

CALIFORNIA HIGHWAY PATROL

GENERAL ORDER 100.31

REVISED JANUARY 2018

STOPPING OF TRAINS

1. POLICY. Employees shall take appropriate action to stop railway traffic during situations when continued operation would be hazardous to persons or property.

2. GENERAL.

a. These procedures apply whenever railway traffic is exposed to any situation where continued train movement would be hazardous to persons or property.

b. Stopping distances for trains vary with the train type (e.g., light-rail commuter, freight), speed, weight, and the percent of grade. According to the Department of Transportation, Division of Rail, an average freight train traveling 30 miles per hour (mph) on level ground requires a minimum distance of one-half mile to stop. An average freight train traveling 60 mph on level ground requires a minimum distance of 1 ½ miles to stop.

c. When there is a need to stop railway traffic, employees should attempt to locate the nearest Emergency Notification System (ENS) sign. These signs are blue with white lettering and are located at each railroad grade crossing. Each sign has the appropriate emergency contact telephone number for the respective railroad.

d. Employees should not attempt to activate railroad block signals to stop trains in an emergency.

e. All employees must be cognizant of the inherent dangers associated with stopping trains and shall ensure their actions are consistent with sound personal safety practices.

3. PROCEDURE.

a. Notification. When it is necessary to stop railway traffic (if time permits), advise the appropriate communications center of: the name of the railroad, nature of the problem, and location.

NOTE: Upon receiving the aforementioned information, departmental personnel are to

immediately notify the appropriate railroad dispatcher (refer to Annex A).

b. Signals.

(1) Universal Hand Signals.

(a) Normal Stop. To stop a train, slowly swing a visible object (e.g., flag, handkerchief, emergency yellow blanket, lighted flashlight) horizontally, in a back-and-forth motion at knee to hip height, at a right angle to the track. In addition, the person giving the signal can be observed more readily by moving about rather than remaining stationary. The locomotive engineer will acknowledge this signal with two whistle blasts and stop the train as quickly as practical.

NOTE: During hours of darkness, the hand signal should be given with a flashlight or other lighted nonincendiary object.

(b) Full Emergency Stop. This signal is the same as it is for a normal stop, except it is given with a more rapid movement. Use a full emergency stop only when a train cannot be signaled at a sufficient distance from the hazard to permit a normal stop. Be aware full emergency stops may endanger passengers, train crews, property, and equipment.

(2) Unattended Road Flare. If time and access allows, place one 30-minute lighted road flare between the rails, but not directly on a wooden railroad tie, in advance of the rail-highway grade crossing or hazard in both directions of travel (refer to Annex B). The lighted road flare should be placed 2,000 feet (minimum) to over two miles in advance of the hazard. If a train approaches a lighted road flare burning on or near its track, the locomotive engineer is required to stop the train at or near the road flare.

(a) After stopping the train, the locomotive engineer will continue to observe and monitor the lighted road flare. If the road flare burns out, or if 10 minutes have elapsed and the road flare is no longer visible, the locomotive engineer will proceed at restricted speed until the train is one mile beyond the road flare location. When a road flare is placed over one mile from a hazard, additional lighted road flares should be placed less than one mile from the hazard. This will allow sufficient time for the locomotive engineer to be warned of an approaching hazard.

(b) It should be noted, if an unattended lighted road flare is placed beyond the closest rail of an adjacent track, the road flare does not apply to the track on which the train is moving (refer to Annex B). When multiple tracks are present and the final destination point of the tracks is unknown, it is recommended a lighted road flare be placed on all railroad tracks.

(c) Immediately after the train comes to a stop, contact a train employee, preferably the conductor, and report the hazard.

(d) Report stopping of trains as required by General Order 100.80, Notification and Report of Emergencies and Unusual Occurrences.

OFFICE OF THE COMMISSIONER

ANNEXES A, B

OPI: 061

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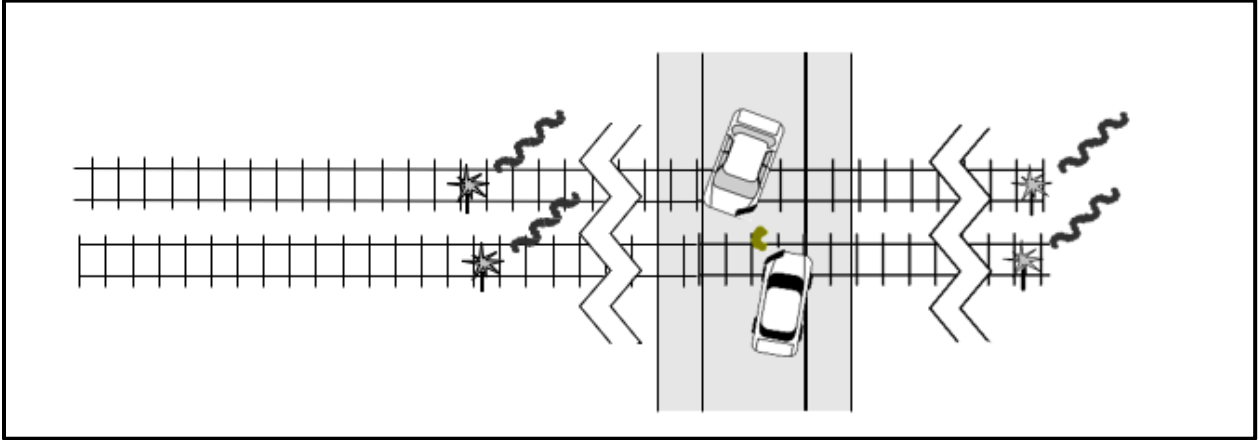
ANNEX A EMERGENCY CONTACT NUMBERS

