Discipline Alert

MAKE SURE YOU GET THE MESSAGE !

In recent weeks carrier officers have been performing field tests on operating employees by turning off trackside detectors so that crews do not receive the exit message. If they do not respond correctly discipline has been issued.

13.2 Hot Box or Hot Box and Dragging Equipment Detector Stations Equipped with Radio Transmitted Verbal Defect Indicators

This applies to Timetable Characters **"#"** and **"(#)"**

The detector may announce to the crew that the system is operational when movement begins over the detector.

When a defect is detected:
• Stop the train at once when the train has cleared the detector and inspect the train for the indicated defect.

• Follow instructions that apply in Item 13.1 (General Instructions for All Detectors). The detector will transmit a tone or message. After the entire train passes over the detector it will announce each defect by axle count, giving the type of defect. The message transmits twice.

The detector transmits a "No Defect" message if no defects are detected after the train passes the detector.

13.7 Detector Failures

When a detector fails to operate properly, refer to Item 13.7.1 (Failed Detector Situation Table) to identify the specific detector failure situation and train type. Note the action number listed on the right side of the table for that type failure situation and train type directly under the type detector that has failed. Refer to the table in Item 13.7.2 (Detector Failure - Action Table) and comply with the instructions for that action number.

13.7.1 Failed Detector Situation Table

		Type Detector	Type Detector	Type Detector	Type Detector	Type Detector
Failed Detector Situation	Type of Train	**13.2**	**13.3**	**13.4**	**13.5**	**13.6**
	KEY Trains	4	4	5	6	NAR
A. Track bulletin or verbal information from the train dispatcher instructs crew that the detector is out of service.	Other Than KEY Trains	6	6	5	6	NAR
	KEY Trains	2 & 3	2 & 3	2 & 5	1 & 2	NAR
B. Detector announces "Integrity Failure" or "Detector Malfunction" message and **NO** defect message or tone was received.	Other Than KEY Trains	2 & 4	2 & 4	2 & 5	1 & 2	NAR
C. Detector announces "Integrity Failure" or "Detector Malfunction" message and a defect message or tone was received.	All Trains	1 & 2	1 & 2	2 & 5	1 & 2	NAR
	KEY Trains	1 & 2	NAR	2 & 5	NAR	NAR
D. Crew members receive **NO** exit message from detector.	Other Than KEY Trains	2 & 4	NAR	2 & 5	NAR	NAR
	KEY Trains	1 & 2	NAR	2 & 5	NAR	NAR
E. Crew members do not understand the exit message from the detector and **no** defect message or tone was received.	Other Than KEY Trains	2& 4	NAR	2 & 5	NAR	NAR
F. Crew members do not understand the exit message from the detector and a defect message or tone **was** received.	All Trains	1 & 2	1 & 2	2 & 5	1 & 2	7

NOTE: "NAR" in the action number column means "No Action Required."

13.7.2 Detector Failure - Action Table

Action No.	Failure Detector - Action Required
1.	Stop the train at once and inspect train on both sides for defects.
2.	Immediately attempt to report condition to the train dispatcher
3.	a. If KEY train moved at 10 MPH or above over the detector, stop the train at once and inspect the train on both sides for defects. **or** b. If KEY train stopped or moved at less than 10 MPH over the detector, be governed by Action #4 of this table. **Exception to a. & b**: If the train dispatcher has access to a remote readout that shows there is no defect, he may authorize the train to continue at normal speed.
4.	Proceed not exceeding 35 MPH. Within 30 miles of the failed detector, one of the following conditions must be complied with: a. Train passes another detector that checks for the same defects. b. Crew may establish roll-by inspection of the train by qualified employees located on both sides of the train. Speed must not exceed 10 MPH during this inspection. c. Stop the train and make a roll-by inspection of the train by crew members located on the ground. Speed must not exceed 10 MPH during this inspection. If only one crew member is available, roll-by inspection may be made on one side and a walking inspection made on the other side. d The train dispatcher may choose to stop the train and have the crew make an inspection of the entire train. e. Stop and inspect the entire train when the next consecutive detector that checks for any of the same defects fails. **Exception:** If the train dispatcher has access to a remote readout that shows there is no defect, he may authorize the train to continue at normal speed.
5.	Freight trains must stop and inspect entire train before reaching protected structure. Train may be moved not to exceed 5 MPH to assist making inspection. **Exception:** When it is known that protected structure has been passed, proceed at maximum authorized speed.
6.	Proceed at maximum authorized speed unless otherwise instructed by the train dispatcher. Stop and inspect the entire train when the next consecutive detector that checks for any of the same defects fails.
7.	Reduce train speed to 30 MPH and immediately contact the train dispatcher to determine if train contains a defective car.

	• If train does not contain any defective car, train may proceed at maximum authorized speed. • If train contains a level 1 impact defect, continue not exceeding 30 MPH and set indicated car out at next available location unless a different location is specified by the train dispatcher. • For Level 2 impacts, stop the train and inspect indicated car for damaged wheel. If safe to do so, move indicated car not exceeding 10 MPH and set out at next available location.

Don’t let efficiency tests stop your payday, if the detector fails follow the chart and comply with the rule.

Uncle Pete is watching us from everywhere!