



BUILDING AMERICASM

FTX
Field Training Exercise

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Field Training Exercise

General

Strict rules compliance is required for the safe, efficient operation of the railroad. The objectives to performing exercises (tests) are as follows:

1. Eliminate accidents caused by human error.
2. Improve and maintain the alertness of employees.
3. Determine the degree of proficiency with the rules and identify areas for improvement.
4. Focus attention on rules and areas where there is a need to improve employees knowledge and performance.
5. Increase communications with employees to provide reinforcement for proper rule compliance.
6. Comply with FRA regulations (including training and testing on Braking Systems).

Exercises must be conducted in a fair and impartial manner, keeping in mind that one of the greatest benefits is the educational value. Rules must be enforced in a firm, fair and consistent manner, without regard to personalities and emotions. Employees will be informed of their performance after all observations. For exercises involving routine observations, crews will be informed of their performance by the most expedient method, when practicable. This may include direct follow-up discussion or subsequent contact/notification by the manager. For Structured Simulations crews will be debriefed at the scene of the simulation or in close proximity. The process for debriefing will provide opportunity for both manager and employees to

discuss and record information concerning the event. The debriefings will be conducted in a courteous and professional manner keeping in mind the educational value of the communication.

While an exercise (test) is in progress, if it becomes apparent that a crew or individual is about to violate a rule where damage or derailment may result, the manager conducting the test must, as quickly as possible, stop the proceedings and counsel those involved. FTX guidelines concerning eligibility for debriefing and subsequent handling will be followed. The exercise (test) must be recorded as an exception.

Managers and employees will use opportunities such as "one on one" sessions, employee development review sessions (EDR) and training sessions to review FTX information.

Primary Test Categories

TEST No. 1: RED FLAG OR RED LIGHT

A. WITH SIGNAL OR RULE REQUIRING TRAINS TO STOP

A red flag (or red light at night) will be displayed to the right of, or between rails of the track as viewed from an approaching train. The red flag or light will be in combination with signal or other rule requiring the crew to stop short of the flag or light unless verbal permission to pass without stopping is given **5.4.7**.

Requirements:

1. Stop signal must be acknowledged if attended or displayed by hand or radio (unattended does not require acknowledgment). **5.3.5, 5.8.2(4)**

2. Stop must be made short of the red signal, unless authorized by employee in charge to proceed before stop is made. **5.4.7**
3. Train or engine must not proceed unless authorized by employee in charge. **5.4.7**
4. If hand signal or verbal stop signal is received, the engineer must obtain through explanation from the flagman before proceeding. **5.3.5**

B. WITH YELLOW-RED FLAG

A red flag (or red light at night) will be displayed to the right of the track or between rails of the track, as viewed from an approaching train.

A yellow-red reflectorized sign will be displayed between 2 miles and 4 miles from the red signal in the direction of the approaching train. It will be displayed to the right of the track as viewed from the approaching train.

Requirements:

1. Stop signal must be acknowledged if attended or displayed by hand or radio (unattended does not require acknowledgment). **5.3.5, 5.8.2(4)**
2. Stop must be made before any part of train or engine has passed the red signal, unless authorized by employee in charge to proceed before stop is made. **5.4.7**
3. Train or engine must not proceed unless authorized by employee in charge. **5.4.7**
4. If Track Bulletin Form B is not in effect, permission must include speed and distance. This speed must not be exceeded until rear of train has passed the specified distance from the red flag or light, unless otherwise instructed by the employee in charge. **5.4.7**

5. Where Rule 5.4.4 is in effect, if red flag or red light is not found 2 miles from the yellow-red flag, train may enter restricted area at restricted speed and continue for 2 more miles, as outlined in Rule 5.4.3 (display of yellow-red flag). **5.4.3, 5.4.4, 5.4.7**
6. When yellow-red flag is displayed and restriction is not specified by track bulletin, track warrant, or general order 2 miles beyond yellow-red flag, crew members must be prepared to stop short of a red flag or red light. If no red flag or light is displayed:
 - Train must move at restricted speed.
 - Train can only increase speed after:
 - Crewmember has received permission from the employee in charge.
 - or
 - The leading wheels of movement are 4 miles beyond the yellow red flag, and the train dispatcher has verified that no track bulletin or track warrant protecting men or equipment is in effect at the location. **5.4.3(B)**

C. WITH RULE 6.28

A red flag (or red light at night) will be displayed between the rails or to the right of a track where block signals are not in effect.

