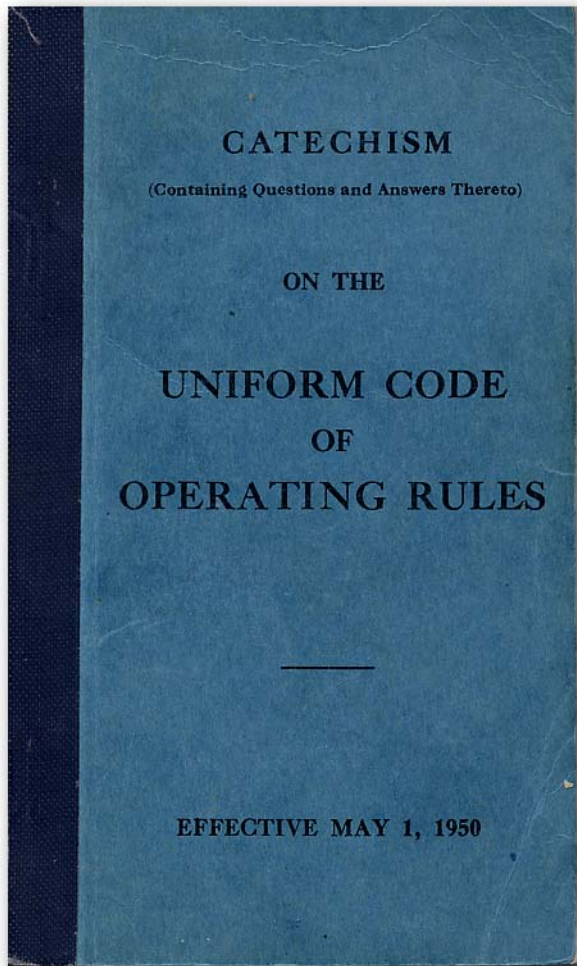


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# RAILROAD CATECHISM 2005

(Containing Questions and Answers Thereto)

on the

## General Code of Operating Rules

(GCOR)

**PLANNED RELEASE: APRIL 1, 2005**

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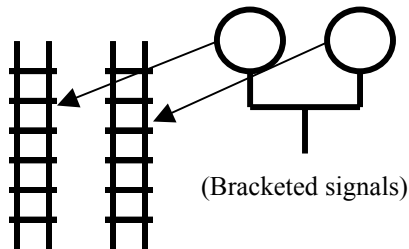
## CHAPTER 9.0 – BLOCK SYSTEM RULES

### 9.1 Signal Aspects and Indications

- Q. In what document are Distant, block and interlocking signal aspects and indications normally shown?  
A. Special Instructions
- Q. How are signal aspects identified?  
A. By the position of semaphore arms, color of lights, flashing of lights, position of lights, or any combination.
- Q. How may signal aspects be qualified?  
A. By marker plate, number plate, letter plate, or marker light.
- Q. What is the name for a block signal with a letter plate attached to the mast displaying the letter “A”?  
A. The name is “absolute signal”.

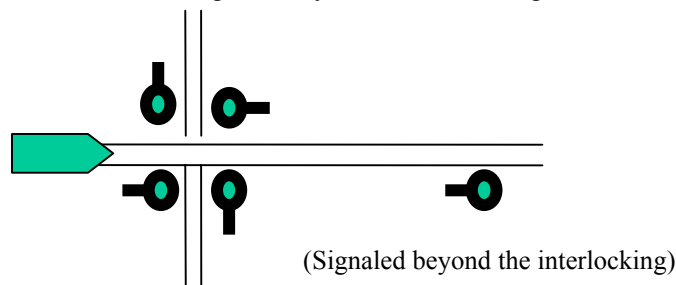
### 9.2 Location of Signals

- Q. Which side of the track are block and interlocking signals generally located as viewed from the train?  
A. From the right of the track.
- Q. May block and interlocking signals be located other than to the right of the track as viewed from a train?  
A. Yes, they may be located to the left or above the track. In addition, to display indications for two tracks, two bracketed signals may be located on a supporting mast, and the signal to the right governs the track to the right, and the signal to the left governs the track to the left.



