

# SYSTEM SPECIAL INSTRUCTIONS No. 1

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Effective March 1, 2023

## Rainier Rail LLC

**Applicable to all territories owned, operated or maintained by Rainier Rail**

**Rules in Effect:**

General Code of Operating Rules – 8th Edition dated April 1, 2020

Rainier Rail – Air Brake and Train Handling Rules (system) dated March 1, 2023

Rainier Rail – Safety Rules (system) dated March 1, 2023

AAR – Hazardous Materials Instructions for Rail dated June 30, 2015

ASLRRA – Roadway Worker Protection Program dated April 22, 2017

Rules and related documents available at [www.rainierail.com/files/](http://www.rainierail.com/files/).

Federal Regulations (not including interpretations or Emergency Orders that may apply) can be accessed at [www.ecfr.gov](http://www.ecfr.gov) – choose Title 49 for Transportation, Part 200-299 for Railroads.

**Changes/Additions to Rules:**

**Rule 1.3.2 – General Orders** are not in use. Information will be included in current Track Bulletins (15.1).

**Rule 1.4.1 – Good Faith Challenge** is expanded, refer to Safety Rule 22.

**Rule 1.33 – Inspection of Freight Cars** – In addition, particular attention will be paid to cars that may be subject to being overloaded beyond their rated capacity or in excess of any weight restrictions shown for a segment of track or bridge. Cars whose truck springs are fully compressed with little movement allowance remaining at one or both ends of a car, or loaded in such a manner the majority of the load is not evenly distributed, or otherwise believed to be improperly loaded, are not to be switched or moved without approval and instruction from proper authority.

**Rule 1.20 – Alert to Movement – Close Clearances** – Overhead and side clearance, and walkway issues may be present on any industry track. Watch for clearance issues due to vegetation (including if cab windows are open or while on engine walkways) on all tracks.

**Rule 1.36 – Excessive Dimension Loads** – rule will also apply to any shipment spanning more than one car, any car having more than 4 axles (excluding articulated cars), loaded cars less than 40 feet in length and more than 100 tons, or cars known or believed to be loaded in excess of their rated capacity.

**Rule 1.48 – Standard Clock** – Rainier Rail will utilize the website: [www.time.gov](http://www.time.gov) as its standard clock.

**Rule 2.5 – Communications Redundancy** – A working railroad radio will be in the operating cab and rule applies when handling hazardous material or while moving on jointly operated track.

**Rule 2.21 – Electronic Devices** – Due to the lack of monitored radios or coverage, employees will be permitted to use their cell phones for primary communications as prescribed by Rule 2.21 section C. Roadway workers and mechanical employees are also subject to this rule. Restriction does not apply when working on equipment that is under blue signal or similar protection. In addition, employees may not use electronic devices while operating off-track equipment or at any other time doing so would be hazardous.

**Rules 5.4.2 (Display of Yellow Flag), 5.4.3 (Display of Yellow-Red Flag) and 5.4.5 (Display of Green Flag)** are not in effect.

**Rules 5.4.7 (Display of Red Flag)** – Except when flagging or an emergency situation requires, red flags are only to be displayed when trains are required by rule or track bulletin to proceed at a speed requiring them to stop within half the range of vision or otherwise stop short of the red flag. Red flags must be displayed where they will be clearly visible to the train crew or operator of approaching equipment, avoiding when possible, placing them within curves or immediately exiting curves that where sight distance is restricted.

**Rule 5.5** – Not in effect, **permanent speed signs** are not displayed.

**Rule 5.8.4** – No **Whistle Quiet Zones** are in effect.

**Rule 6.2 – Initiating Movement** – Before beginning each shift, trip or prior to signing into a BRT block, crew members or any others whose duties require (including roadway workers) must obtain and review the current track bulletins that may apply to the territory they will work on.

**Rule 6.3.1 – Train Coordination** – Not to be used.

**Rule 6.3.2 – Engine used to prevent access as part of inaccessible track (New Rule)** – When conditions require roadway workers to establish working limits, they may request that engine(s) be used to prevent access as part of those working limits. When used as such, all the following requirements must be met:

- The EIC will first establish a clear understanding with the engineer, who will notify other members of the train crew.
- If desired working limits are within a BRT block, the EIC must first be registered as a joint occupant of that block.
- The engine must be visible to the EIC establishing the working limits.
- The engine must remain stopped. Further movements of the engine shall be made only as permitted by the EIC controlling the working limits.
- The crew of the engine shall not leave the locomotive unattended, release their BRT block authority or go off duty unless a clear understanding is reached with the EIC who will first establish alternate protection of the working limits.
- The air brakes must be cut in, charged and operative to all cars coupled to the engine.
- No other operable engines or other on-track equipment, except those present and under the direction of the EIC are allowed within the working limits established by inaccessible track.
- These restrictions no longer apply when the EIC reports engine is released to operating crew and is no longer being used to establish working limits.