Requirements:

1. Stop signal must be acknowledged if attended or displayed by hand (unattended does not require acknowledgment). **5.3.5, 5.8.2(4)**
2. Stop must be made before any part of train or engine has passed the red signal. **5.4.7**
3. Train or engine must not proceed until red flag or an employee of the class that placed it has removed the flag or light, when placed between the rails. **5.4.7**

TEST No. 2: COMPLIANCE WITH RESTRICTED SPEED

Stop signal will be displayed by hand or lantern signal, red flag or red light, or fusee to a train or engine required by rules or signal indication to be moving at restricted speed or prepared to stop short of train, engine, switch not properly lined, *etc.*

Requirements:

1. Stop signal must be acknowledged if given by hand or radio. **5.3.5, 5.8.2(4)**
2. Stop must be made before any part of train or engine passes the point where stop signal was displayed. **6.27, 6.28**
3. Additional references: 5.3.1(1), 5.4.3, 5.4.7, 5.4.8, 5.6, 5.7, 6.4, 6.13, 6.19.6, 6.20, 6.21, 6.23, 6.27, 6.28, 9.9, 9.10, 9.11, 9.12.1, 9.12.1A, 9.12.2, 9.12.4, 9.15.1, 9.16, 9.2.13, 9.2.14, 9.2.15, 9.2.16, 9.2.17, 9.2.18, 9.2.22, 9.23.1, 9.3.1, 9.4.1, 10.1, 10.3, 11.2, 14.4, 14.5, 15.2.

TEST No 3: BLOCK OR INTERLOCKING SIGNAL DISPLAYING STOP OR STOP-AND-PROCEED**A. STOP—ABS/ACS/ATC/ATS**

A block signal without a number plate will display Stop indication. An Approach indication and when possible, an Advance Approach indication will be displayed in advance of that signal.

Requirements:

1. Stop must be made before any part of train or engine has passed the signal. **9.2.14, 9.2.15, 9.2.18, 9.5**
2. Outside interlocking limits, the train will be governed as follows:

a. SINGLE MAIN TRACK

On a main track, after stopping, a train authorized beyond the signal must comply with one of the following procedures:

1. If authority beyond the signal is joint with other trains or employees, proceed at restricted speed.
2. Proceed at restricted speed to permit an engine, with or without cars, to couple to its train or to a standing cut of cars, if the track between the engine and cars is clear.
or
3. Proceed at restricted speed when a crewmember has contacted the train dispatcher and obtained permission to pass the stop indication. However, if the train dispatcher cannot be contacted, move 100 feet past the signal, wait 5 minutes, and then proceed at restricted speed. **6.27, 9.12.4**

b. CURRENT OF TRAFFIC

On a main track, where rule 9.14 (movement with the current of traffic) is in effect, after stopping, a crewmember must contact the train dispatcher or control operator and obtain authority to pass the stop indication.

c. SIDING OR OTHER TRACK

If the signal governs movements from a siding or other track to the main track, comply with Rule 9.17 (Entering Main Track at Hand-Operated or Spring Switch). **9.12.4(C)**

Train or engine must proceed at restricted speed until leading wheels have passed the next governing signal or to the end of the block system. **6.27, 9.11**

Exception: Rule 13.2.1

B. STOP—CTC/ACS/ATC/ATS

A block signal without a number plate will display a Stop indication. An Approach indication and, when possible, An Advance Approach indication will be displayed in advance of that signal.

