

# RULEBOOK



**RULEBOOK REVISION**  
**EFFECTIVE 10.20.2014**

**RULEBOOK  
FOR  
ATLANTA STREETCAR**

**EFFECTIVE  
OCTOBER 10, 2014**

**Approved By**

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## **INTRODUCTION**

This Rulebook contains rules to govern Atlanta Streetcar Operations. Streetcar Operators are required to understand and adhere to numerous Standard Operating Procedures (SOPs) in addition to these rules. Operators will be tested extensively on their knowledge of these rules and SOPs, as well as systems operations, during the five-week Streetcar Certification Training. Knowledge of these rules, SOPs, and system operations are necessary to maintain the integrity and safety of our rail system.

The Streetcar Operator Training Program requires the student to pass written exams with a minimum score of ninety percent overall, and one hundred percent on questions related to traffic signals, hand signals, and audible signals. Students are also required to pass one hundred percent on safety-sensitive questions. Students must also meet weekly performance benchmarks in order to remain in the Streetcar Program. Students are required to invest significant time studying the necessary material to successfully complete the Streetcar Operator Training Program.

Before beginning the chapters, some definitions have been included in this rulebook to assist in understanding these rules, as some terms used in this rulebook may be unfamiliar to non-rail personnel.

## **DEFINITIONS**

### **Audible Signal**

An audible indication produced by the Streetcar's bell or horn, or from a Streetcar employee equipped with a horn or whistle.

### **Active Cab**

The cab where the operator is keyed in.

### **Adjacent Tracks**

Two or more track centers spaced less than 25 feet apart.

### **Bar Signals**

Fixed signals, separate from traffic signals, at traffic intersections shared with motor vehicles and pedestrians governing the movement of Streetcars through intersections.

### **Berth**

The space designated for a Streetcar of given length to occupy when it is stopped at a station platform, terminal, or at some other designated location.

### **Berthing Marker**

A sign indicating the stopping point for the Streetcar.

### **Block**

A length of track of defined limits which extend from a definable geographical location

### **Blue Flag/Light**

A portable, clearly distinguishable blue light, flag, or tag placed on or near each end of a streetcar to indicate that personnel may be under, between, or on the vehicle and that the vehicle must not be moved, energized, or coupled.

### **Catenary**

A system of overhead wires in which the contact wire is supported from a longitudinal messenger wire by hangers in combination with auxiliary conductors and clamps. The catenary supplies 750 volts of direct current to the pantograph of the streetcar or trolley pole.

### **Conflicting Traffic**

Any vehicular traffic that is not a Streetcar or non-revenue vehicle that travels on or near or crosses the Streetcar right-of-way

**Coupler**

A device which can mechanically join a streetcar (S-70) to another or mechanically to a recovery vehicle.

**De-energize**

To remove Power from an energized piece of equipment system.

**Derailment**

An incident in which one or more wheels of a streetcar leaves the rails.

**Direct Current (DC)**

Direct current is used to deliver power to streetcars. Once delivered, the streetcars convert DC to AC to be used as motive power.

**Dispatcher**

The primary person in charge for controlling, monitoring and dispatching the entire Atlanta Streetcar system. The Dispatcher's primary means of communication with Streetcar Operators is by radio

**Diverging Route**

The position of a switch that will allow the Streetcar to move from one track onto another.

**Dwell Time**

The amount of time a streetcar is stopped in a station until the time it resumes movement.

**Energized**

Power turned on to the Overhead Catenary System.

**Flag Person**

The person designated to provide a warning to clear the tracks for personnel working within 10 feet of the tracks and communicating with approaching Streetcar and other on-track equipment operators with hand signals

**Flow of Traffic**

The normal direction of Streetcar travel on a specific track.

**Fouling Point**

The location on or around a track where a streetcar, or any object will interfere with the movement of another streetcar on the track or an adjacent track.

**Hand Signal**

A signal indication used to govern train movement by the motion or position of a person's hand and arm.

**Hi-Rail Equipment**

On-track equipment that operates on rubber tires on city streets and on steel wheels on the rails.

**Hot Stick**

DC volt meter used to measure the voltage present on the overhead catenary system.

**Inspection, Pre-Trip**

A safety inspection performed by rail transportation employee on the interior and exterior of a streetcar equipment prior to taking the streetcar or onto the mainline.

**Line of Sight Operation**

The operator is required to maintain a safe operating separation between a streetcar and an object in front of it instead of relying on the signal system.

**Lookout**

A worker assigned to observe approaching on-track equipment and direct roadway workers to clear the work zone upon approach by a streetcar or on-track equipment.

**Main Track**

All tracks outside of the yard limits on which revenue service is operated.

**Metropolitan Atlanta Rapid Transit Authority (MARTA)**

A public transportation authority separate from the Atlanta Streetcar that operates bus and heavy rail service in the Metropolitan Atlanta area.

**Misaligned Switch**

A track switch that is not properly aligned for an approaching Streetcar that can cause the Streetcar to go the wrong direction, possibly resulting in a broken switch, or a derailment

**On-Track Equipment**

Any vehicle that is not a Streetcar that operates on Streetcar tracks.

**Operating Manager's Notice**

An official directive issued by the Operating Manager regarding a matter of importance pertaining to safety, operations, or maintenance, but not affecting Streetcar operations or movements, to designated departments or employees

**Order, General**

An order issued by the Manager of Streetcar Services that modifies normal operating practices and defines requirements and responsibilities to facilitate major operational or construction activities along the ROW.

**Order, General**

An order issued by the Manager of Streetcar Services or designee that modifies normal operating practices and defines requirements and responsibilities to facilitate major operational or construction activities along the ROW.

**Original Equipment Manufacturer (OEM)**

The manufacturer that originally manufactured a vehicle, equipment, part, component, etc.

**Pantograph**

Streetcar Vehicle (Streetcar) roof-mounted device that collects direct current (DC) electrical power from the overhead wire

**Personal Protective Equipment (PPE)**

Specialized clothing or equipment worn by employees for protection against health and safety hazards. PPE is designed to protect many parts of the body, i.e., eyes, head, face, hands, feet, and ears. PPE also includes high-visibility gear meant to alert people to the presence of an individual.

**Pilot Flag**

A specific numbered object designated by OCC that provides authorization for movement through a section of track

**Red Tag Permit**

A permit issued by ACS authorizing power removal and restoration of sections of the traction power system, in conjunction with lockout/tagout procedures.

**Restricted Speed**

A speed not to exceed 10 mph or a speed which allows the streetcar to stop within half the range of vision, being prepared stop short of another train,

broken rail, stop signal, a track switch not properly aligned, inoperative grade crossing equipment, work crew or other obstructions.

### **Reverse Running**

A Streetcar operating opposite of the normal designated direction, i.e., a Streetcar traveling southbound on the northbound track

### **Right-of-Way**

The area that extends ten feet from the centerline of the track and/or Streetcar owned property dedicated to Streetcar operation

### **Rigid Switch**

A track switch that must be properly aligned for the Streetcar's movement; if not properly aligned, the switch may break and the Streetcar may derail

### **Section insulator**

An insulator in the overhead line that isolates a section of catenary.

### **Signal**

A method or device conveying visual and/or audible information affecting movement of a train, rail car, or other on-track equipment

### **Signal Aspect**

The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train.

### **Special Instructions**

Special Instructions are issued to notify Operators of long-term restrictions and conditions affecting Streetcar operations

### **Speed, Maximum Authorized**

The maximum authorized cab speed up to a specific limit on a given section of track.

### **Speed, Shop**

A restricted speed not to exceed 5 mph within shop limits.

### **Speed. Yard**

Is not to exceed 10 mph on tangent track and 5 mph in all curves.

### **Storage Tracks**

All tracks outside of the yard limits that are used to temporarily store revenue or on-track equipment

### **Sweep**

Operating at Limited Speed for the purpose of inspecting the Right-of-Way

### **Switch, Manual**

A track switch that must be manually aligned for both facing and trailing movements.

### **Switch Points**

The movable portions of the switch that allow a choice of track direction (facing), or that must be properly aligned before operating over them (rigid trailing switches)

### **Switch Position**

The switch alignment: either normal or reverse.

### **Streetcar Orders**

Streetcar Orders notify employees of short term restrictions and conditions affecting Streetcar operations

### **Tangent Track**

A segment of track that is straight.

### **Traction Power Substation**

An electrical substation that converts electrical power supplied by the electrical utility to the appropriate voltage, current type, and frequency for use by the Streetcar.

### **Traffic Signals**

Illuminated colored lights controlling the movement of rubber-tired vehicular traffic

### **Train Operator Display (TOD)**

The information display unit located on the streetcar cab console.

### **Trouble Shooting**

Determining Streetcar problems and taking corrective action to return the Streetcar to service or tow it off the mainline tracks

**Work Zone**

An area defined by flags and/or signs in which work along or in the right-of-way is being performed.

# 1 GENERAL RULES

## 101 APPLICABILITY AND POSSESSION OF RULEBOOK

All Atlanta Streetcar employees whose duties involve work within the right-of-way or movement of any Streetcar or other vehicle on Streetcar tracks shall be governed by these rules.

All Atlanta Streetcar employees whose duties are prescribed by this Rulebook must have a copy of the Rulebook in their possession or available to them while on the right-of-way or while operating the Streetcar.

## 102 OFFICIAL TIME

- A. **ASC TIME** ASC operates on Eastern Standard Time using a 24 hour clock.
- B. Official time is displayed in the Dispatcher office.

## 103 QUALIFICATION AND CERTIFICATION OF OPERATING EMPLOYEES

- A. No employee or person shall operate over any portion of the Streetcar System upon which they have not been qualified to operate, except under the express authorization of Streetcar Dispatch and guidance of a Line Instructor, Streetcar Technician, Supervisor, or qualified Operator.
- B. No employee or person shall operate any rail equipment without having been qualified and certified in that equipment's operation, except under the express authorization of Streetcar Dispatch and under the guidance of a Line Instructor, Streetcar Technician, Supervisor, or qualified Operator.
- C. All employees whose duties require Commercial Operator's License, Streetcar Operating Card and Medical Certificates as required by Atlanta Streetcar shall be responsible for maintaining the validity of such documents. Such licenses and medical certificates shall be in their possession while on duty. Copies of updated documents shall be provided to Atlanta Streetcar as soon as employees obtain them.

## 104 KNOWLEDGE OF RULES, PROCEDURES, BULLETINS, STREETCAR ORDERS, SPECIAL INSTRUCTIONS, SUPERINTENDENT'S NOTICES, AND ADVISORIES

Employees shall know, understand and adhere to all Rules, Procedures, Bulletins, Streetcar Orders, Special Instructions, Notices, and advisories. If in doubt as to their meaning or applicability, employees shall take the safe course, including ceasing operations, and consult with the Supervisor for clarification.

Ignorance of Rules, Procedures, Bulletins, Special Instructions, Superintendent's Notices, or Streetcar Orders shall not be accepted as an excuse for non-compliance or for neglect of duties.

## **105 APPLICATION OF RULES**

- A. Safety is of the highest importance in the discharge of duty. Employees must take all necessary precautions before, during, and after performing any type of operations or work in the Streetcar right-of-way, maintenance facilities, traction power substations, or other Streetcar property.
- B. Employees who are required to make an immediate decision in a situation not covered by written rules or verbal instructions of a Supervisor must use their best judgment in selecting the proper course of action. In case of doubt or uncertainty, the safest course of action must be taken.
- C. Employees must be familiar with and obey all Atlanta Streetcar rules and instructions, including attending required training and other classes.
- D. When in doubt as to the meaning of any rule or instruction, employees must ask a Supervisor for an explanation.
- E. Employees must pass all required physical and written examinations.
- F. Employees must engage only in Atlanta Streetcar business while on duty, and perform their duties thoroughly and efficiently.
- G. Employees are subject to the provisions of Atlanta Streetcar Personnel Policy and Procedures Manual, Drug and Alcohol Free Workplace Program and all Atlanta Streetcar regulations.
- H. Employees must comply with all applicable local, state, and federal laws in the performance of their duties.

