

ILLINOIS CENTRAL RAILROAD

RULES AND INSTRUCTIONS

GOVERNING THE USE AND OPERATION OF
RAILROAD RADIO COMMUNICATION SYSTEM

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Rule Book N^o 651

This rule book is issued to—

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Name

BRKMN.
Occupation

GENERAL AND OPERATING RULES

1. The following rules and requirements cover use of railroad radio systems and govern employes using such systems.

2. Each employe who uses a radio transmitting set must understand, acknowledge his understanding and comply with the following rules.

3. A Railroad Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

4. Radio communication systems are under the jurisdiction of the Federal Communication Commission. The Railroad Company and its employes are governed by the Commission's operating rules. Violation is a federal offense for which severe penalties are provided.

5. Employes using radio equipment must exercise care to prevent damage to or loss of equipment. Misplaced equipment must be promptly reported to the employe's immediate supervisor.

6. All employes, except those specifically authorized to do so, are prohibited from making any adjustment to a radio set. Employes so authorized must carry their FCC operator license or verification card when on duty. If it appears that a radio transmitter is not operating properly, its use must be discontinued and the proper authority notified as soon as possible. (In yard service, the Yardmaster, and in road service, the Chief Train Dispatcher, is the proper authority.)

7. No employe shall knowingly transmit any false communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language on a radio.

8. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communication (distress communications excluded) except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

9. Before transmitting, any employe operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

10. A distress call will be preceded by the word "EMERGENCY" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions on track, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the traveling public, and shall contain as complete information thereon as possible. All employes shall give absolute priority to communications from another station in distress and, except in answering or aiding a station in distress, shall refrain from sending any communication until there is assurance that no interference will result to the station in distress.

11. The Railroad Company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice, and any employe receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

12. Any employe shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto by a duly accredited representative of the Federal Communications Commission at a reasonable time.

13. In certain cases at crossings, junctions or paralleling tracks, some interference may develop with another railroad. In such cases especial care in making identification shall be used and the employes concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

14. If any communication from a station other than another railroad radio station interferes with railroad radio service, the railroad employe will endeavor to ascertain the identity of such station and report the occurrence as soon as possible through authorized channels to the proper authority (in yard service to the Yardmaster, in road service to the Chief Train Dispatcher) giving the exact time, nature of the communication and identity of the station if possible.

15. Internationally, the word "MAYDAY" indicates a distress message, the word "PAN" an urgent message, and the word "SECURITY" a safety message. Railroad employes may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employes hearing such messages must report them immediately through the authorized channels to the proper authority (in yard service to the Yardmaster, in road service to the Chief Train Dispatcher), in addition to taking such appropriate action to relieve the distress as may be possible.

16. At the beginning of each tour of duty or trip, each employe assigned a radio must test the equipment to ascertain that it is transmitting and receiving properly. If a radio fails enroute or during a tour of duty, a report of the failure must be made to the proper authority.

17. Radio communication may be used:

- (1) Voice communication in lieu of communicating signal.

- (2) In switching: Voice communication in lieu of hand signals.
- (3) Air brake tests.
- (4) Confirming train inspection.
- (5) Rear end of train by limits of restricted track, restrictive block signal indication, or similar conditions.
- (6) Oversight of any character that might endanger the movement of a train.
- (7) General conversation governing the movement of train or engine. Communication by radio must not be used in any manner that would result in creating a hazard of accident.

18. Information that a train to be met or passed is in clear on a siding must not be transmitted from head end to rear end of a train unless or until positive identification of the train to be met or passed has been made.

19. Conversation between the head end and rear end of a train about the position of any fixed signal must be treated as information only and does not relieve any member of the crew on the engine or on the caboose from observing, calling and being governed by the position of any fixed signal as may be required by rule.

20. Crews on trains must not ask and station employes must not advise by radio the position of any fixed signal.

21. Employes in train service shall identify themselves by prefacing their call with the railroad name; as example, "Illinois Central Conductor No. 77 calling

engineer", "Illinois Central Engineer No. 77 calling Engineer No. 62", "Illinois Central Conductor No. 77 calling Yardmaster Jones Yard". Employee to whom call is directed will acknowledge, as example, "This is the Engineer No. 62".

22. Employees in yard service shall identify themselves by prefacing their call with the railroad name; as example, "Illinois Central Yardmaster A Yard calling yard engine 413", "Illinois Central yard engine 413 calling Yardmaster 15th Street", "Illinois Central foreman job 23 calling Chief Train Dispatcher". Employee to whom call is directed will acknowledge, as example, "This is the Yardmaster 15th Street".

23. When radio is used in switching, specific instructions regarding the movement must be given; as example, "Engine 413 back up 5 car lengths". Under such conditions, if further instructions are not given, in case of radio failure or if radio contact is interrupted, movement must be stopped at once. Further movement must not be made until communication is achieved by personal contact, hand signal or until radio contact is restored.

24. An engine must not be moved in response to radio communication until the engineer of such engine is positive that the communication is intended for him.

25. When using radio there may be times when employees are not able to contact or get response from a train, engine or station. If necessary to transmit important information, it should be transmitted regardless of whether an acknowledgment is received. When such information is transmitted and no acknowledgment is received, action taken must be based on the belief that the information was not received.