Requirements:

1. Stop must be made before any part of train or engine has passed the signal. **9.2.15, 9.2.18, 9.5**
2. If no conflicting movement is evident, a member of the crew must immediately communicate with the control operator. **9.12.1**
3. Upon instructions “after stopping, (train) at (location) has authority to pass signal displaying stop indication” specifying the route where applicable, the train must move at restricted speed. **6.27, 9.12.1**
4. When signal governs movement over a dual control switch and conditions require, Rules 9.13 and 9.13.1 must be complied with.
5. Train or engine must proceed at restricted speed until leading wheels have passed the next governing signal or to the end of the block system **6.27, 9.11**

Exception: Rule 13.2.1, 17.6

C. STOP — MANUAL INTERLOCKING

Interlocking signal will display Stop indication. An Approach indication and, when possible, an Advance Approach indication will be displayed in advance of that signal.

Requirements:

1. Stop must be made before any part of train or engine has passed the signal. **9.2.15, 9.2.18, 9.5**

2. After proceed signal [Rule 5.3.1(2)] is received, or the following words, “after stopping, (train) at (location) has authority to pass signal displaying Stop indication,” train or engine may proceed at restricted speed. **6.27, 9.12.2**

Note: Exception to Rule 9.12.2 when conflicting movement is involved.

D. STOP—AUTOMATIC INTERLOCKING

Absolute signal of an automatic interlocking will display Stop indication. An Approach indication and, when possible, an Advance Approach indication will be displayed in advance of that signal.

Requirements:

1. Stop must be made before any part of train or engine has passed the signal. **9.2.15, 9.2.18, 9.5**
2. After stopping, if no conflicting movement is evident, crewmember must be governed by instructions in the release box, special instructions, or other instructions. **9.12.3**
3. If there is a conflicting movement, the train must not proceed until the movement has passed or stopped, and both crews agree on the next movement. **9.12.3**

E. STOP-AND-PROCEED

A block signal bearing a number plate will display a Stop-and-Proceed indication. An Approach indication and, when possible, an Advance Approach indication will be displayed in advance of that signal.

Requirements:

1. Stop must be made before any part of train or engine has passed the signal. **6.21, 9.2.14, 9.2.21, 9.5**

Exception: Rule 9.16

2. After stopping, train or engine must proceed at restricted speed until leading wheels have passed the next governing signal or to the end of the block system. **9.11, 9.2.13, 9.2.22**
Exception: Rule 13.2.1, 17.6

TEST No. 4: LIGHT NOT BURNING ON A BLOCK OR INTERLOCKING SIGNAL

A. LIGHT NOT BURNING ON A BLOCK SIGNAL

Light will be extinguished on a block signal. An Approach indication and, when possible, an Advance Approach indication will be displayed in advance of that signal.

Requirements:

1. Stop must be made before any part of train or engine has passed the signal. **5.15, 6.21, 9.2.13, 9.2.14, 9.2.15, 9.2.18, 9.2.22, 9.4, 9.5**
Exceptions: Rules 5.15, 9.16.2
2. After stopping, such signals must be respected as required in Test No. 6. **5.15, 9.4**
3. Report of light not burning must be made promptly to the train dispatcher. **5.15**

B. LIGHT NOT BURNING ON ABSOLUTE SIGNAL OF AN INTERLOCKING

Light will be extinguished on an absolute signal of an interlocking. An Approach indication and, when possible, an Advance Approach indication will be displayed in advance of that signal.

Note: When setting up this test, the person conducting the test must know there are no conflicting movements at the interlocking.

Requirements:

1. Stop must be made before engine has passed the signal. **5.15, 6.21, 9.2.15, 9.2.18, 9.4, 9.5**
2. Report of light not burning must be made promptly to the train dispatcher. **5.15**

TEST No. 5: APPROACH SIGNAL

A block or interlocking signal will display an Approach indication. When possible, an Advance Approach indication will be displayed in advance of that signal.

Requirements:

1. Train or engine must proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 45 MPH must immediately reduce to 45 MPH. **6.21, 9.2.6, 9.2.11, 9.2.21, and 9.3.2**
Exception: Rule 13.2.1
2. Check compliance with Rule 9.2.3, 9.2.3P, 9.2.9, 9.2.9P, 9.2.19.

