



UNION PACIFIC RAILROAD

TE&Y Study Guide

2012

This study guide will help you prepare for your daily duties and the 2012 exam. When you come to your rules class, have with you your references, the completed study guide, and the supporting documents.

This is a simulated road trip between Osage and either Pacifica, Hudson, or Copano Yard. This fictitious subdivision is located somewhere between Englewood, Texas and West Colton, California. By properly answering questions, you will safely advance the train across the railroad.

You will follow along with the crew of the MFL0D-11, on duty at Arkansas Yard. By answering questions arranged sequentially based on developments, you will move the train, on paper, from one end of the trip to the other.

As developments occur, you will be asked questions about how you will handle the situation including train movement, tonnage requirements, helper requirements and rule requirements.

As you work through the study guide, keep in mind the situation that you are in and what you need to think about, and do, to respond correctly to the situation

REFERENCES YOU WILL NEED

- Union Pacific System Special Instructions
- Union Pacific System General Orders
- Form 8620 Instructions for handling Hazardous Materials
- Calculator
- Cab Signal Departure Testing Guide (PB-24116)
(http://home.www.uprr.com/emp/operating/op_prac/op_train_matrl.shtml)



TE&Y STUDY GUIDE

When you begin your scenario you will be on the Big River Subdivision. You will first work a local between Arkansas Yard and Osage Wind. Once the local work is complete you will return on duty the following day and relieve a through freight train at Osage. The MFLOD-11 departed Kornfield the night before but had air brake problems after departing the terminal and three cars had to be cut out and repaired enroute. After you relieve the crew at Osage, you will travel eastward and make your way to Sacramento Yard where the Big River Sub will split into three other subdivisions. The three other subdivisions will be based on local territories that will require more specific rule knowledge. Here is a list of the subdivisions:

Big River Sub – **Main** Subdivision (Pages 4 – 25)

Pacific Sub – **Heavy Grade** Territory (Pages 26 – 33)

Great Lakes Sub – **Cab Signal** Territory (Pages 34 – 40)

Gulf Coast Sub – **Track Warrant** Territory (Pages 41 – 47)

Once you reach Sacramento Yard, decide which subdivision best represents your territory where you are currently working. Your exam will also be based from your assigned location on the specific demands of the territory.

For example: If you are an employee working in Cab Signal territory, you would complete pages 4 – 24, then from pages 33 – 39 only. You would not be required to complete the Pacific or Gulf Coast subdivisions.

If you have any questions on which territory to use, contact your local rules trainer.

You will also notice two references to the Air Brake and Train Handling Rules (ABTH). A new ABTH book will be issued and in effect on January 16th, 2012. The study guide will reference both old and new rule numbers. The **green number** on top will be the new rule reference number after the book goes into effect. The **red number** on the bottom will be the old rule reference number.



Study Guide

Equipment Speed Restrictions: 50 MPH.

Hazardous Materials: Train has several placarded cars, but is not a KEY train and has no Rail Security Sensitive Material Shipments.

Distributed Power: Train has one DP unit on the rear of train.

Territory Code: Pacific Subdivision is identified with a "L" due to relatively light grades and low to moderate track curvature.

The study guide handouts (separate documents) contains the following items and is required to answer the questions in this study guide:

1. PAPERWORK

- "BC" for train MFLOD-11 at Osage
- Track Warrant for Bulletins – Osage to Pacifica, Hudson, and Copano Yards
- Five Track Warrants for operations in the TWC portion(s) of the trip.
- Big River, Pacific, Great Lakes, and Gulf Coast Subdivision General Orders

2. UPRR TRAINING TIMETABLE

3. SUBDIVISION MAPS



BIG RIVERS SUBDIVISION

Engineer Owens and Conductor Clark are called for a local (LBR54-09) that is on duty at Arkansas Yard. They have a switching move in the yard and then will head west to perform work at Osage.

- 1 What documents must the crew review before they begin their work? What documents do they need to have with them?

SSI Item 7A

- 2 The crew walks out to the engine. They both have backpack type grips. Can they board the engine while wearing their bags?

Safety 81.4.3

- 3 Engineer Owens notices that the locomotive has a blue flag attached. What can he do while his engine is blue flagged?

GCOR 5.13

CFR 218.23

- 4 To ensure that one one has tampered with safety devices on the engine, what is engineer Owens inspecting for when taking charge of the controlling locomotive?

GCOR 1.23.1

CFR 218.57



- 5 The LBR54-09 has a work order to deliver an empty flat car to Osage Wind. The car they need is buried in track South 2 in the bowl. The crew comes out of the locomotive servicing track and moves westward towards the RCL Zone. After beginning the move, how does Engineer Owens verify that the locomotive brakes are operative?

ABTH 31.8.4.1

ABTH 31.13

- 6 Before they enter the RCL Zone, what communication must take place?

GCOR 6.7

- 7 They determine the RCL zone is not active. What is their authority to occupy the main track at the west end of Arkansas Yard?

GCOR 6.14

- 8 Before they occupy this main track, do they have to check for Track Breach Protection?

