

**RULE 83F BULLETIN NUMBER JT 002****FEBRUARY 1****1987****TO: ALL OPERATING CREWS  
ALL OPERATING CREWS BULLETIN BOOKS****SUBJECT: AMENDMENT RULE 104B**

Effective, 0001, Sunday, February 8th, 1987 paragraph two of Rule 104B of the Uniform Code of Operating Rules is amended to relieve train or engine crews from the requirement of placing dual control switches in "hand" position, when relieved of that requirement by the train dispatcher.

The train dispatcher will not relieve train or engine crews from the requirement of placing dual control switches in "hand" position unless he can determine from the office control devices and indications in his office that the dual control switches in the route to be used are properly lined.

If relieved from the requirement to place dual control switches in "hand" position, a member of the crew must be in position to observe that the switch points are lined for the route to be used.

The entire rule is contained in this bulletin with the amended portion underlined.

CTC Authorization Form CN 630 has been redesigned to accommodate the amendment to Rule 104B. A copy of Form 630 is attached to this bulletin. Please destroy all former CTC Authorization forms.

B. H. LEE  
SUPERINTENDENT  
SOUTHERN ONTARIO DISTRICT

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SUPERINTENDENT  
NORTHERN ONTARIO DISTRICT



**RULE 104B. DUAL CONTROL SWITCHES** — When a train or engine is stopped by a signal governing movement over a dual control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the train dispatcher and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be in writing and repeated to ensure correct understanding.

Unless a train or engine crew has been relieved of the requirements of paragraphs (a) to (c) in accordance with this Rule, a train or engine must not be moved over a dual control switch under a STOP indication until:

- (a) the selector lever is placed in the "hand" position:
- (b) the hand throw lever is operated until the switch points move in both directions with the movement of the hand throw lever; and
- (c) the switch is lined by hand for the route to be used.

A member of the crew shall restore the selector lever to the "power" position and lock it after the leading wheels of the train or engine have been moved onto the switch points.

The train dispatcher may relieve a crew of the requirements of paragraphs (a) to (c) when he has determined from the office control devices and indications in his office that the dual control switches in the route to be used are properly lined. When so relieved, a member of the crew shall be in position to observe that the switch points are lined for the route to be used.

When switching is to be done over a dual control switch, the switch may be operated manually by a member of the crew after authority to do so and work and time limits have been obtained from the train dispatcher as prescribed by Rule 266. Selector lever must then be placed in "hand" position and hand throw lever operated until switch points are seen to move with the movement of the hand throw lever. Selector lever must be left in "hand" position until switching movements have been completed.

When selector lever is placed in "hand" position, all signals governing movements over the switch will display STOP indication and the train or engine granted work and time limits may consider the indication of such signals suspended, and movements may be made on hand signals until switching completed and selector lever is restored to "power" position and locked. Train dispatcher must be notified when switching is completed and selector lever has been restored to "power" position and locked.





## CTC AUTHORIZATION FORMS

### SPECIAL INSTRUCTION—RULE 266

AUTHORITY NO. .... GIVEN TO .....  
(OCCUPATION) (NAME) (TRAIN OR ENGINE)  
TO PASS SIGNAL NO. .... AT .....  
(LOCATION)  
**AFTER PERMISSION RECEIVED FROM**  
CONDUCTOR ..... AND ENGINEMAN .....  
(NAME) (NAME)  
OF ..... WHO HOLDS RULE 266 AUTHORITY BETWEEN  
(TRAIN OR ENGINE)  
SIGNAL NO. .... AT ..... AND SIGNAL NO. .... AT .....  
(LOCATION) (LOCATION)  
ON ..... TRACK(S) FROM ..... UNTIL .....  
(DESIGNATION) (TIME) (TIME)  
DUAL CONTROL SWITCH(ES) ..... BE PLACED IN "HAND" POSITION AND LINED  
(MUST, NEED NOT)  
FOR THE ROUTE TO BE USED.  
ISSUED BY ..... REPEATED AT .....  
(INITIALS) (TIME)  
AUTHORITY NO. .... TO ..... CANCELLED BY ..... AT .....  
(TRAIN OR ENGINE) (INITIALS) (TIME)  
IF RELIEVED OF THE REQUIREMENT TO PLACE DUAL CONTROL SWITCH(ES) IN "HAND" POSITION, A MEMBER OF THE CREW  
MUST BE IN A POSITION TO OBSERVE THAT THE SWITCH POINTS ARE LINED FOR THE ROUTE TO BE USED.