TEST No. 6: OTHER BLOCK OR INTERLOCKING SIGNAL INDICATIONS/ABSOLUTE BLOCK

A. OTHER BLOCK SIGNALS

A block or interlocking signal will display indication other than those listed in Test Nos. 3, 4, and 5.

Requirements:

Check compliance with applicable block and interlocking rules. 6.21, 9.2.2, 9.2.3, 9.2.3, 9.2.4, 9.2.4P, 9.2.5, 9.2.7, 9.2.8, 9.2.9, 9.2.9, 9.2.10, 9.2.10P, 9.2.12, 9.2.16, 9.2.20, 9.3.1, 9.3.3
Exception: Rule 13.2.1

B. ABSOLUTE BLOCK

A block or interlocking signal aspect will not correspond with cab signal aspect.

Requirements:

ACS TERRITORY

1. If cab signal indication does not correspond with block signal indication, report must be made to the train dispatcher from quickest means of communication available, giving location, signal number and track on which nonconformity occurred.

13.1.2, 13.3.1

2. If cab signal indication does not correspond with two consecutive blocks or interlocking signal locations, ACS System is to be considered inoperative and absolute block must be set up in advance of train.

11.2, 13.3.2, 13.3.3

Note: Testing manager must stop test before crew cuts out cab signal unless it is his intention to have train operate under absolute block to next terminal where cab signal can be cut in, sealed and re-tested.

TEST No. 7: TRAIN DEFECT DETECTORS

A. HOT BOX

After passing detector, detector announces defect by axle count starting from lead axle of lead unit giving type of defect and location.

Requirements:

Train must be stopped and indicated locations inspected for defects. **SSI ITEM 13.1, 13.2, 13.3, 13.4, and 13.5**

B. DETECTOR FAILURE

A detector will fail to operate properly.

Requirements:

Contact dispatcher immediately and comply with special instructions for key train or other than key train. **SSI Items 13.6.1(d), 13.6.1(e), and 13.6.2**

TEST No. 8: CHECK SPEED OF TRAINS

A. CHECK SPEED OF TRAIN SPEED

An accurate check of speed of train or engine will be made.

Requirements:

Speed must not be in excess of the speed restrictions in effect at that location. **6.31**

References: Rules 5.4.2, 5.5 and 7.4, Timetable, Special Instructions Speed Restrictions, Train Consist Speeds, Speeds Prescribed by Track Bulletins, Track Warrants or General Orders.

T. EVENT RECORDER EVALUATION FOR TRAIN SPEEDS

Requirements:

Speed must not be in excess of the speed restrictions in effect at that location. **6.31**

TEST No. 9: ROAD CROSSING AT GRADE OR MEN and EQUIPMENT

A. ROAD CROSSING AT GRADE

Crews will be monitored while passing over or switching around road crossings.

Requirements:

1. Bell must be rung, whistle must be sounded, headlight must be on bright and ditch lights must be on when approaching and passing over public crossings at grade. **5.8.1, 5.8.2(11), 5.9.1, and 5.9.5**
2. Cars or engines must be left clear of road crossing and crossing signals circuits and must not be left standing nearer than 250 feet to road crossing when there is an adjacent track. **6.32.4**
3. Cars, which are shoved, kicked or dropped over road crossings, must be protected by crewmember on the ground at the crossing. **6.32.1**
Exception: Rule 6.32.1
4. When movement has been delayed or stopped within 3000 feet of road crossing equipped with automatic crossing warning device or is closely following a preceding movement, or movement is on other than the main track or siding, movement must not foul crossing until device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. **6.32.2, 35.1.6**
5. Crew switching at road crossing must protect adjacent tracks. **6.32.3**
6. Automatic crossing signals must not be actuated unnecessarily. **6.32.5**
7. Road crossing must not be blocked longer than 10 minutes. **6.32.6**
8. Road crossing equipped with camera in RCL operations. **35.1.7**

B. MEN and EQUIPMENT

Crew will be monitored while approaching Roadway workers or men and equipment.