SSI Item 12



9 Will a five-minute wait be required before entering the main track at Arkansas? When is a five minute wait required before entering main track?

GCOR 9.17

10 After having the engine pull over the switch, Conductor Clark climbs on the rear locomotive. Can he give hand signs as they shove back to the south lead?

*GCOR 6.5
CFR 218.99*

11 Conductor Clark needs to line multiple switches to get to the South 2 track. What risks must he consider before lining switches and derails?

*GCOR 8.2 / 8.3 / 8.20 / Safety 82.3
CFR 218.103*

12 South 2 track is in the bowl at Arkansas Yard. Will additional protection be required before the crew can perform work within the bowl?

*7.13
CFR 218.39*



13 Clark climbs back aboard the rear of the locomotive and gives a back-up sign. Describe a backup sign.

GCOR 5.3.1

14 After going over the switch, Owens loses sight of Clark. How does this affect their movement?

GCOR 5.3.3

CFR 218.99

15 What is the maximum speed that they can make a coupling?

GCOR 7.4

16 At impact, the pin dropped and the momentum of the coupling stretched the joint. Given that the joint is now proven, as it tugged the engine, is it required that Owens change direction to check the joint?

GCOR 7.4



- 17 The second car in the track is the one they want. In their job briefing they decide to make a cut and set the flat car over on the lead; then kick the first car back into track 2. Before performing the work does Clark need to establish the “Red Zone” before making the cut?

Safety 81.5.4

- 18 After making the cut and pulling over the lead switch, they use hand signs to shove up the lead. Can Clark walk ahead of the cut while making the shove?

*GCOR 6.5
CFR 218.99*

- 19 The flat car had to be moved 200 feet to be set over to the lead in order to kick the other car back into the track. How must the flat car be secured? What if the crew set out 5 cars on the lead that were charged and placed into emergency after separation?

*ABTH 32.1 / Glossary
ABTH 32.1 / Glossary*

- 20 The head car is a box car with a “Radioactive #7” placard. It needs to go back into South 2. Can they kick this car?

GCOR 7.7 / Form 8620



21 With their one car train, what tests or inspections are needed to go over to Osage Wind?

GCOR 1.33 / ABTH 30.5.1
CFR 34.215

22 After another train passes their location, the crew enters the main and follows the westbound train. As they approach CP R098, they see a Red over Lunar signal. How should the train be operated by the signal?

SSI Item 19 / 9.2.13

23 What needs to be entered in the conductor's log for this signal?

GCOR 1.47

24 What is the crew looking out for while operating in the siding? Why?

GCOR 6.27

25 The train stops short of the Osage Wind switch. They need to get the car on the other side of the locomotive to get it spotted. Considering the track layout, what two ways could they do this?

GCOR 7.7.1



26 The crew will need to pull a load to spot the empty car. After coupling to the loaded car they notice that the load is not listed as a high-wide. It appears to be properly loaded and secure but Clark thinks that the car has excessive dimensions. Can he still pull this car?

GCOR 1.33

27 Owens attempts to contact MTO McBride over the radio, but gets no response. Can he call her on a cell phone?

*GCOR 2.21
CFR 220.305*

28 MTO McBride instructs the crew to leave the load and bring their locomotive back to Arkansas Yard. How will they obtain authority to occupy the main track at CP R098?

GCOR 6.3

29 They head into the south yard tracks to secure their engine on the west end of South 1 at Arkansas Yard. Clark attempts to couple to cars in the track but the drawbars bypass. What does he need to do before going in to align the drawbars?

Safety 81.13.3 / 81.5.4



30 If there is another job working on the other end of the Yard, what must happen before Clark enters the Red Zone?

Safety 81.5.4

31 After releasing the Red Zone and making the coupling, the crew needs to secure their locomotive. What is required to properly secure the engine?

ABTH 32.1.3 / 31.8.7A

ABTH 32.11 / 32.20.2

32 What is the procedure for shutting down the locomotive?

ABTH 31.8.7.1

ABTH 32.20.2

33 A day or so later, Engineer Owens and Conductor Clark are called on duty for a through-freight train: The MFLOD-11. Assuming they didn't go over their "Hours of Service" with the local, how much time would they need off before going to work on this train?

GCOR 1.17 / CMS Hours of Service Website

CFR 228 Appendix A



34 During the job briefing, the crew questions the train make-up. What is the max TPA for their route?
Can they take this train with its current TPA?

*ABTH 30.9.1 / Handout, SSI Item 5
ABTH 32.20*

35 What is the maximum coupler-limit for this train between Osage and Sacramento?

Handout / SSI Item 5

36 How many tons are handled by the lead consist?

SSI Item 5

37 What is the maximum amount of dynamic brake axles allowed on the head-end of the train and do they have to cut any out?

SSI Item 5

38 What locomotive information does the train list provide?

*Handout, Flash / ABTH 31.2.5 / 31.5.1
ABTH 31.2.4 / 30.19*



39 The van hauls the crew out to Osage for the relief of the MFLOD 11. Under what circumstances would they not be required to wear a seatbelt?

