

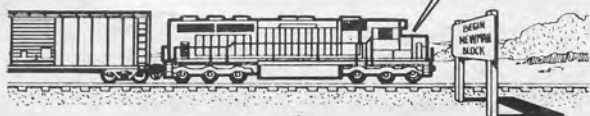
DTC

DIRECT TRAFFIC CONTROL

DISPATCHER



ENGINEER



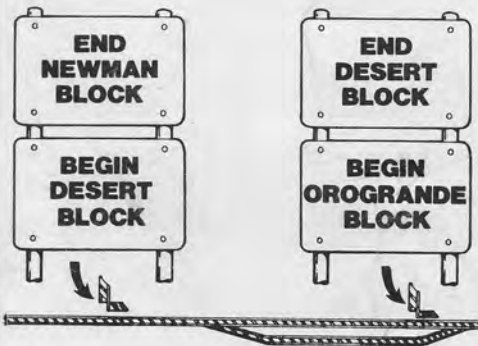
WHAT IS "DTC"?

Direct Traffic Control (DTC) is a portion of the railroad divided into sections. Trains are authorized to enter these sections directly from authority of the dispatcher. These sections are called DTC BLOCKS.

DTC is further defined by RULE 245 which DOES NOT require train order authority and where trains DO NOT have superiority.

HERE IS HOW YOU IDENTIFY A DTC BLOCK:

1. BLOCK NAME and BLOCK LIMITS are marked by wayside signs.
2. DTC BLOCKS are designated by mile post location in the Timetable.



SIDINGS ARE NOT PART OF DTC BLOCKS



DTC RULES

RULE 245: NO TRAIN ORDER AUTHORITY / NO TRAIN SUPERIORITY

RULE 245A: WHO MAY RECEIVE DTC AUTHORITY

RULE 246: RECEIVING AUTHORITY

RULE 246A: RELEASING A DTC BLOCK

RULE 246B: WITHDRAWING DTC AUTHORITY

RULE 247: COMMUNICATION FAILURE

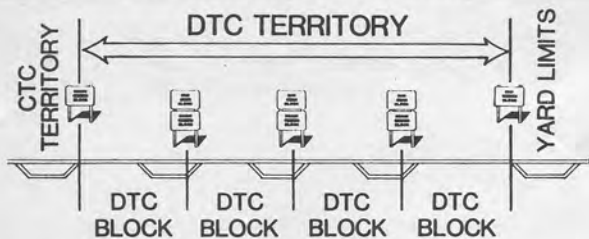
RULE 248: WORK LIMITS

RULE 249: REVERSE MOVEMENT

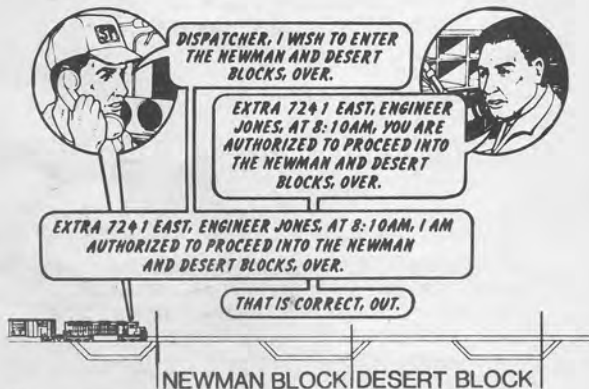
The following overview describes, in general terms, train movement operations in DTC territory:

Following this overview is a summary of DTC rules which should help explain the process required to enter, leave, or operate in DTC territory. However, since this is an overview, you MUST refer to each rule to obtain a complete understanding of requirements for operating in DTC territory.

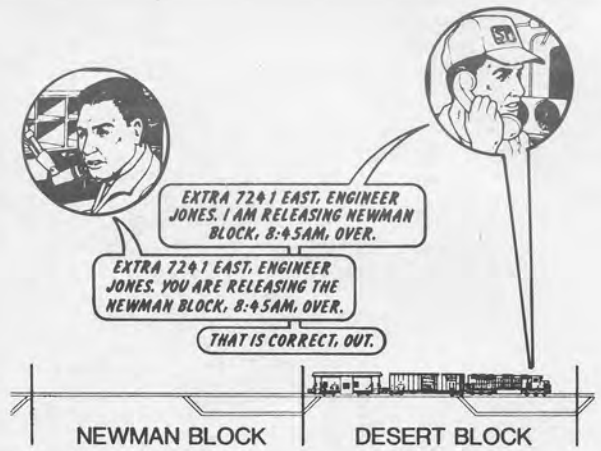
HOW DOES DTC WORK?