<u>Major Freight Railroads</u>		<u>Passenger/Transit Railroads</u>	
BNSF Railway Asset Protection	1-800-832-5452	Amtrak Police Department Train Operations	1-800-331-0008 1-800-726-1999
California Northern Railroad Police Department	1-800-800-2203 1-800-465-9239	CalTrain	1-800-660-4287
San Joaquin Valley Railroad Operating Department	1-866-527-3499 1-800-524-0578	Metro (Los Angeles) Blue/Expo Line Dispatch Green Line Dispatch Red/Purple Line Dispatch	1-323-466-3876 1-323-563-5015 1-323-563-5298 1-323-563-5290
Union Pacific Railroad Police Department Hazardous Materials Broken Gates	1-800-848-8715 1-888-877-7267 1-800-848-8715	Metrolink (Southern California) Dispatch	1-800-371-5465
		Sacramento Regional Transit Dispatch Police	1-916-648-8415 1-916-556-0275
		San Diego Trolley Controller	1-619-595-4960
		Bay Area Rapid Transit Dispatch	1-510-464-7000
		Santa Clara Valley Transportation Authority Dispatch	1-408-321-2300

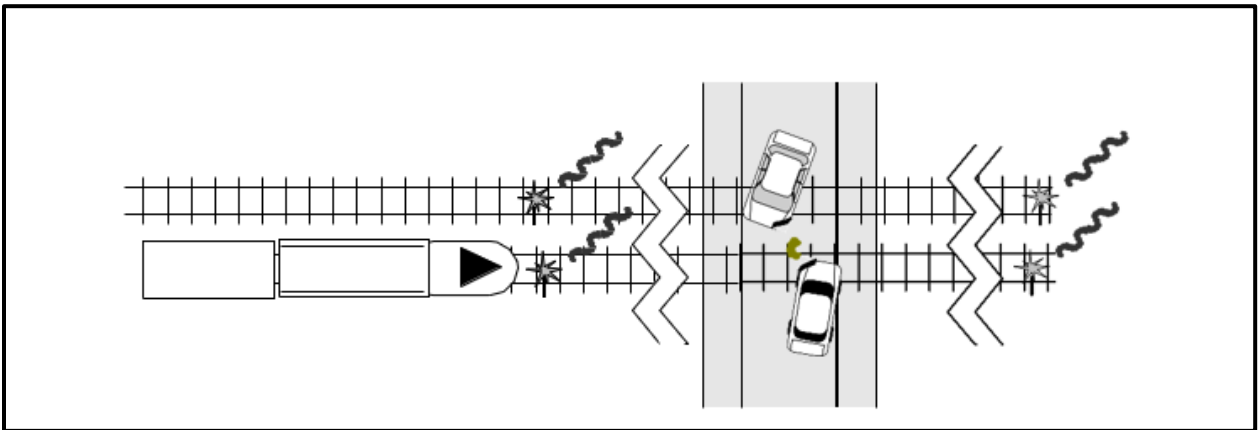
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ANNEX B

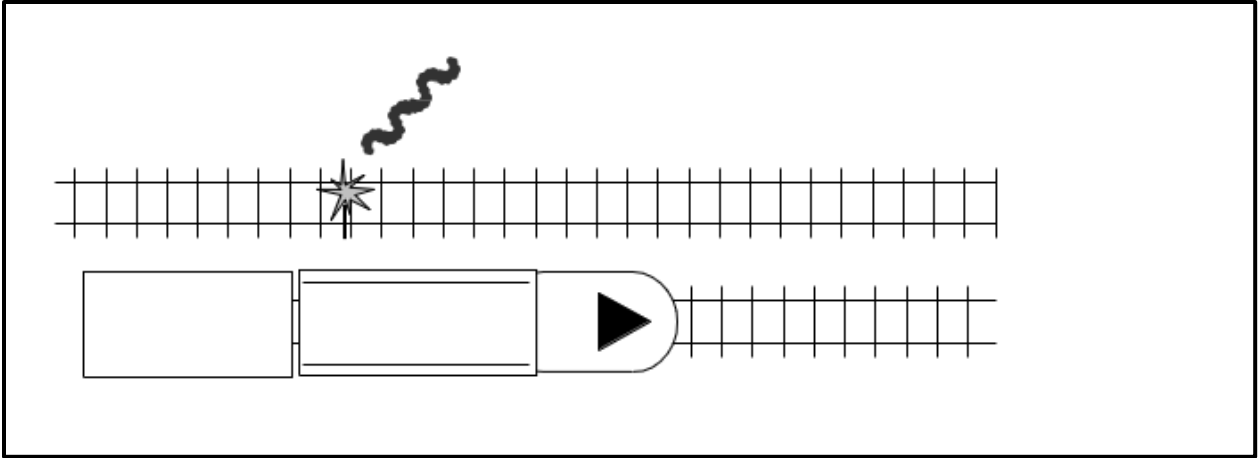
STOPPING OF A TRAIN USING UNATTENDED LIGHTED ROAD FLARES



Place road flares between the rails, but not directly on a railroad tie, in advance of the rail-highway grade crossing or hazard, in both directions.



When a train approaches a lighted road flare burning near its track, the locomotive engineer is required to stop.



NOTE: A flare will not apply when it is placed beyond the first rail of an adjacent track.