Safety 74.8

40 Their ride will only take a half-hour to get to Osage. While being transported to their train can they check the board line-ups on a personal iPhone?

GCOR 2.21

41 While deadheading, can Owens listen to a podcast that is saved on his phone?

GCOR 2.21

42 At Osage, the inbound crew pulls up to a stop. There is a walking path on the north side of the rail and the crew climbs off on that side. How close can they walk in front of the locomotive as they come across the track to the van? Is this considered a work activity?

Safety 81.2.2 / 81.5.4 / [ABTH Glossary](#)

[ABTH Glossary](#)

43 The inbound crew tells them that the previous signal was an Advance Approach. Engineer Owens and Conductor Clark board the train and call the dispatcher. How must the train be handled to the next signal?

GCOR 9.9



44 As they pass a Clear signal at CP R098, what is their maximum authorized speed?

GCOR 6.14

45 The train is operating on clear signals. What should their train speed be while passing the clear absolute signal at MP 96.4?

GCOR 14.1

46 The train dispatcher contacts the crew as they are approaching the signal at MP 96.4. The dispatcher wants to issue a track warrant for authority. What actions are required by the crew?

GCOR 1.47.1

47 After stopping, they inform the dispatcher that they are ready to copy the track warrant. What three things must they tell the dispatcher before copying the warrant?

GCOR 2.14

48 Track warrant # 4563 has a box 2 from MP 96.4 to Platte. Where does their authority end?

SSI Item 12



49 Will the train fit in the siding at Platte?

Handout-GO

50 The crew receives an OK time on track warrant # 4563 and proceeds eastward. A few miles later, the dispatcher calls back and informs the crew that Conductor Felty has track breach protection in effect between switches at Mississippi. The train is only a few miles away from that location. What action must the crew take?

SSI Item 12

51 Conductor Felty answers and informs the crew that his train has a broken knuckle. Is it proper for him to ask the train to stop and drop off a knuckle for him?

SSI Item 12

52 If Conductor Owens helps Conductor Felty replace the knuckle, is he required to list Owens on his log for Track Breach?

SSI Item 12 / Safety 70.3



53 After helping Felty with his repair, how can the train proceed? Their preceding signal was Clear.

GCOR 9.9

54 Around the curve, the crew sees that the signal at the east end of Mississippi is Red. Are they required to stop for this signal?

GCOR 6.27

55 They stop short of the signal and call for the dispatcher, but there is no reply. How can they proceed?

GCOR 9.12.4

56 Having properly complied with the stop indication, they are now moving through the block at restricted speed. They observe the next signal displaying clear. When may they resume maximum speed?

GCOR 9.11

57 After passing the Clear signal, the dispatcher calls and issues a radio speed restriction. Does this event need to be recorded in the conductor's log? Does it initiate the Cab Red Zone?

GCOR 1.47 / 1.47.1



58 The dispatcher gives the crew the radio speed restriction for 10 MPH at MP 78.4 (Weber). After leaving Cimarron on an Advance Approach, how should the train be handled?

SSI Item 19 / 9.2.4

59 The intermediate signal at MP 79.6 is Clear. When can the crew resume speed?

GCOR 9.8 / 6.31

60 Does the clear signal from the previous question need to go in the conductor log?

GCOR 1.47 A5

61 What is Conductor Clark's responsibility when approaching Weber?

GCOR 6.31 / 1.47 / 1.47.1

62 A half-mile away from the interlocking, they see the signal drop to red. How are they required to handle the train?

GCOR 9.5 / 9.9.1



63 After a BNSF train clears the interlocking, the train receives a proceed indication. How fast can they operate the train?

GCOR 6.11 / 6.31

64 While running on clear signals, what is required when approaching Platte Siding?

SSI Item 10-K / GCOR 1.47 A3,5

65 After stopping at the west switch at Platte, Clark lines the train into the siding. Conductor Feedhum is on the approaching train, the UP 1996, and contacts them to offer to line the switch behind their train once they have cleared up in the siding. Can Conductor Clark stay on the head end of his train and defer lining the switch back to the other crew?

SSI Item 10-K / GCOR 8.3

66 At what speed can the train operate in Platte Siding?

GCOR 6.31 / 6.28 / SSI Item 2



67 Once the train is clear and stopped in the siding, the crew members job brief and report clear of track warrant # 4563. The dispatcher issues them track warrant # 4783 from Platte to CP R060. The signal to depart at East Platte turns clear but the switch on the east end, equipped with a target displaying the letters "SS", appears to be lined against their movement out of the siding. Is this an improperly displayed signal?

GCOR 8.9

68 At what speed should the train be moving once they are clear of the siding?

GCOR 5.4 / 6.31

69 The crew identifies an Advance Approach signal at MP 66.5 followed by an Approach at MP 64. The next signal at the west end of Chicago is displaying a restricting indication. Would they have to stop and inspect the spring switch?

