total number of hand throw switches operated and the name and location of each of those switches. SPAF kept only until next tour of duty.

**UP** - Expect to amend applicable operating rules to satisfy the Safety Advisory recommendations either late this week or early next week.

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