Requirements:

1. Whistle must be sounded when approaching men and equipment and continued until head end of the train has passed the work location. **5.8.2(11), 5.8.2(4)**
2. Ring Engine Bell. **5.8.1**

TEST No. 10: SWITCHING

While switching, employees must work safely and efficiently and avoid damage to contents of cars, equipment, structures or property.

Requirements:

1. Crews must communicate where engines may be working at both ends of a track or tracks. **7.2**
2. Switches (including crossovers) must be positioned properly before movement. **8.2, 8.12, 82.3**
3. Shoving movements must be protected as required. **6.5, 35.1.5**
4. Certain equipment must not be handled unnecessarily or couplings made so as to damage the equipment or load. **7.3**
5. Before coupling to or moving cars or engines, verify they are properly secured and make couplings at a speed of not more than 4 MPH. **7.4**
6. Observe restrictions when moving through gates or doorways or inside buildings. **7.10**
7. Movements into spur tracks must stop 150 feet from end of the track and crewmember must be positioned properly. **7.12**
8. Observe crews when moving cars in industry. **7.8**

TEST No. 11: ON BOARD ASSESMENT

Crew members will be interviewed to ensure compliance with and understanding of the following:

Requirements:

1. Crew observed for the use of drugs or alcohol. **1.5, 90.1**
2. Proper authority to occupy main track (if applicable). **6.3**
3. Crew has in possession current track warrant and bulletins. **15.1, 15.9, 15.10**
4. Engineer has valid certificate. All crewmembers have proper identification in their possession. **1.3.1, ITEM 17**
5. Crewmembers have a watch, rulebooks with revisions properly filed and copy of Instructions for Handling Hazardous Materials form 8620. **ITEM 7, 3.2**
6. Engine Cab Card is completed properly. **31.2.3**
7. Form PB-20849 filled out properly and last 5 round trips available, if applicable. **1.47**

TEST No. 12: EQUIPMENT UNATTENDED

- A. Do not depend on the air brakes to hold locomotive or cars.

Requirements:

1. Secure locomotives to be left unattended. **32.1.3, 35.4.1, 35.4.2**
2. Secure cars to be left unattended. **32.1**
3. Secure trains unattended. **32.1.1, 32.1.2**
4. Do not release hand brakes when cars are standing on a grade until the engine is attached and the air brake system is fully charged. **7.6**

TEST No. 13: RAILROAD RADIO RULES / DISPATCHER EFFICIENCY TEST

A. RADIO

Communications via radio will be monitored to ensure that proper radio procedures are being used.

Requirements:

1. All employees require the proper use of the radio at all times. **2.1 thru 2.20, 5.3.7**
2. Special attention must be given Mandatory Directive procedures used when movement authority is being issued and repeated. **2.14**
3. Attention must be given when radio is used in switching operations particularly when shoving movements are made. **2.13, 5.3.7**

B. DISPATCHER EFFICIENCY TEST

1. Testing manager will have crew receiving movement authority in TWC or TRACK and TIME repeat back incorrectly.

Requirements:

- In TWC territory the only allowable change is to shorten the limits of authority, omit an entire line or fail to repeat track warrant summary. **14.9**
- In TRACK and TIME the only allowable change is to shorten authority limits, repeat the wrong engine identification, track name, fail to repeat condition, such as behind or joint with, or shorten time limits. **10.3**

Note: Regardless of outcome, *Manager will require dispatcher to void or cancel authority, advise him of test and issue new movement authority.*

2. Testing Manager will have crew report a track condition to dispatcher. If wanting to test to see how the dispatcher handles a report of possible broken rail, the report to the dispatcher must include that the condition is a possible broken rail.

Requirements:

1. Dispatcher must determine location of defect. **22.6**
2. Dispatcher must immediately advise any train approaching the defect to reduce to restricted speed not exceeding 10 MPH. **22.6**
3. Manager of Track Maintenance must be notified of track defect. **22.6**
4. In case of **broken rail**, dispatcher must require other trains to stop before passing over the broken rail. **22.6**
5. Manager of Track Maintenance must be notified of broken rail. **22.6**

NOTE TO MANAGER:

Do everything possible to involve the Corridor Manager before conducting defect in track or broken rail test.