GCOR 8.9

70 After passing the Restricting signal, how soon does the crew need to be able to stop their train?

GCOR 6.27

71 If Engineer Owens is operating at 19 MPH, is that too fast? What are Conductor Clark's responsibilities?

GCOR 1.47 / 6.27



72 The train continues moving at restricted speed between the switches at Chicago. They can see a Clear signal around the curve at the east end of Chicago. When can they act upon this signal?

GCOR 9.11

73 The crew sees a red flag between the rails at MP 60.0. They see the managers' truck behind a pile of ties. There was no Yellow-Red Flag at MP 62.0. Is this a proper test?

GCOR 9.11 / 6.27 / 5.4.7

74 The managers climb aboard the locomotive, debrief the stop test and ask Clark and Owens for their IDs, Subdivision GOs, and location of their cell phones. Where would be an appropriate storage location for their electronic devices?

GCOR 2.21

75 The managers leave the cab after refocusing the crew. The train departs Chicago, passes CP R046, and reports clear of their second track warrant. They continue over the detector at MP 40.1, and two miles away they still have not received a radio response, what action is required?

SSI Item 13

76 Around noon, the crew passes MP 35.0 without seeing Yellow-Red boards as they had expected by the information in their bulletins. Is this Form B still in effect?

GCOR 15.2 / 5.15



77 Clark calls for Foreman Walter but gets no response as they approach a diverging approach signal at Red River. How should they handle their train?

GCOR 15.2

78 Foreman Garcia contacts the train, relaying for Foreman Walter, and asks if the train is still on the move. The crew tells him no, that they are waiting for permission through the Form B. He says, "Foreman Garcia relaying for Foreman Walter of gang 8-5-0-7, using track warrant form B bulletin number 1-4-7-1-6-2, line one, main one, Big Rivers Sub. UP 8482 may pass the red flag at MP 30.0 without stopping at maximum authorized speed." What is their response?

Handout / GCOR 15.2

79 After receiving proper instructions from Foreman Garcia the train pulls through the siding and down to a stop indication at CP R025. The crew contacts the dispatcher but he says he cannot get the crossover to lock-up. He gives their train authority to pass the stop signal and permission to hand-operate the switches at Rio Grande that are necessary for their route from main one to main one. Which switches will they need to operate? Describe the steps the crew must take to properly line themselves through their intended route.

SSI Item 11 / Timetable

80 While the crew is informing the dispatcher that all switches are back in power the dispatcher calls and says "FF is in effect between MP 17 and 15." How should the crew handle their train?

GCOR 6.21



81 The train passes over a dragging equipment detector at MP 22.0. If the scanner identifies a defect, when should Owens stop the train?

SSI Item 13 / GCOR 6.31

82 The crew reports to the dispatcher that the detector reported the defect at axle 462. The dispatcher tells the crew that a track inspector is in the area and can give Clark a ride to the rear of the train. What will Clark be looking for?

SSI Item 13

83 Clark and the track inspector physically count 462 axles back and are now looking at the car marked ITLX 40429. They do not see anything underneath the car. What do they do now if the train is on concrete ties?

SSI Item 13

84 Clark finishes the inspection and notifies the dispatcher that nothing was found and that they are back on the move and headed towards Colorado. Approaching MP 17 they reduce their speed to get a good look at the bridge at MP 16.5. Around the curve, going 7 MPH, they see the track washed out just before the bridge. They stop their train and inform the dispatcher. It is determined that if they back up they can use the center siding to avoid the washout and continue eastward. Can the crew back up to position themselves west of the switch at Colorado?

GCOR 6.6



85 After backing up and moving into the center siding, Clark goes to line the east divide switch towards main one in order to run around the washout. Clark inspects the switch for track #2 but it has a tag on it. He calls the dispatcher on the radio who asks if he is able to line the switch. How should Clark respond?

*GCOR 1.4.1
CFR 218.97*

86 What rules are covered under the Good Faith Challenge in the regulation? How can this be resolved?

*GCOR 1.4.1
CFR 218.97*

87 The nearby track inspector looks but cannot line the switch to track one. However, he can line the route to main two. The crew informs the dispatcher who decides that since they will be traveling eastward on main two there is a test load that needs to be picked-up at McCorkle’s new transload facility. The car is an RBOX 205669 that weighs 100tns and is 55ft long. Will a new job briefing between crew members be appropriate right now?

Safety 70.3

88 The train stops at McCorkle and Clark secures the train. After performing the release test and making the cut, they pull the head end over the switch. Clark lines the switch to back up into the McCorkle Industrial Lead. What must be discussed between the conductor and engineer before making the shove?

*GCOR 6.5
CFR 218.99*



89 The switches at either end of the transload facility are PAS switches. How does the crew know how they are lined as they approach them? What tone do they use to line themselves to the ramp?

GCOR 8.19.1

90 Before the coupling is made, Clark stops the move. The drawbars need adjustment. What separation and protection does he need before going between equipment?

Safety 81.13.1 / 81.5.4

91 They couple into the car, stretch the joint, cut-in the air, release the brake, and head back out to the main. The train pulls out onto the main but while making the movement the rear end stops in the CP at Truckee. What is required before they change direction?