### SPECIAL INSTRUCTION—RULE 266

AUTHORITY NO. .... GIVEN TO .....  
(OCCUPATION) (NAME) (TRAIN OR ENGINE)  
AND .....  
(OCCUPATION) (NAME) (TRAIN OR ENGINE)  
AND .....  
(OCCUPATION) (NAME) (TRAIN OR ENGINE)  
AND .....  
(OCCUPATION) (NAME) (TRAIN OR ENGINE)  
TO USE ..... TRACK(S) BETWEEN SIGNAL NO. .... AT .....  
(DESIGNATION) (LOCATION)  
AND SIGNAL NO. .... AT ..... FROM ..... UNTIL .....  
(LOCATION) (TIME) (TIME)  
**PROTECTING AGAINST EACH OTHER**  
AND TO USE DUAL CONTROL SWITCH(ES) ..... IN "HAND" POSITION  
(LOCATION)  
.....  
.....  
CALL TRAIN DISPATCHER OR RTC BEFORE ..... ISSUED BY ..... REPEATED AT .....  
(TIME) (INITIALS) (TIME)

AUTHORITY NO. .... TO ..... CANCELLED BY ..... AT .....  
(TRAIN OR ENGINE) (INITIALS) (TIME)  
AUTHORITY NO. .... TO ..... CANCELLED BY ..... AT .....  
(TRAIN OR ENGINE) (INITIALS) (TIME)  
AUTHORITY NO. .... TO ..... CANCELLED BY ..... AT .....  
(TRAIN OR ENGINE) (INITIALS) (TIME)  
AUTHORITY NO. .... TO ..... CANCELLED BY ..... AT .....  
(TRAIN OR ENGINE) (INITIALS) (TIME)



**RULE 264 — RULE 104B**

AUTHORITY NO. .... GIVEN TO .....  
(OCCUPATION) (NAME) (TRAIN OR ENGINE)  
TO PASS SIGNAL NO. .... AT .....  
(LOCATION)  
AND PROCEED VIA ..... TRACK  
(DESIGNATION)  
DUAL CONTROL SWITCH(ES) ..... BE PLACED IN "HAND" POSITION AND LINED  
(MUST, NEED NOT)  
FOR THE ROUTE TO BE USED.  
ISSUED BY ..... REPEATED AT .....  
(INITIALS) (TIME)

IF RELIEVED OF THE REQUIREMENT TO PLACE DUAL CONTROL SWITCH(ES) IN "HAND" POSITION, A MEMBER OF THE CREW MUST BE IN A POSITION TO OBSERVE THAT THE SWITCH POINTS ARE LINED FOR THE ROUTE TO BE USED.

**SYSTEM SPECIAL INSTRUCTION  
REGULATIONS FOR THE PROTECTION OF TRACK UNITS AND MAINTENANCE WORK**

JOINT AUTHORITY GRANTED WITH FOREMAN .....  
(NAME)  
BETWEEN ..... AND .....  
(LOCATION) (LOCATION)  
..... MUST NOT PROCEED UNTIL INSTRUCTIONS HAVE BEEN  
(TRAIN OR ENGINE)  
RECEIVED FROM FOREMAN .....  
(NAME)

**RULE 266**

AUTHORITY NO. .... GIVEN TO .....  
(OCCUPATION) (NAME) (TRAIN OR ENGINE)  
TO USE ..... TRACK(S) BETWEEN SIGNAL NO. .... AT .....  
(DESIGNATION) (LOCATION)  
AND SIGNAL NO. .... AT ..... FROM ..... UNTIL .....  
(LOCATION) (TIME) (TIME)  
AND TO USE DUAL CONTROL SWITCH(ES) ..... IN "HAND" POSITION  
(LOCATION)  
.....  
.....  
CALL TRAIN DISPATCHER OR RTC BEFORE ..... ISSUED BY ..... REPEATED AT .....  
(TIME) (INITIALS) (TIME)

AUTHORITY NO. .... EXTENDED UNTIL ..... ISSUED BY ..... REPEATED AT .....  
(TIME) (INITIALS) (TIME)

AUTHORITY NO. .... TO ..... CANCELLED BY ..... AT .....  
(TRAIN OR ENGINE) (INITIALS) (TIME)

**SPECIAL INSTRUCTION — RULE 268**

AUTHORITY NO. .... GIVEN TO .....  
(OCCUPATION) (NAME) (TRAIN OR ENGINE)  
TO ENTER ..... TRACK AT ..... AND PROCEED .....  
(DESIGNATION) (LOCATION) (DIRECTION)  
REPORT WHEN TRACK OCCUPIED AND MOVEMENT HAS COMMENCED IN AUTHORIZED DIRECTION  
ISSUED BY ..... REPEATED AT .....  
(INITIALS) (TIME)