TEST No. 14: AIR BRAKE TESTS

Employees will be monitored while conducting initial terminal and road train air brake tests. Test number 14A will be used as "refresher training" and "hands on training" and testing as required by FRA regulations. **Employees must be debriefed to qualify for FRA training.**

A. INITIAL TERMINAL AIR BRAKE TESTS. (CLASS 1 BRAKE TEST)

Requirements:

1. All trains must be tested and inspected in compliance with FRA Regulations. **30.1**
2. Employee must inspect both sides of the equipment sometime in the course of the test. **30.2, 1.33**
3. Before starting the test, the air brake system must be charged to within fifteen (15) pounds of the regulating valve setting, as indicated by a gauge or device connected to the brake pipe at the rear of the train. **30.10.2**
4. Engineer must make leakage test. **30.9.1, 30.9.2**
5. Inspect cars to ensure brakes apply and remain applied and that piston travel meets the requirements. **30.10.2, 30.18**
6. Inspect cars to ensure brake rigging does not bind or foul. **30.10.2**
7. Ensure all brakes release when proper signal is given. **30.10.2**
8. Check for documentation on air brake and dynamic brake condition. **30.10.3, 30.19.1**
9. Air brakes 100% operative prior to departure. **30.10.2**
10. Ensure crew members understand requirements for the test including definition of solid block of cars, and tagging requirements for defective equipment. **Glossary, 30.4**

B. APPLICATION AND RELEASE TEST (CLASS 3 BRAKE TEST)

Employees will be monitored while conducting air brake tests online.

Requirements:

1. Before separating train, brakes must be applied to ensure detached portion remains stopped. Follow procedures for uncoupling cars from engines. **32.1.2**
2. If train was separated to set out cars or change locomotive enroute, it must be re-coupled and an application and release test performed. **30.15**
3. When cutting off and re-coupling in less than 4 hours and train remains unchanged, ensure brake pipe pressure is restored as indicated by gauge or device at the rear end of the train. **30.14**
4. A train making transfer movements that do not exceed 20 miles must have brakes charged to 60 lbs as indicated by a gauge or device at the rear of the train and brakes apply from a 15 lb reduction. **30.11**
5. Verifying Brake Pipe Continuity anytime a train stops. **33.3.2**
6. End of Train Device Installation, use and requirements. **32.13.1, 32.13.2, 32.13.3, 32.13.5, 32.14, 32.14.1**

Note: See Test No. 14C, if applicable.

C. LOCOMOTIVE AIR BRAKE TESTS

Employees will be monitored while conducting locomotive consist air brake tests if locomotive consist was changed.

Requirements:

1. Air brake and other equipment must be properly positioned. **31.6.1, 31.6.2, 31.10**
2. Daily Inspection and test of locomotive must be performed. **31.2.1,31.2.2.**

D. TRAIN HANDLING

1. Employee's performance will be monitored for proper train handling procedures. Check for allowed EPA. **ITEM 4 33.3.3, 33.4, 33.5, 33.6, 33.6.1, 33.6.2, 33.6.3, 33.6.4, 33.6.6, 33.7.3, ITEM 8**
2. Use of Dynamic Braking including allowed EDDBA and through turnout or crossover. **33.3, 33.2.1, 31.5.4**

E. DISTRIBUTIVE POWER

1. Brake pipe continuity test requirements. **32.12.6**
2. Radio Communication Interruption. **32.12.6**
3. Changing from independent mode to synchronous mode. **32.12.6**

T. EVENT RECORDER

Engineer Monitored for Appropriate Air tests via Event Recorder including those in 14A,B,C & D.

TEST No. 15: OTHER EFFICIENCY TESTS

Employees will be observed during performance of their duties to ensure compliance with rules not included in Tests 1 through 14.