GCOR 6.4.2

92 What air-brake tests and inspections are required before they depart McCorkle?

GCOR 1.33 / ABTH 30.3 / 30.7

ABTH 30.10 / 30.15

93 After departing Truckee and while the train is accelerating and approaching 50 MPH, Conductor Clark sees a McCorkle Fertilizer truck fouling the grade crossing ahead. What actions should the crew take?

ABTH 34.2.10

ABTH 33.8



- 94 Narrowly missing the fertilizer truck, the train is now stopped at Columbia. Since the train was placed in emergency, is a Class III air brake test required before departing? Will the crew be required to inspect the train to ensure all wheels are properly position on the track?

ABTH 30.7.1 / GCOR 6.23 / GCOR 6.31

ABTH 30.15.1

After the crew updates the paperwork they depart for Sacramento Yard.



PACIFIC SUBDIVISION

MYO Griff at Sacramento calls the crew and provides information regarding a pick-up off the siding at Huntington. They will need to pick-up 1 loaded reefer car (ARMN 407521 weighing 80 tns and 65' in length), and add two units, the UP 4419 (SD 70M) and UP 2246 (SD 60).

- 1 Since they will be picking up two units, where should the units be positioned? Can the 2 additional units be added to the rear if one is isolated?

SSI Item 5

- 2 MYO Griff calls the crew on the radio and tells them that they will need to place the two units plus the rear unit already on the rear within the train. He asks them to determine where they can place the cut in power. In addition to considering car and Hazmat restrictions, how would they determine where to place the cut-in consist?

SSI Item 5

- 3 What placement restrictions must the crew consider around the remote consist?

SSI Item 5

- 4 Once the crew arrives at Huntington, MYO Griff informs them that there is a change of plans and they will only pick up the UP 4419. Griff tells them to place the UP 4419 on the rear with the DPU remote instead. Since they will be leaving a single locomotive in the siding that is already secured will they be required to do another securement test for the UP 2246?

ABTH 32.2.1

ABTH 32.1.3



- 5 What securement procedures will be necessary for the portion of the train left on the main before picking up the car on the head-end? Consider the DP unit on rear of train.

ABTH 32.1.4 / 33.8.3

ABTH 32.1.2 / DPU Guide

- 6 After the crew adds the UP 4419 on the rear, will the train be under the coupler limits for this subdivision?

SSI Item 5

- 7 What is the maximum number of equivalent powered axles allowed for this train? Do they exceed that limit?

SSI Item 5

- 8 Since the TPA is below the limit for the subdivision could Owens cut out traction motor #5 on the UP 8482 to be closer to the limit for the subdivision?

SSI Item 4



9 They secure the train and make the move into the siding. The car is on the east end of the cut against the UP4419, and the UP2246 coupled to it on the west end. When they go against the car and locomotives, Clark determines that no other trains are in the area and requests a "Red Zone" via hand signal to connect the air hoses. Can Owens reply with a hand sign to confirm that the protection has been established?

SAFETY 81.5.4

10 If a mobile carman was in the area and needed to perform work on the train, could they use a "verbal blue flag" to provide protection?

GCOR 5.13

11 After the carman properly places the blue flag and finishes making the repairs he tells the crew that he is ready to make the move out to the main and perform the air brake test. He has not yet removed the blue flag from the controlling locomotive but is instructing them to make the move. Since it is under the instruction of the employee that placed the flag, can they take the instructions and move to the main?

GCOR 5.13

12 The carman removes the flag and decides to perform the test once the crew has completed picking up the locomotive. Before taking the car back out to the train on the main, they have a job briefing and discuss how they will double the additional unit to the rear DP locomotive. Would it be permissible to pull the train eastward, over the east switch at Huntington, to pick up the locomotive without having made the air brake test?

ABTH 30.3.1

ABTH 30.10.1



- 13 The crew considers utilizing Conductor Clark, who is a cut-back engineer, to run the UP 4419 out to the main behind the train. Are there any restrictions to the conductor operating the single unit?

SSI 1.47B

- 14 Clark looks but does not have a current copy of his license. Is he required to carry his license while on duty as a conductor?

SSI Item 7

- 15 Once together they make the move back into the siding with the whole train to pick up the UP 4419. What connections are required to properly MU the locomotive with the controlling DP unit, the UP8608?

ABTH 31.8.3

ABTH 31.15

- 16 What air brake tests, if any, will be required after MU'ing the locomotives? If an air brake test is required, will the engineer be required to perform the test on the DP units?

ABTH 31.8.4 / Glossary

ABTH 31.6.2

- 17 Having completed picking up the locomotive, the carman drives Clark to the head end and performs the air brake test. During the air brake test, what is Owens required to do besides apply and release the brakes at the direction of the employee performing the test?

ABTH 30.11.2 / 33.1.2

ABTH 30.9 / 32.12.6C



18 If the train was linked in Controlled Tractive Effort (CTE) what effect would it have on the train?

SSI Item 4

19 The controlling DP remote is the engine attached to the rear car. The UP 4419 is located behind it. Will an EOT be required before the train departs?

ABTH 32.9.1

ABTH 32.14

20 After the air brake tests have been completed the train continues eastward. As they approach Crescent City the dispatcher calls to issue the train a Level 1 Heat Restriction. How does this restriction effect the train?

SSI Item 2D

21 The train has been traveling on clear indications for a few blocks and are now approaching MP 21.4 at 40 MPH. As they get closer to the signal Clark verifies and calls out the clear indication. Before they pass the signal, the aspect changes to red. Should the train be placed into emergency?

ABTH 34.2.9

ABTH 33.6.5

22 After stopping, the crew calls the dispatcher and advises that the signal at West Palos Verdes dropped and was red when they passed it. The dispatcher gives them flagging instructions and tells them to continue. At what location ahead will they begin cresting the grade?

Timetable



23 What is the trains maximum authorized speed while descending the grade?

Timetable

24 As they begin cresting the grade Owens will need to use "balanced braking". What is balanced braking?

ABTH Glossary

ABTH Glossary

25 What is the trains maximum authorized speed while cresting the grade? Is this a head end or rear end restriction?

SSI Item 8

26 While descending the grade approaching Anacapa the crew realizes that they are approaching 5 mph over the maximum descending grade speed. They determine that they need to stop the train and check the trailing units on the lead consist for possible dynamic brake faults. The train reaches 30 mph as Owens makes a full service reduction of the brakes and the accelerometer starts reading a minus in speed. Will this be sufficient to stop the train?

SSI Item 8



27 When the train comes to a stop they attempt to report to the dispatcher the delay but there is no response. The train is now located on a flat portion of the descending grade with a small section of .05% grade. Since they have five 6 axle units, they know the units will hold the train while Owens releases and recovers the air. Are they required to tie additional handbrakes to secure the train?

GCOR 7.6

28 Could Owens change the direction of the reverser and open the throttle to hold the train while recharging the air?

ABTH 34.3.2

ABTH 33.7.2

29 The dispatcher finally answers and asks what the problem was. The crew tells the dispatcher that they couldn't find any mechanical issues but will be taking it a little slow to see how the train reacts after the stop. He instructs them to "comply with the rules" and to keep him up to date if anything is determined. Once the air is recovered are there any requirements before they continue eastward?

SSI Item 8

30 MRO Birch boards the train and obtains a download. After reviewing the crews actions he instructs them to continue with their trip once he is clear of the train. They continue moving down the hill when they hear the unit alarm bells and get a message telling them that the dynamic brake on the lead unit has failed. They stop the train and determine that the dynamic brake on the lead unit needs to be cut out for a defect. However all other dynamics are operational. Can they continue descending the grade without dynamic braking on the lead unit?

ABTH 31.5.1

ABTH 30.19.2



31 After they recalculate their current TPDBA to adjust for the loss of dynamic brakes, will their downhill speed be effected? What is the trains new Tons Per Dynamic Brake Axle?

Timetable

32 They are approaching 11 hours total on duty time. The dispatcher calls and notifies them that a relief crew will meet them at San Clemete. When they arrive at San Clemente a van calls and says that they do not have the crew but can assist with a ride back to the office. Can they secure the train on the grade and take the van?

Timetable

33 The relief crew arrives at San Clemente and is ready to perform a job briefing. What items should be covered in the briefing?

GCOR 1.47

34 Owens is in the process of tying up at Pacifica Yard when he gets to the reporting qualification screen. He remembers that it has been 6 months since he has worked on the Gulf Coast Subdivision and is close to losing his qualification. Is he required to notify anyone?

SSI Item 7B



GREAT LAKES SUBDIVISION

- 1 Upon arrival at Sacramento, MYO Bodeman advises the crew that a cab signal equipped locomotive, the UP2010 (C45ACCTE) will be added to the train at the east end of the yard. The train stopped at the east end of the yard. Must the crew secure the train before making the pick-up off the Track 1?

ABTH 32.1

ABTH 32.1

- 2 The UP 2010 is secured and shut down on Track 1. If the daily inspection card indicates that an inspection was last performed at 2300 on the previous day, will Engineer Owens be required to inspect the locomotive before departing Sacramento?

ABTH 31.2.1

ABTH 31.2.1

- 3 After the UP 2010 is added to the point, Owens helps MU the locomotive to the existing units. What air brake test(s) will be required before departing?

ABTH 31.8.4 / ABTH 30.7.1

ABTH 31.6.2 / 30.15.1

- 4 Is Owens required to reduce dynamic brake on the lead consist after adding the UP 2010? Which unit should be cut-out to maximize the amount of dynamic brake axles available on the lead consist? Could the lead unit dynamic brake be cut-out?

Item 5 / Item 4 / ABTH 34.6.3 / 31.8.7

ABTH 33.2.1, 31.21



5 Is a leakage test required on the consist during the locomotive air brake test?

ABTH 33.3.1 / 31.8.4

ABTH 31.6.1 / 31.6.2

6 Owens looks at the back wall of the cab for the CAB signal inspection card and does not find one. When should the CAB signals be tested?