### 9.3 What Signals Govern

- Q. What governs the use of blocks in signal territory?  
A. Block signals, cab signals or both.
- Q. What governs the use of interlocking routes?  
A. Interlocking signals.
- Q. When is an interlocking signal also considered to be a block signal?  
A. Where a track is signaled beyond the interlocking limits in the direction of movement.



- Q. What other rules remain in effect when complying with the indication of interlocking signals”?
- A. All other rules, where required.

#### **9.4 Improperly Displayed Signals or Absent Lights**

- Q. If a light is absent or a white light is displayed where a colored or lunar light should be, how is a block or interlocking signal to be regarded?
- A. As displaying the most restrictive indication that signal can give.
- Q. Where would any exception for this condition be shown?
- A. Shown in block, cab and interlocking signal aspects in the special instructions.
- Q. For this condition, if the signal were equipped with a semaphore arm that’s position can plainly be seen, would that aspect govern?
- A. Yes.

#### **9.5 Where Stop Must Be Made**

- Q. When movement is made beyond a block signal requiring a train to be prepared to stop at the next signal, where must the stop be made at the block signal requiring the train to stop?
- A. Stop must be made before any part of the train passes the block signal.
- Q. If a train overruns any block signal that requires it to stop, what action must the crew take?
- A. Warn other trains at once by radio; stop the train immediately; report it to the train dispatcher.

##### **9.5.1 Changing Established Route**

- Q. After a controlled signal has been cleared for a closely approaching train, the control operator must not change the signal before the approaching train’s engineer has assured the control operator that he can comply with the signal change. Are there any exceptions?
- A. Yes, the exception is “to avoid an accident.”
- Q. If it is safe to do so, may the control operator establish a conflicting route into an occupied block or interlocking limits, or authorize a conflicting movement?
- A. Yes, but only if it is safe to do so.
- Q. When any portion of a train is on or closely approaching a switch, derail, movable point frog, or lock, what must the control operator avoid?
- A. The control operator must avoid operating the device controlling any of the listed items.

##### **9.5.2 Protection if Signal Appliance or Track is Damaged**

- Q. If a signal or signal appliance functions improperly or the track is damaged, signals that overrun movements on affected routes must display a Stop indication. When this occurs, when can movements resume?
- A. Track and signal appliances must be examined to allow for safe movement.

(End of excerpts and sample Chapter 9 document.)

### **Overview:**

Catechism (kt-kzm) - (1) A book giving a brief summary of the basic principles of anything in question-and-answer form; (2) a manual giving basic instruction in a subject, usually by rote or repetition; (3) a body of fundamental principles, especially when accepted uncritically; (4) a close questioning or examination, as of a rule book.

### **About The Author:**

Robert E. Lee, Panther City Software / North America Railroad Division - Dir. of IDL/ETT and GCOR ERTT. Formally elected as General Code of Operating Rules - General Code Committee secretary in 1980 and held that position until retirement from UPRR on April 1, 2004. (*Please see the resume abstract on the next page of this document.*)

### **GCOR Abstract:**

Seven major railroads formed a committee (General Code Committee) and began working on a common rule book (current General Code of Operating Rules) in 1980. Mr. Robert E. Lee was one of the original creators and co-authors of a common set of rules and operating procedures adopted and implemented by many of the railroads in the United States. Many of the common operating practices identified in this organizational and living document have been adopted by railroads of the rest of the world. The Federal Railroad Administration (FRA) requires railroads to adopt operating rules. Many of the railroad companies operating in the United States have signed the General Code of Operating Rules, which are filed with the FRA. The First Edition of the GCOR was effective April 27, 1985. (*See the list of GCOR railroads abstract at the end of this document.*)