A. GENERAL CODE OF OPERATING RULES BOOK

B. SAFETY RULES BOOK

C. MAINTENANCE OF WAY AND SIGNAL RULES BOOK

D. AIR BRAKE AND TRAIN HANDLING RULES BOOK
(Including Remote Control Operations).

Field Training Exercises on RCL locations should include the following:

1. Check remote control operator's equipment for proper working order (tampering). **35.1.1**
2. Check for procedures and rules followed prior to going between equipment. **35.1.3**
3. Monitor RCO's for proper procedure when approaching road crossings. **35.1.7**
4. Check for RCL's Setup and Tested Properly. **35.2**

5. Monitor for RCO's protecting the movement when required. **35.3.7, 35.3.8, 35.6.4**
 6. Check for Zone activation and de-activation procedures followed. **35.6.2**
 7. Check RCO for observation of equipment when initiating movements or moving RCL as lite locomotive consist. **35.3.7, 35.3.8**
 8. Check that movements comply with rule **6.27** or **6.28** when required.
- E. OTHER (i.e.: Timetable, Special Instructions including ITEM 5-A Train Makeup Instructions, General Orders, Handling Hazardous Materials, Dispatchers Instructions, etc.).

Examples of Test No's 15A, B, D, and E:

Test 15A

1. Crew is to be observed for use of drugs or alcohol while on duty. **1.5, 90.1**
2. Are cab signals properly cut-in or cut-out and are they sealed. Was departure test properly conducted where required? Is UPRR Form No. 25023 properly filed? **13.1.4**
3. Did crew properly comply with displayed yellow flag when track bulletin, track warrant or general order does not specify restriction? **5.4.2(B)**
4. Does train or engine on main track in yard limits have track warrant listing all track bulletins that affect their movement? **6.13**
5. Did crew perform proper inspection of passing train? **6.29.1**
6. Did engineer display headlight properly (other than road crossings)? **5.9.1, 5.9.2, 5.9.4, 5.9.5**
7. Did crew call signals properly? **5.16**

Test 15B

1. Were employees suitably dressed in proper attire, and did they have proper eye, hearing, and head and foot protection? **71.5.1, 71.5.2, 71.2.2, 71.4, 71.7**

2. Are employees who are authorized to cross through equipment doing so safely using end of cars where required and using three point contact? **81.5.1**
3. Are employees, adjusting couplers or knuckles, doing so only when movement has stopped and cars are separated at least 50 feet (100 feet, where required) before making the adjustment. Are the feet used in any manner to adjust couplers or knuckles? **81.13, 81.13.1, 81.13.2, 81.13.3**
4. Observe employee operating hand brake to ensure it is done safely: three-point contact is maintained at all times while climbing on and off car and operating hand brake. **81.11**
5. Are procedures followed when in the "Red Zone"? **81.5.4**
6. Are employees allowing sufficient distance when walking around end of equipment? **81.2.2**
7. Are employees getting on or off moving equipment? **81.4.2**
8. Are employees stepping over rails, frogs, switches, etc.? **81.2.1**

Test 15C

1. Check engineering employee for proper on track protection (track and time, work and time, Form B etc. **15.2, 15.3, 10.3, 10.3.2, 10.3.3, 10.3.4**
2. Check for employees providing proper look out.
3. Employees use of proper radio procedures.

Test 15D

1. Check crew for proper helper placement and restricted tonnage applications. **32.12.7, SSI 13**
2. Ensure that Engineers have completed daily locomotive inspection electronic record. **31.2.3**
3. Are remote control locomotives secured properly? **35.4**

Test 15E

1. Check for compliance with train make up rules.
ITEM 5-A or SI 13
2. Are hazardous materials properly placed in train or switched in accordance with switching chart (Table VI) or train placement chart (Table VII) of Form **8620** (PB20800)?

TEST No. 16: Fuel Conservation

Test 16A with FUEL checked.

1. Check for shutdown of units. **32.20**
2. Check train handling and speed. **33.6.3 (A - E), ITEM 2-E**

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