

Radio Broadcast Requirements in CTC Rule 578 and related System Special Instruction

CROR Rule 578, and related System Special Instruction enhance safety by providing opportunities for crews of trains and transfers operating in CTC to renew situational awareness at specific intervals, and to make other movements, foremen, etc. aware of their location and operating circumstances.

578. RADIO BROADCAST REQUIREMENTS

(a) “Within single track, a member of the crew on all trains or transfers must initiate a radio broadcast to the airwaves on the designated standby channel stating the name of the signal displayed *at each controlled location or controlled point, and* on the advance signal to the next controlled location, controlled point or interlocking.

In addition, the name of the controlled location, controlled point, or location of interlocking must also be stated.

A radio broadcast must also be made:

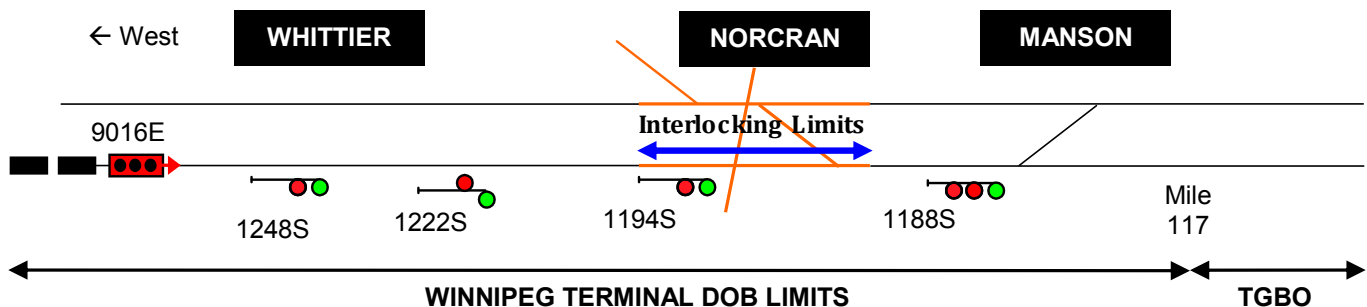
1. *before departure from location where crew receives a TGBO, and*
2. *between one and three miles from locations where:*
 - *protection of impassable or slow track is provided by GBO; and*
 - *the train or transfer is required to protect against a foreman or another train or transfer.”*

Note: At CP, additional special instructions may exist by time table footnote in various locations also requiring the application of Rule 578 and related SSI in multi-track.

Following are acceptable examples of the application of Rule 578 and related System Special Instruction:

Situation 1 – Train 9016E operating on the south track in CTC and through interlocking limits at Norcran, in DOB limits within a terminal area, in possession of train specific TGBO applicable between mile 117 Keewatin Subdivision and mile 138 on the Ignace (adjoining) Subdivision. Time table footnote for this subdivision indicates Rule 578 also applies in multi-track.

All signals encountered are displaying Clear Signal indication.



Broadcast 1 – prior to departure from location where crew receives a TGBO. Can be made at any point prior to mile 117, as the DOB limits or terminal area may be considered as the “location” where the crew received the TGBO:
“9016 East Departing Winnipeg Terminal, with TGBO from Mile 117 Keewatin Sub to Mile 138 Ignace Sub”

Alternatively, this broadcast may be combined with one of the other broadcasts made prior to mile 117.

Broadcast 2 – approaching Signal 1248S:
“9016 East Clear Signal at Whittier”

Broadcast 3 – approaching Signal 1222S, the advance signal to an interlocking:
“9016 East Clear Signal to Norcran”

Broadcast 4 – approaching interlocking Signal 1194S:
“9016 East Clear Signal at Norcran”