### **Availability:**

1. 08/01/04 eTestMaker.com has engaged in this project to create and distribute an updated Catechism of the GCOR Committee's consensus-generated and published rules. Currently, we plan to distribute it by annual licenses to companies on a per-employee basis. This industry-wide need was created by 3 basic factors:
  - A. No Class I, II or III railroad is presently known to have dedicated the enormous resources, time and manpower required to complete this project;
  - B. Few people are as uniquely capable of the contemporary and successful completion of this project (and industry consensus and possible GCOR Committee acceptance) as eTestMaker.com's Mr. Robert E. Lee; and
  - C. The pending retirement of a projected 50% of the railroad industry's senior workers, and the resulting domino effect in every job category over the next 10 to 15 years, will create massive personnel interviewing, hiring, training and testing requirements and current-employee retention plans that will consume railroad company assets that would normally be dedicated to achieve the critical scope of this type of project.
2. 11/01/04 Pre-release orders will be accepted for a discounted price for the first year of use.
3. 10/15/04 Preliminary presentation to GCOR Committee rules meeting, Kansas City, Mo., late October, 2004 for review, assessment, comments, recommendations and advice. Changes will be made to mirror consensus requirements. IDL tests begin.
4. 01/01/05 Target and most-optimistic partial release date on password-accessed web site.
5. 04/01/05 Projected probable release date on password-accessed web site.

# Robert E. Lee

Director of IDL/ETT, North America Railroad Division, Panther City Software

## Chronology:

2004	Panther City Software / North Americas Railroad Division - Director of IDL/ETT and GCOR ERTT Management of all railroad training and testing operations and personnel in United States, Canada and Mexico. Regulatory and statutory research and technical data evaluation and implementation of all Internet based Electronic Rules Training and Testing. Liaison to General Code of Operating Rules (GCOR) General Code Committee. Technical writing and accuracy verification of all training and testing materials. System Administrator of PCS's Internet based testing environment using McGraw-Hill Higher Education's TestPilot®.	
1988 - 2004	Union Pacific Railroad - Manager of Operating Rules, Southern Region..... 17 Years Union Pacific Railroad Rules Department. Entered the Union Pacific Railroad Rules Department in August of 1988. Promoted to Manager of Operating Rules, Southern Region. Continued in that position until retiring April 1 <sup>st</sup> , 2004.	
1980 - 2004	General Code Committee - Secretary, Elected ..... 24 Years General Code of Operating Rules * Formally elected as committee secretary in 1980 and held that position until retirement from UPRR on April 1, 2004. Seven major railroads, including MKT RR, formed a committee (General Code Committee) and began working on a common rule book (current General Code of Operating Rules) in 1980. Was one of the original creators and co-authors of a common set of rules and operating procedures adopted and implemented by many of the railroads in the United States. Many of the common operating practices identified in this organizational and living document have been adopted by railroads of the rest of the world. The Federal Railroad Administration (FRA) requires railroads to adopt operating rules. Many of the railroad companies operating in the United States have signed the General Code of Operating Rules, which are filed with the FRA. The First Edition of the GCOR was effective April 27, 1985.	
1980 - 1988	Missouri-Kansas-Texas Railroad - Superintendent of Rules ..... 8 Years Promoted to Superintendent of Rules for the MKT RR and continued at that position until the Union Pacific RR acquired the MKT RR in August of 1988.	
1979	Missouri-Kansas-Texas Railroad - Road Foreman ..... 1 Year Entered management on MKT Railroad as a "road-foreman". That is a supervisor and trainer of Locomotive Engineers.	
1976 - 1979	Missouri-Kansas-Texas Railroad - Locomotive Engineer. .... 3 Years	
1975	Missouri-Kansas-Texas Railroad - Locomotive Engineer Trainee ..... 1 Year Entered training as locomotive engineer....promoted to engineer 1976.	
1974	Missouri-Kansas-Texas Railroad - Extra Board Clerk..... 1 Year Ray Yard Terminal at Denison, Texas.	
1963-1974	Outside sales covering 5 states..... 10 Years	
1959-1963	State of Texas - Texas Highway Department..... 4 Years Drafting, office work, field crew chief.	

## Education:

1954	Northeast Rural HS	San Antonio, TX	Graduated 1954.
1954-1956	Texas A&I	Kingsville TX	Major: Engineering.
1956-1958	Stephen F. Austin	Nacogdoches, TX	Major: Math.