**Rule 6.6 – Back-Up Movements** – Entire rule is changed to read: A train may back up on any main track or industrial lead within Rule 6.15 BRT limits under the following conditions:

1. The train is either the sole occupant of the BRT block, or if jointly occupied any conflicting movements have been protected.
2. A track bulletin in effect does not otherwise restrict the movement.

3. Any switches and derails are known to be properly lined.
4. The leading end of the back-up movement must stay within the BRT limits the train holds valid authority.
5. Does not exceed the train's length.
6. Will not enter or foul a private or public crossing except as provided by Rule 6.32.1 (Providing Warning Over Road Crossings).

When movement is made under these conditions, restricted speed or the requirement to stop within half the range of vision does not apply.

**Rule 6.7 –** Each BRT block that is occupied by only one registered occupant and is a train or engine is designated as a **Remote Control Zone**. If a BRT block is jointly occupied or more than one occupant is registered in the same block, a Remote Control Zone is not in effect and point protection must be provided within that block.

**Rule 6.12 – FRA Excepted Track** – "Movement" as used in this rule includes any train, switching move or coupled cars in motion (such as a gravity drop). Cars must not be left unattended with air connected to more than five placarded cars in the same cut, but cars may be coupled together.

**Rule 6.15 – Block Register Territory (replaces existing rule)** – Block register territory will be designated in the special instructions or directives. An electronically accessed register labeled "Block Register Territory" will apply only on that designated territory. A train or employee in charge of men or equipment is authorized to occupy block register territory under the following conditions:

1. The Conductor (or engineer acting as conductor on a one-person crew) or employee in charge of men or equipment (EIC/RWIC or a lone worker) will sign into the appropriate Rainier Rail website using their own password.
2. As required by Rule 15.1, Conductor, EIC and any other affected employees will electronically access and review the current track bulletins for the territory. Particular attention must be paid to Track Bulletins protecting any equipment left within the block and all movements must be made at restricted speed within the block until it is known that all such unattended equipment has either been added to the train, in control of the registered party or removed from the block limits.
3. After reviewing all applicable Track Bulletins, sign into E-Control Operator and select the desired block. If system shows the desired BRT block as "open", enter the following information into that block:
  - Under party: Enter the identification of the initials and number of engine being used for a train; or "EIC" followed by the employee's first and middle initials and last name of a lone worker or an EIC in charge of men or equipment.
  - Verify that EIC block shows the correct identifier for employee signing into the block.
  - Click "Occupy Block".
  - Review the block status and verify the required information has been properly recorded.

Upon successfully completing the above steps, a train is authorized to occupy that block and move in either direction at maximum authorized speed, or an EIC is authorized to occupy the block which is considered inaccessible track. Restricted speed or the ability to stop within half the range of vision is not required on main track or industrial lead (Rule 6.28) when train or EIC is the sole registered occupant of the block, unless otherwise specified.

4. If the E-Control Operator system shows the desired block is already occupied, the block may be jointly occupied only after meeting all of the following conditions:
  - The Conductor or EIC desiring entry into the block must contact all other occupants (train or EIC) shown as being currently registered in that block, and advise them the block is to be jointly occupied;
  - A clear understanding must be verbally reached between all trains, lone workers and EIC as to the movements to be made or location of work areas;
  - A lone worker or EIC using exclusive occupancy of the block to provide roadway worker protection must provide alternate method(s) of protection in both directions before a train is allowed to make entry into the block register to jointly occupy the block;
  - **When a block is to be jointly occupied by train(s) and roadway workers, only the EIC/RWIC/lone worker is permitted to enter, modify or clear the BRT block(s) jointly occupied with a train. Train crew members may not enter, modify or clear jointly occupied BRT block(s) unless they are jointly occupied only with another train;**
  - Under party: Enter the identification of the engine being used for a train, or the employee's last name that is a lone worker or EIC/RWIC in charge of men or equipment of a work group;
  - Verify that EIC block shows the correct identifier for employee signing into the block;
  - Click "Occupy Block"; and
  - Review the block status and verify the required information has been properly recorded, including that the intended block is either singly or jointly occupied.