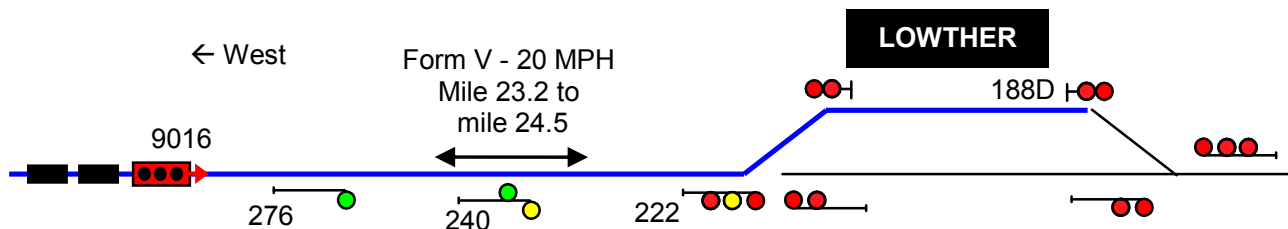
Note: Signal 1194S is at an interlocking and is also the advance signal to the next controlled location. In this situation, only the name of the “at” location, Norcran, is stated.

Broadcast 5 – approaching Signal 1188S:
“9016 East Clear Signal at Manson”

Situation 2 – Train 9016 East, now operating in single track approaching and entering the signalled siding at Lowther and encountering block signals as follows:

- Signal 276 – Clear Signal
- Signal 240 – Clear to Medium
- Signal 222 – Medium to Stop
- Signal 188D – Stop Signal

Also, TGBO contains GBO Form V, 20 MPH speed restriction between miles 23.2 and 24.5.



Broadcast 1 – between miles 27.5 and 25.5:
“9016 East 20 MPH at mile 24.5”

Broadcast 2 – approaching Signal 240:
“9016 East Clear to Medium to Lowther West”

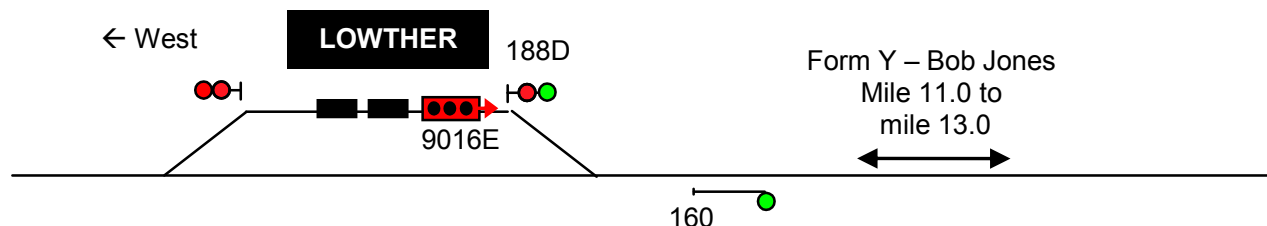
Broadcast 3 – approaching Signal 222:
“9016 East Medium to Stop at Lowther West”

Note: Signal 222 is at a controlled location and is also the advance signal to the next controlled location. In this situation, only the name of the “at” location, Lowther West, is stated.

Broadcast 4 – approaching Signal 188D:
“9016 East Stop Signal at Lowther East”

Note: no broadcast is required approaching signal 276, as it is not a controlled location, nor an advance signal to a controlled location. Rule 34 applies, the indication must be communicated in the cab, but need not be broadcast.

Situation 3 - Train 9016 East, now occupying the signalled siding at Lowther, observes Signal 188D upgrade from Stop Signal to Medium to Clear. Also, TGBO contains GBO Form Y, Rule 42 protection Foreman Bob Jones between mile 11 and mile 13.



Broadcast 1 – after observing signal 188D upgrade from Stop Signal to Medium to Clear:
“9016 East Medium to Clear at Lowther East”

Note: an additional broadcast is required each time a signal indication changes following the initial broadcast. For example, if after having broadcast “Advance Clear to Stop”, the signal upgrades to “Clear Signal” before it is passed, the new indication “Clear Signal” must be broadcast.

Broadcast 2 – between miles 14.0 and 16.0:
“9016 East protect against Foreman Bob Jones at mile 13”

Note: if the crew was in possession of permission from the foreman allowing operation without further restriction, broadcast 2 would not be required, as crew is no longer required to protect against the foreman.