

Discipline Alert

Hot Items!

After the recent roll outs in California the general directive to all UP Officers is to test for properly secured equipment. If you are leaving any equipment unattended for any length of time conduct a proper job briefing and don't leave anything left to be assumed. Be sure to **tie it down tight!**

31.1.2 Locomotive Unattended

When possible, place locomotives that will be left unattended on a track protected by a derail.

The following instructions apply at all locations other than designated locomotive servicing and repair tracks (at designated locomotive servicing and repair areas, secure locomotives as instructed by local supervisors or local instructions, but not less than 1 hand brake):

On the lead locomotive consist, apply all hand brakes, on all units equipped, to hold the locomotives. Verify that hand brakes hold the locomotives by releasing automatic and independent air brakes; then reapply the independent brakes after verification. On units equipped with underslung brake cylinders (attached to brake levers between the wheels versus mounted on the truck), the brake cylinder must be cut out using the brake cylinder cutout cock, the hand brake fully tightened, and the brake cylinder cut back in. If necessary, place a wooden blocking or other appropriate blocking device under the front and back of one pair of wheels. Make sure the equipment is positioned as follows:

1. Throttle is in IDLE.
2. Reverse lever is in NEUTRAL and the handle is removed.
3. Generator field switch is OFF.
4. Independent brake is cut in and fully applied.
5. Isolation switch is in the ISOLATION position on all units in the consist.
6. Engines are shut down if required
7. Electrical cable is properly stowed, or the disconnected end is placed into a dummy receptacle or multi-unit cable holder.
8. Windows are closed and latched.
9. Securement Checklist is completed, signed, and placed in the locomotive inspection report card holder, unless otherwise instructed.
10. Automatic brakes are applied with a 20 psi brake pipe reduction.
11. Locomotive cab doors are closed.

Restricted speed continues to be an equally important topic. Remember that just running less than 20 MPH does not mean you are in compliance with the rule, you must be able to stop within one half the range of vision. Around curves and hills or in places where your vision is obstructed the speed you will have to operate at may be much slower than 20 MPH in order to be able to stop and comply with the rule. These hard to see areas will no doubt be the spots you will encounter field tests.

6.27 Movement at Restricted Speed

When a train or engine is required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of:

- Train
- Engine
- Railroad car
- Men or equipment fouling the track
- Stop signal

OR

- Derail or switch lined improperly

The crew must keep a lookout for broken rail and not exceed 20 MPH.

Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required.

Another topic is stopping in the clear of an adjacent track to line an improperly lined switch. Even though many of us were chastised by old head conductors and brakemen for making them walk to a switch the rule says we will stop until the switch is lined. **STOP AND WAIT!**

8.2 Position of Switches

The employee handling the switch or derail is responsible for the position of the switch or derail in use. The employee must not allow movement to foul an adjacent track until the hand-operated switch or derail is properly lined.

Remember:
**Uncle Pete is watching
us from everywhere!**