While a BRT block is jointly occupied, a train is authorized to occupy the block and may move in either direction only at restricted speed, or an EIC is authorized to occupy the block and must provide any required protection for working limits in both directions, and all on-track equipment must move at restricted speed. All occupants must maintain a clear verbal understanding as to any movements to be made or the location of work areas, and obtain a new understanding as their situation changes. All registered occupants of a BRT block have equal authority to occupy and move within the block consistent with the rules.

**Any understanding between joint occupants does not modify the requirement to make all movements at restricted speed or provide the appropriate protection of working limits**

5. Before reporting clear of a BRT block, including Industrial Leads or other than main track where BRT authority is required, it must be known that:
  - All switches within the block have been left properly lined;
  - Any track defect or unusual condition is protected by track bulletin or other method specified by rule;
  - All equipment is clear of the block or has been protected by track bulletin; and
  - When more than one employee is a member of a train crew or work group, a job briefing must first be held to confirm that the limits can be properly released and all crew or work group members understand that BRT authority in the block is no longer in effect.
  - A block jointly occupied by a train and EIC/RWIC/lone worker can only be modified or reported clear by the EIC/RWIC/lone worker.

6. Unless otherwise verbally relieved by proper authority, BRT limits that are clear will be reported so in a timely manner prior to going off duty. When the Conductor or EIC is unable to report the block clear, they may authorize a qualified member of their same train crew or work group, or if necessary, a designated supervisor, to report the limits clear in accordance with the rules.
7. Whenever possible, notify other occupants of a block jointly occupied that you are reporting clear and of any remaining conditions or restrictions. If all other parties occupying a block jointly are confirmed to have reported clear, the block may be considered to be occupied exclusively by the one remaining registered occupant. Track Bulletins in effect protecting trains or equipment fouling the track will be voided in a timely manner by the party that removed the train or equipment from that location.
8. Existing BRT authority may be verbally transferred to another crew that intends to use the same registered engine. An EIC may only transfer existing BRT authority to a new EIC who is a member of the same work group.

**Rule 6.20 – Equipment Left on Main Track** – Also applies to industrial leads (former main tracks) where Rule 6.15 BRT limits are in effect or tracks normally expected to be clear. In addition, see Rule 15.5 below.

**Rules 6.21 and 6.21.1** – If a **defect or unusual conditions** exist, notify proper authority in a timely manner. Unless otherwise instructed by proper authority, protection is to be provided by entering a track bulletin line to be in effect on the territory, taking such precautions as necessary to ensure that all other crews or workers already on duty that may occupy that territory are either promptly advised, or it is known they will review the track bulletin providing protection before entering the territory. Additional protection will be taken when required.

**Rule 6.32.2 F (new rule)** – When approaching crossing warning devices where rusty rail conditions exist on low traffic tracks, especially when on light engine movements or with few cars, proceed prepared to stop short until it is seen that the crossing warning devices have been activated and are providing sufficient warning prior to the movement occupying the grade crossing.

**Rule 6.32.7** – (new rule) On-track roadway maintenance equipment (including hi-rails) must approach all grade crossings prepared to stop short until it is seen there is no closely approaching vehicle or any traffic at crossing is stopped and yielding to allow rail equipment to cross.

**Rule 7.12 (Movement into spur tracks)** – Stop at 150 feet from end of track as required by this rule is not required if all the following conditions are met:

- Air brakes are cut in on all cars or sufficient hand brakes are applied on the end car(s) to control slack, and movement's speed and slack are under control.
- Speed does not exceed 7 mph, or slower if necessary, within 150 feet of end of track.
- Amount of cars is not excessive to enable engineer to make a controlled stop and maintain control of slack.

Crew member controlling movement or engineer may require a safety stop at their discretion. When practicable, leave cars at least 25 feet from end of track, bumper or derail. Except when necessary to spot car at an end dock, do not leave car's coupler closer than 6 feet to any bumper, dock or derail.

**Rule 8.5 – Approaching Switches (new rule)** – Trains and on track equipment must approach any main track or industrial lead switches prepared to stop short until it can be seen by the position of the points or switch's target indication that switch is properly lined.

**Rule 8.8 – Switches equipped with Locks, Hooks or Latches** – The last sentence of the first paragraph does not apply: ~~However, when making train movements in facing point direction, lock the switches equipped with a lock.~~

**Rule 8.20 – Exception:** When a **derail** is providing protection for track(s) clear of equipment, derail may be left locked (if equipped) in either position. Before leaving equipment unattended on a track, be sure that any fixed derail proving protection for that track is set to the derailing position.