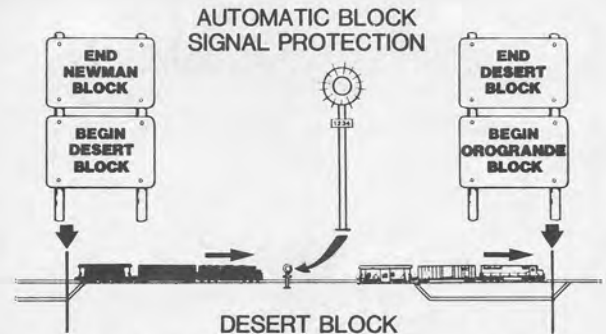
Basically, the railroad will be broken up into DTC territories. Each DTC territory will be comprised of sections called "DTC BLOCKS."



You enter the DTC block(s) only after receiving authority, via radio, from your dispatcher.



And when you leave a DTC block, you must immediately release the block to your dispatcher.



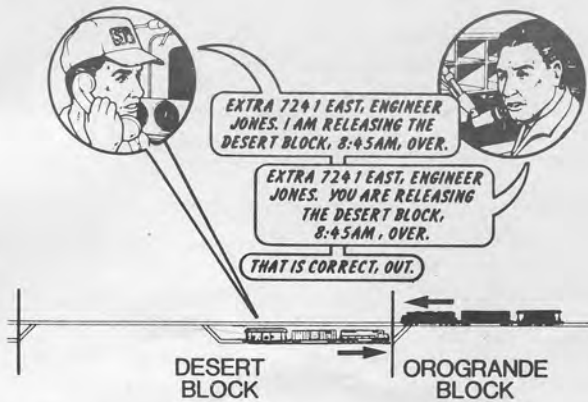
While moving in a DTC block, the dispatcher may allow other trains to move in the same direction into the DTC block.

When this occurs, automatic block signals will provide protection to the rear.



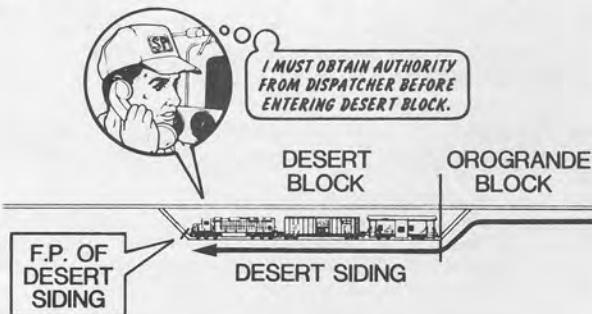
Meeting of trains is done under the direction of the dispatcher. For example, he will specifically instruct you to take a siding.

In this example, once you are in the clear, at the Desert siding, you must release the Desert block. This is required because sidings are not part of the DTC block.



Now your dispatcher can authorize the train you're going to meet into the Desert block and to proceed down the main track.

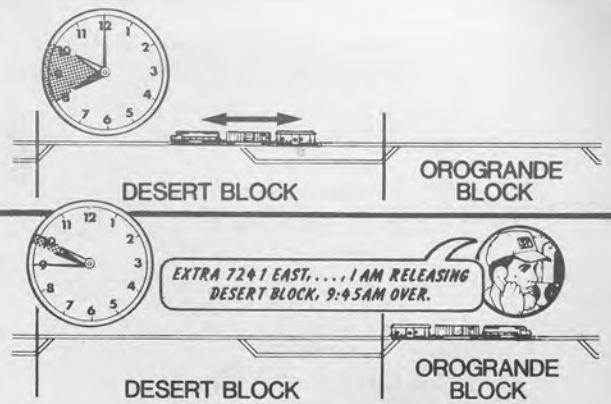
In addition, your train dispatcher may instruct you to enter a siding without giving authority to that DTC block on the main track.



When you reach the fouling point of the siding, you must obtain authority to occupy the DTC block before lining the switch and entering the main track.



If you need to do any work within a block, your dispatcher may authorize "work and clock time limits" in a clear block or behind a through train.

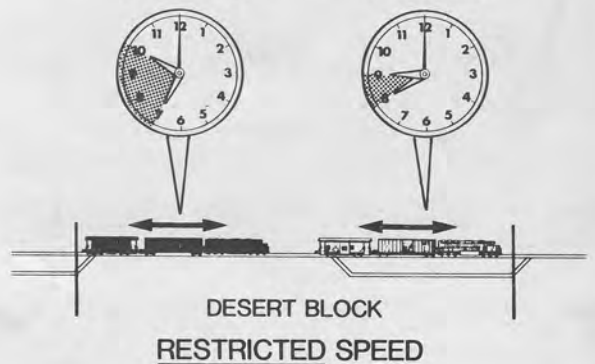


Once authorized "work and clock time limits" you are allowed to move in either direction until the time limit expires. You must, however, "release" the block back to your dispatcher prior to your authorized time limit.

While working in a DTC block, your dispatcher may allow a second movement to share a block with their own work and clock time.

WORK AND CLOCK TIME LIMITS

WORK AND CLOCK TIME LIMITS



To protect each movement in this situation, movements must be at "RESTRICTED SPEED."