## References:

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JR Sampson	Trainmaster / Rules	Rail America, Inc.	(417) 388-1005
Dan Bodeman	General Director / Rules	BNSF RR	(817) 352-1310

## 2004 GENERAL CODE OF OPERATING RULES (GCOR)

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Cedar Rapids & Iowa City Railway Co.  
Central California Traction Company  
Central Kansas Railway  
Central Montana Rail  
Central Oregon & Pacific Railroad, Inc.  
Chesapeake & Albemarle Railroad Company, Inc.  
Council Bluffs Railway  
Chicago Rail Link  
Columbia Basin Railroad Co.  
Columbia and Cowlitz Railway  
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Dakota, Missouri Valley & Western Railroad, Inc.  
Dakota Rail, Inc.  
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Daranelle & Russellville Railroad  
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Eastern Idaho Railroad  
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Idaho Northern & Pacific Railroad Company  
Illinois & Midland Railroad, Inc.  
Illinois Railnet, Inc.  
Indiana Rail Road Company  
Indiana Southern Railroad, Inc.  
Iowa Interstate Railroad Ltd.  
Iowa Northern Railway Company  
Jaxport Terminal Railway  
Kansas City Southern Railway  
Kansas City Terminal Railway Company  
Lahaina Kaanapali & Pacific Railroad  
Lewis and Clark Railway Company  
Little Rock and Western Railway, LP  
Louisiana and Delta Railroad Company  
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McCloud Railway Company  
Meridian and Bigbee Railroad  
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Minnesota Northern Railroad, Inc.  
Minnesota Commercial Railway Company  
Minnesota Valley Transportation Company  
Mississippi & Tennessee RailNet, Inc.  
Missouri & Northern Arkansas Railroad Co., Inc.  
Montana Rail Link  
Montana Western Railway Company  
Mount Vernon Terminal Railway, Inc.  
Napa Valley Railroad Company  
Nebkota Railway, Inc.  
Nebraska, Kansas & Colorado  
RailNet Nebraska Northeastern Railway Co.  
New England Central Railroad, Inc.  
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New Orleans Public Belt Railroad  
North Carolina & Virginia Railroad Co., Inc.  
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Northern Ohio & Western Railway  
Northern Plains Railroad  
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Osceola and St. Croix Valley Railroad Co.  
Pacific Harbor Line  
Paloouse River and Coulee City Railroad  
Pecos Valley Southern Railway Company  
Pend Oreille Valley Railroad  
Pittsburgh Industrial Railroad  
Point Comfort & Northern Railway Company  
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Port of Tillamook Bay Railroad  
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Puget Sound & Pacific Railroad  
Rarus Railway, Inc.  
Red River Valley & Western Railroad Co.  
Rio Valley Switching Company  
Saginaw Valley Railroad Company  
Sand Springs Railway Company  
San Diego & Imperial Valley Railroad Co., Inc.  
San Diego Northern Railway  
San Joaquin Valley Railroad Co., Inc.  
San Pedro and Southwestern Railway Co.  
Santa Cruz, Big Trees & Pacific Railway Co.  
Santa Fe Southern Railway, Inc.  
Sault Ste. Marie Bridge Company  
SEMO Port Railroad  
Sierra Railroad Company  
South Carolina Central Railroad Co., Inc.  
South Central Tennessee Railroad  
South East Kansas Railroad  
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Southern Switching Company  
Southwestern Railroad Company, Inc.  
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St. Croix Valley Railroad Company  
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Tacoma Municipal Belt Line Railway  
Texas, Gonzales & Northern Railway Co.  
Texas - New Mexico Division  
Texas North Western Railway Company  
Texas Rock Crusher Railway Co.  
Toledo, Peoria & Western Railway  
Transportacion Ferroviaria Mexicana  
Trinity Railway Express  
Trona Railway Company  
Tulsa-Sapulpa Union Railway Company  
Twin Cities & Western Railroad Company  
Union Pacific Railroad  
Utah Central Railway  
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Ventura County Railway Company  
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Willamette & Pacific Railroad, Inc.  
Willamette Valley Railroad  
Willamina and Grand Ronde Railway  
Wisconsin Central Ltd.  
Wisconsin & Southern Railroad Co.  
Wyoming/Colorado Railroad Co.  
Yreka Western Railroad

NOTES: