route and that no equipment is fouling
the switches:
(5) Visually determine that the
points fit properly and the target, if so
equipped, corresponds with the switch’s
position;
(6) After operating a switch and be-
fore making movements in either di-
rection over the switch, ensure that
the switch is secured from uninten-
tional movement of the switch points;
(7) Ensure that a switch is not oper-
ated while rolling and on-track main-
tenance-of-way equipment is fouling
the switch, or standing or moving over
the switch; and
(8) After operating a switch, ensure
that when not in use, each switch is
locked, hooked, or latched, if so
equipped.
(c) Rolling and on-track mainte-
nance-of-way equipment shall not foul
a track until all hand-operated switch-
es connected with the movement are
properly lined, or in the case of hand-
operated switches designed and per-
mitted to be trailed through, until the
intended route is seen to be clear or
the train has been granted movement
authority. When a conflicting move-
ment is approaching a hand-operated
switch, the track shall not be fouled or
the switch operated.
(d) When rolling and on-track main-
tenance-of-way equipment has entered
a track, the hand-operated switch to
that track shall not be lined away from
the track until the equipment has
passed the clearance point of the track.
§ 218.105 Additional operational re-
quirements for hand-operated main
track switches.
(a) Each railroad shall adopt and
comply with an operating rule which
complies with the requirements of this
section. When any person including,
but not limited to, each railroad, rail-
road officer, supervisor, and employee
violates any requirement of an oper-
ating rule which complies with the re-
quirements of this section, that person
shall be considered to have violated the
requirements of this section.
(b) Designating switch position. The
normal position of a hand-operated
main track switch shall be designated
by the railroad in writing and the
switch shall be lined and locked in that
position when not in use except when:
(1) The train dispatcher directs oth-
erwise with respect to the position of a
hand-operated main track switch and
the necessary protection is provided; or
(2) The hand-operated switch is left
in the charge of a crewmember of an-
other train, a switchtender, or a road-
way worker in charge.
(c) Additional job briefing requirements
for hand-operated main track switches.
(1) Before a train or a train crew leaves
the location where any hand-operated
main track switch was operated, all
crewmembers shall have verbal com-
munication to confirm the position of
the switch.
(2) In the case of exclusive track oc-
cupancy authority established under
§ 214.321, foul time under § 214.323, or
train coordination under § 214.325, when
a roadway worker qualified to operate
hand-operated main track switches is
granted permission by the roadway
worker in charge to occupy or other-
wise use the limits of the exclusive
track occupancy, such employee re-
ceiving permission to occupy the work-
ing limits shall report the position of
any such switches operated upon expi-
reration of the authority limits to the
roadway worker in charge or to a des-
ignated intermediary employee who
shall convey the switch position to the
roadway worker in charge.
(d) Releasing authority limits. In non-
signaled territory, before an employee
releases the limits of a main track au-
thority and a hand-operated switch is
used to clear the main track, and, prior
to departing the switch’s location, the
following conditions are required:
(1) The employee releasing the lim-
its, after conducting a job briefing in
accordance with this subpart, shall re-
port to the train dispatcher that the
hand-operated main track switch has
been restored to its normal position
and locked, unless the train dispatcher
directs that the hand-operated main
track switch be left lined and locked in
the reverse position and the necessary
protection is provided;
(2) If the report of the switch position
is correct, the train dispatcher shall re-
peat the reported switch position infor-
mation to the employee releasing the
§ 218.107 Additional operational requirements for hand-operated crossover switches.

(a) Each railroad shall adopt and comply with an operating rule which complies with the requirements of this section. When any person including, but not limited to, each railroad, railroad officer, supervisor, and employee violates any requirement of an operating rule which complies with the requirements of this section, that person shall be considered to have violated the requirements of this section.

(b) *Hand-operated crossover switches, generally.* Both hand-operated switches of a crossover shall be properly lined before rolling and on-track maintenance-of-way equipment begins a crossover movement. A crossover movement shall be completed before either hand-operated crossover switch is restored to normal position.

(c) *Correspondence of hand-operated crossover switches.* Hand-operated crossover switches shall be left in corresponding position except when:

1. Used to provide blue signal protection under §218.27 of this part; or
2. Used for inaccessible track protection under §214.327 of this chapter; or
3. Performing maintenance, testing or inspection of crossover switches in traffic control system (TCS) territory; or
4. One crew is using both tracks connected by the crossover during continuous switching operations.

§ 218.109 Hand-operated fixed derails.

(a)(1) Each railroad shall adopt and comply with an operating rule which complies with the requirements of this section. When any person including, but not limited to, each railroad, railroad officer, supervisor, and employee violates any requirement of an operating rule which complies with the requirements of this section, that person shall be considered to have violated the requirements of this section.

(2) Each railroad shall specify minimum requirements necessary for an adequate job briefing.

(b) *General.* (1) The normal position of fixed derails is in the derailing position except as provided in part 218, subpart B of this chapter, or the railroad’s operating rules or special instructions.

(2) Fixed derails shall be kept in the derailing position whether or not any rolling and on-track maintenance-of-way equipment is on the tracks they protect, except as provided in paragraph (b)(1) of this section or when changed to permit movement.

(3) Movement must not be made over a fixed derail in the derailing position.

(c) Employees operating or verifying the position of a fixed derail shall:

1. Conduct job briefings, before work is begun, each time a work plan is changed, and at completion of the work;
2. Be qualified on the railroad’s operating rules relating to the operation of the derail;
3. Be individually responsible for the position of the derail in use;
4. Determine that the target, if so equipped, corresponds with the derail’s position;
5. Determine that the derail is secured by:
   i. Placing the throw lever in the latch stand, if so equipped;
   ii. Placing the lock or hook in the hasp, if so equipped; and
   iii. Testing such latches, locks or hooks; and
6. Ensure that when not in use, derails are locked, hooked, or latched in the normal position if so equipped.

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**APPENDIX A TO PART 218—SCHEDULE OF CIVIL PENALTIES**

<table>
<thead>
<tr>
<th>Section</th>
<th>Violation</th>
<th>Willful violation</th>
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<td>Subpart B—Blue signal protection of workmen:</td>
<td></td>
<td></td>
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<tr>
<td>218.22 Utility employees:</td>
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<td></td>
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<tr>
<td>(a) Employee qualifications</td>
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<td>(b) Concurrent service</td>
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</tr>
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236