GCOR 13.1.5 / 17.4

CFR 236.587

7 Where is the information found on the location of the ACS test loop?

Timetable SI-08

8 Inspecting the cab signal valves in the nose of the engine, Owens finds the box open and the seal broken. What must he do?

GCOR 13.1.4 / 17.3

CFR 236.553

9 How does Owens initiate the Cab Signal test?

GCOR 13.1.5 / 17.4



10 As the test proceeds, the lights cycle through the sequence: Advanced Approach, Approach, and Restricting. Owens presses the acknowledge button after each signal change. Then what happens?

PB-24116 / ABTH 34.6.5

ABTH 33.9

11 How is a passing cab signal test documented?

PB-24116

12 The signal changes for the train to depart the yard. There are Mechanical Dept. employees near the east lead. Is it necessary to provide warning?

GCOR 5.8.2

13 Passing MP 101, the cab signals activate and begin going through the sequence. If the loop had not activated the signal, could they still enter cab signal territory?

PB-24116

14 When passing an Advance Approach wayside signal at CP GL125, how should the cab signals respond?

GCOR 13.1.2 / 17.5.1



15 What techniques should the engineer use to control the speed for the turnout at CP GL126?

ABTH 34.2.2

ABTH 33.6.3

16 As the train passes a Diverging Approach signal at CP GL126, the Cab Signals briefly drop out. Is this cause for concern?

GCOR 13.1.2 / 17.6

17 After the train clears the turnout they are operating prepared to stop for the next signal. The CAB signal changes to Clear. When can they resume maximum speed?

GCOR 13.2.1 / 17.6

18 The detector at MP 128.7 gives an hot journal defect for axle 37 as the train passes. How should the train be handled as the remainder of the train is inspected?

ABTH 34.2.9 / SSI Item 13

ABTH 33.6.5

19 Finding the car where the air brakes had not released, Clark cuts the brakes out on the car. Are there any other requirements before departing?

ABTH 30.2.2

ABTH 30.4



- 20** After properly cutting out the brakes on the bad order car, they get back on their way. Passing Detroit (CP GL132) with a Clear wayside signal, the cab signals drop to Restricting and the alarm sounds. How do they proceed?

GCOR 13.2.2/ 13.3.1 / 17.5.3

- 21** Passing the next signal, which is also Clear, the Cab signals do not change and still show Restricting. Are the cab signals still operative?

GCOR 13.3.3/ 17.7

- 22** Before the dispatcher issues an absolute block he will ensure that there are no movements in the block immediately ahead of the train. He will then contact the crew stating what?

GCOR 11.1

- 23** Owens cuts-out the Cab signals, and recovers the air. How do they proceed?

GCOR 9.11

- 24** Clark calls out an Advanced Approach followed by an Approach at Ontario. The following intermediate signal at MP 152.8 is a Restricted Proceed. Can they pass without stopping?

GCOR 11.2



25 While stopped waiting for the signal to change, how does the engineer ensure that the trainline is still intact when they depart?

ABTH 34.4
ABTH 33.3.2

26 The dispatcher calls to issue the crew another block. He also calls to issue the train a Level 1 Heat Restriction. How does this restriction affect the train?

SSI Item 2D

27 Back on the move, a patch crew calls on the radio and asks the crew to stop at Lulu's Truck Stop to make the swap. There is a grade crossing at that location. How far back must the train stop from the crossing?

GCOR 6.32.4

28 Pulling to a stop for the crew swap, they pass an intermediate signal displaying an Advanced Approach at MP 162.2. How should the outbound crew proceed?

GCOR 9.9

29 If Owens and Clark forget to tell the crew what signal indication they came into the block on, how must the outbound crew proceed?

GCOR 9.10



- 30** After being transported back to the yard office at Hudson, Owens is in the process of tying up when he gets to the reporting qualification screen. He remembers that it has been 6 months since he has worked on the Gulf Subdivision and is close to losing his qualification. Is he required to notify anyone?

SSI Item 7B



GULF COAST SUBDIVISION

- 1 At MP 2.1 the crew identifies an Approach signal. What action is required? What is the train's maximum authorized speed at Seadrift?

SSI Item 19 / GCOR 6.13

- 2 As the train passes Seadrift, an employee performing a roll-by on the adjacent track calls to report a car with a possible sticking brake. A gondola car 30 from the rear is smoking. What actions are required?

ABTH 32.7.2 / GCOR 6.29.1

ABTH 32.5

- 3 If Owens is currently in idle, how should he stop the train in response to the sticking brake?

ABTH 34.2.8

ABTH 33.6.4

- 4 Conductor Clark walks back to the gondola and determines that the hand brake is released, but the air brakes on the car will not release. What will be required to avoid setting the car out?

ABTH 32.7

ABTH 30.13.3

- 5 How will Clark cut out the air brakes on the gondola?