**Rule 15.1 –** The current **track bulletins** in effect are available electronically. Qualified employees may issue or void track bulletins as prescribed by Rules 6.20, 6.21.1 (including all track defects), 15.3 and 15.13 (as modified herein), or as necessary to provide for safety. Except as previously described, only those with proper authority will issue, modify or cancel other track bulletins, particularly those that modify the rules, line guide and directives (timetable and special instructions), or established safety, mechanical or operating procedures.

**Rule 15.2 – Protection by Track Bulletin Form B** is not in use.

**Rule 15.5 – Protection When Tracks Blocked with Equipment** – Will also apply to equipment left standing unattended on main tracks, industrial leads (former main tracks) where Rule 6.15 BRT limits are in effect or tracks normally expected to be clear. Protection may be provided for equipment left standing and secured by issuing a track bulletin line noting the specific location and equipment being protected. After being protected by track bulletin, the affected BRT block may be reported clear. Trains and other movements must approach equipment left standing and protected by track bulletin at restricted speed, and will void track bulletin line for standing equipment when removed and protection is no longer required. (Also refer to Rule 6.20 and 15.13).

**Rule 15.13 – Voiding Track Bulletins** – When a restriction or condition protected by a track bulletin no longer applies, it should be promptly voided by an authorized employee. Employees authorized to void a track bulletin in the electronic system are:

- The same employee originally issuing the track bulletin to be voided;
- The train crew removing all cars and engines protected per Rule 15.5 by the track bulletin to be voided;
- An equipment operator removing all on-track equipment protected per Rule 15.5 by the track bulletin to be voided;
- A track supervisor or inspector after track defects or other conditions are corrected or no longer exist that are being protected by the track bulletin being voided; or
- A supervisor of proper authority.

When an authorized person is unable to physically access the system to void a track bulletin, a qualified employee with access may be authorized do so when clear and distinct communications exist, an understanding is reached as to the track bulletin to be voided and the required information has been successfully repeated.

**Roadway Worker Protection Program 1.5 Exclusive Track Occupancy** – These methods do not apply and are not to be used.

**Roadway Worker Protection Program 1.5.3 Inaccessible Track** – Block Register Territory may be used to establish protected working limits only when a single RWIC or Lone Worker is registered as the sole occupant of the block. If BRT block is jointly occupied (actual or by registration), working limits must be established using an alternate method before performing or continuing to perform work.

When establishing inaccessible track by lining a switch or permanent derail, movements approaching working limits must encountering a facing point switch or derail designed for that direction of travel. Except within BRT territory where the EIC is the sole registered occupant, a switch or derail being used to establish protection must be in the immediate vicinity of the active working limits, and additional protection must be provided as needed against hi-rail equipment that may set on at any grade crossings within the working limits.

When using a portable derail, the derail must be protected by a flagman in the immediate vicinity or by a full sized track flag displayed in center of track facing the direction of expected traffic at or within 50 feet in advance of derail location; or if paired red flags clamped to rail are used they will be on the opposite rail. See additional requirements for display of red flags in GCOR Rule 5.4.7 as amended herein.

**Roadway Worker Protection Program 1.5.6 Train Coordination** – This method (GCOR 6.3.1) does not apply and is not to be used. (Consider use of GCOR 6.3.2 as part of Inaccessible Track.)

**Roadway Worker Protection Program 1.6 Audible Warning From Trains** – GCOR Rules 5.8.1 and 5.8.2 (8) will apply.

**Roadway Worker Protection Program 1.8 – Good Faith Challenge** is expanded, refer to Safety Rule 22.

**U.S. Haz. Matl. Instructions for Rail – Section VIII – Emergency Response** – Rule 4a(1) is changed to read: Provide an extra copy of the train consist/Train List to the appropriate emergency response personnel, preferably the incident commander or ranking responder. If an extra copy is not readily available, you may take and retain a legible photo of the original documentation allowing you to give the original to the emergency responder. Obtain the identification of the emergency responder you are turning over documentation to.

**Glossary:**

**Abbreviations** (add) – IL ..... Industrial Lead

**Industrial Lead** (add) – A segment of track designated by the Timetable or Line Guide. An Industrial Lead is considered as Other than Main Track and may be occupied under Rule 6.28, **except where BRT rule 6.15 territory is in effect.**

**Train** (definition changed to read) – One or more engines coupled, with or without cars, displaying a marker, and authorized to operate on a main track **or within a BRT block.** A term that when used in connection with speed restrictions, flag protection, flag protection, and the observance of all signals and signal rules also applies to engines.

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