If you do not have work and clock time authority, but need to make a reverse movement, authority may be granted by your train dispatcher under these conditions:

1. BLOCK MUST BE CLEAR OF FOLLOWING TRAINS.



2. TRAIN DISPATCHER MUST BE ASSURED A FOLLOWING TRAIN IS STOPPED AND REMAINS STOPPED UNTIL NOTIFIED BY TRAIN DISPATCHER.



Specific DTC rules specify that your train dispatcher must obtain the name of the crew member to receive and use DTC authority and that normally, all radio communication in DTC territory will be with the head end of your train.

However, in the event of radio failure between your train and the train dispatcher, communication is allowed using a third party relay as illustrated.



You MUST NOT enter a DTC block until both the conductor and engineer of train know the authority has been received. This rule then allows you to occupy DTC Block(s) named and to move in the direction specified.

This rule also demonstrates the proper method for RECEIVING AUTHORITY.

Rule 246 further indicates that, except as provided in Rule 248, opposing trains must not be authorized within the same DTC block.

RULE 246A: RELEASING A DTC BLOCK

After your train clears a DTC block, you MUST IMMEDIATELY report "RELEASED" to your train dispatcher.

If however, you clear the main track at an intermediate point, within the DTC block, you must not report "released" until the switch has been secured in normal position and you may not re-enter the DTC block until authority is again received. (Refer to this rule for proper "release" method.)

RULE 246B: WITHDRAWING DTC AUTHORITY

If necessary, the train dispatcher may withdraw previously granted DTC block authority. To do this, he must advise a crew member on head end of train.

If you have been granted DTC authority and have not yet entered the DTC block(s), you release the block(s) in the same manner described in Rule 246A.

RULE 247: COMMUNICATION FAILURE

In the event of communication failure, this rule allows you to relay your messages using a third party. Refer to this rule for proper method of relaying.

RULE 248: WORK LIMITS

WORK and CLOCK TIME is available for other than direct train movement through a DTC block(s), and must be received ORALLY BEFORE making the intended move.

In addition, WORK and CLOCK TIME may be received behind a train passing through a DTC block.

Also, more than one movement may share a DTC block, each having their own WORK and CLOCK TIME limits. In order for this to occur, you must (1) be advised DTC block is jointly occupied and (2) all movements must be made at RESTRICTED SPEED.

One final note, you must be clear of and report "released" of DTC block BEFORE expiration of time limit, unless you are granted an extension of time.

RULE 249: REVERSE MOVEMENT

Other than WORK and CLOCK TIME AUTHORITY, reverse movement must be authorized by the train dispatcher.

SUMMARY OF DTC RULES

RULE 245: NO TRAIN ORDER AUTHORITY / NO TRAIN SUPERIORITY

Allows you to operate in DTC territory without regard to superiority of trains and without train order authority. Also, remember DTC LIMITS are designated in the Timetable.

RULE 245A: WHO MAY RECEIVE DTC AUTHORITY?

When granting authority to enter DTC territory your train dispatcher will require your name and will normally issue authority to a crew member on head end of train.

RULE 246: RECEIVING AUTHORITY

You MUST NOT enter a DTC block(s) until you have received oral authority from the train dispatcher.

DIRECT TRAFFIC CONTROL

IN EFFECT BETWEEN PLANEPORT, MP 1303.9 AND CARRIZOZO, MP 1438.1

CTC TERRITORY	NEWMAN	DESERT	OROGRANDE	DUNES	OMLEE	ALAMOGORDO	THREE RIVERS	POLLY	YARD LIMITS		
	NEWMAN BLOCK	DESERT BLOCK	OROGRANDE BLOCK	DUNES BLOCK	OMLEE BLOCK	ALAMOGORDO BLOCK	TULAROSA BLOCK	THREE RIVERS BLOCK		POLLY BLOCK	CARRIZOZO BLOCK
	A _____ m	A _____ m	A _____ m	A _____ m	A _____ m	A _____ m	A _____ m	A _____ m		A _____ m	A _____ m
	R _____ m	R _____ m	R _____ m	R _____ m	R _____ m	R _____ m	R _____ m	R _____ m		R _____ m	R _____ m
CLOCK TIME LIMIT	CLOCK TIME LIMIT	CLOCK TIME LIMIT	CLOCK TIME LIMIT	CLOCK TIME LIMIT	CLOCK TIME LIMIT	CLOCK TIME LIMIT	CLOCK TIME LIMIT	CLOCK TIME LIMIT	CLOCK TIME LIMIT		
_____ m	_____ m	_____ m	_____ m	_____ m	_____ m	_____ m	_____ m	_____ m	_____ m		

EXAMPLE

A _____ m = ENTER TIME BLOCK AUTHORITY RECEIVED

R _____ m = ENTER TIME BLOCK RELEASED

CLOCK TIME LIMIT _____ m = ENTER TIME WORK AND CLOCK TIME LIMIT EXPIRES

= ENTER "X" IN APPROPRIATE BOX WHEN DIRECTED TO ENTER SIDING