ABTH 32.7.3

ABTH 32.7.1



6 After Clark cuts the brakes out on the car, are there any other requirements before returning to the head end and departing Seadrift? What percentage of operative brakes must the train have?

ABTH 30.2.2

ABTH 30.4

7 With the paperwork complete, what else is the crew required to do before departing Seadrift?

ABTH 34.4 / 32.10.1 / 32.7.2

ABTH 33.3.2 / 32.7

8 After departing Seadrift, the crew passes an Approach Diverging at MP 15, what action is required?

SSI Item 19

9 As the crew approaches Trinity Bay the dispatcher calls to issue the train a Level 1 Heat Restriction. How does this restriction affect the speed of their train?

ABTH 34.2.13

ABTH 33.12.1

10 The next signal displays Diverging Approach. What is required to comply with this indication?

SSI Item 19



11 What is the maximum authorized train speed through the Trinity Bay turnout?

Timetable SI-03

12 How far should the crew stop from the east fouling point?

GCOR 6.8

13 After meeting a westward train, the crew receives a Clear to depart Trinity Bay. The crew proceeds and enters the main track moving at 9 MPH. Would this be considered delayed in the block?

GCOR 9.9

14 The signal at MP 26.5 displays a Stop indication. What is required to proceed?

GCOR 9.12.2 / 14.2

15 In reference to track warrant # 4029, what are the limits of the train's authority?

GCOR 14.2



16 Once the train clears into the siding at Sawgrass and lines the switch behind, will they need to extinguish their headlight?

GCOR 5.9.2

17 The crew has copied track warrant # 4126 and is ready to depart Sawgrass after meeting a westward train. The signal governing movement from the siding to main track did not clear after the train passed. Can the crew call the dispatcher for permission to pass this signal displaying Stop?

GCOR 9.17 / Timetable

18 It is now 1640 hrs, and Clarks spots a Yellow / Red flag at MP 54.5. How does the crew comply with the Form B between MP 56.5 and 58.5?

GCOR 15.2 / 5.4.3

19 At MP 56.5 the crew does not find a Red Flag displayed, how would they proceed?

GCOR 5.4.3B

20 When may the crew increase their speed in regard to the previous question?

GCOR 5.4.3B



21 Before passing MP 65 what is required?

GCOR 6.3

22 What is the train's maximum speed between MP 67 and MP 68?

GCOR 6.31

23 The signal at the BNSF Interlocking displays a Stop indication . How will the crew proceed?

GCOR 9.2.15 / 9.12.4

24 They are now proceeding through the limits of the BNSF interlocking at restricted speed. When may they increase their train's speed?

GCOR 9.11

25 The dispatcher wants to put the train in the siding at Bullfrog Bayou to meet a westward train. Once cleared in the siding, would the crew need to get track breach if there was work that was required between the siding and the main track? What if the warrant has been released?

SSI Item 12



26 After Clark releases the track warrant and the other train passes, the dispatcher issues them track warrant # 4152. In addition he instructs the crew to pick-up 4 empty non placarded tank cars located at Coastal Chemicals (CC) MP 89.3. The cars are 75 ft each in length and each weigh 45 tons. The train proceeds and stops clear of the Coastal Chemical switch. During the job briefing Clark asks if 6 axle units may be operated in CC track. What should Owens tell him?

Timetable SI-14

27 They proceed to Coastal Chemicals to pick-up the cars. Clark stops the move and walks back to the cars. What must he do before making a coupling?

GCOR 7.4 / 7.8

28 The crew completes the move and is ready to perform the air test. What air brake test(s) and or inspection(s) will be required before departing Coastal Chemicals?

GCOR 1.33 / ABTH 30.3 / 30.7

ABTH 30.10 / 30.15

29 Attempting the air brake test, the remote DP consist is not responding. They notify the dispatcher that Clark will proceed to the rear to troubleshoot. Upon arriving he notices the locomotive has shutdown and will not restart. Clark informs the dispatcher of the condition but the dispatcher instructs them to make their tests and drag their engine to Compano Yard. Could they comply with the dispatchers instructions?

ABTH 33.2

ABTH 32.12.6



30 MOP Robinson and a roundhouse truck arrive and repair the problem with the rear remote locomotive. The crew relinks the train and reports the delay and repair to the dispatcher. Continuing westward they are now approaching Matagorda Siding. What must they ensure before they pass the siding?

GCOR 8.19.1

31 The crew arrives at Compano Yard. What is the trains maximum authorized speed at the west end of the yard?

GCOR 6.27

32 The crew sees a red flag ahead and stops the train accordingly. MOP Robinson boards the engine to debrief the FTX. Is it required that Robinson give the crew a copy of the FTX?

FTX Policy

33 After the FTX is completed and Robinson refocuses the crew he informs them that they will set out all of their cars in yard track 3 and then take the power to track 4. Can the crew leave the DP unit(s) unattended on the main track while setting out the cars?

ABTH 32.2.1

ABTH 32.1.3

34 Is a release test required for the cars being left in track 3?

ABTH 32.1.2

ABTH 32.1