## **106 COMPLIANCE WITH RULES AND ORDERS**

Streetcar employees must comply with the directives and orders of their Supervisors. In cases of conflict between verbal instructions and written rules and instructions, the verbal instructions of the Supervisor should be followed.

## **107 SAFETY RULES**

- A. Employees must at all times protect their own personal safety and the safety of other employees, patrons, and the public. It is the duty of each employee while on or about Atlanta Streetcar property to exercise good judgment and take necessary precautions at all times.
- B. Employees must promptly report all incidents and accidents to their immediate Supervisor and request first aid or medical attention, if necessary.
- C. Employees should consider any electrical wire or apparatus to be energized (“live” or “hot”) at all times, and never allow any part of body, article of clothing, objects being carried or attached to such objects to come in contact with live electrical equipment or apparatus. Employees must keep away from and report all dangling wires and any foreign

objects in contact with any electrical equipment promptly to their Supervisor.

- D. Employees must never enter electrical power enclosures or traction power substations unless authorized and wearing proper personal protective equipment while in the performance of duty.
- E. Employees must be familiar with fire regulations and the locations of fire-fighting equipment in their work area as well as how to use the equipment. If there is any doubt concerning use of this equipment, employees should ask a Supervisor for direction.
- F. Employees should ensure that all non-Atlanta Streetcar employees and patrons are evacuated from the Streetcar and that emergency responders have been notified through the Dispatcher before attempting to use any firefighting equipment.
- G. Employees are responsible for keeping Streetcar-owned work areas, walkways, and equipment clean, orderly, and free of obstructions. Employees should remove slipping or tripping hazards whenever possible. If unable to do so, employees should promptly report these conditions to a Supervisor.
- H. Employees must not alter or render inoperative any safety devices, unless specifically authorized to do so by the Dispatcher or the Supervisor.
- I. Employees must not wear sunglasses during hours of darkness or in other circumstances in which visibility is reduced, such as fog, heavy rain, snow, etc.

## **108 ELECTRONIC EQUIPMENT USE**

Employees are prohibited from using or wearing electronic equipment, headsets, or earpieces not designed or intended to be used as part of their normal duties while operating or in the operating cab of Streetcars or other rail-borne equipment, or while working on the right-of-way. Prohibited equipment includes, but is not limited to: mobile telephones, Bluetooth earpieces or other accessories, two-way pagers, scanners, personal audio devices such as MP3 or other music players, and PDAs.

Employees must adhere to all Atlanta Streetcar policies, rules and procedures regarding the use of electronic equipment and communication devices while operating any Streetcar equipment (whether rail-borne or not).

## **109 REPORTING DANGEROUS AND UNSAFE CONDITIONS**

Employees must immediately report to the Dispatcher or Supervisor any defects, structural problems, or obstructions found on a Streetcar vehicle or on the right-of-way, or any conditions or situations that could adversely affect safety or service, and take any necessary precautions until the situation can be resolved.

## **110 COMMUNICATIONS WITH DISPATCH**

Streetcar Operators must respond when called on the radio by the Dispatcher or Supervisor, and must identify themselves by Streetcar number, direction of travel and location if requested by Dispatch. Operators must keep communications to Dispatch open throughout operations.

## **111 USAGE**

Radios must only be used in the performance of streetcar duties. All radio communications must be brief, to the point and in plain language.

- a) All rail employees operating rail vehicles or other rail equipment or working in or along the ROW are required to have in their possession a working two-way radio set at a sufficient volume to hear transmissions clearly
- b) Radio checks will be performed at the beginning of each work shift
- c) Operators must always state train number when calling the Dispatcher
- d) When on foot, or during an emergency, always state your location, direction of travel, track and radio I.D. when initiating radio call
- e) All radio transmissions will be acknowledged

## **112 FCC RULES**

All radios are subject to Federal Communications Commission (FCC) regulations. The use of slang or unauthorized terms, profanity, and unprofessional transmissions are prohibited.

## **113 ACKNOWLEDGEMENT OF RESTRICTIVE TRANSMISSIONS**

Streetcar Operators are required to repeat all restrictive or safety sensitive instructions given by the Dispatcher in numerical order by train number. If any instruction is unclear, operator must ask for clarification immediately.

## **114 EMERGENCY COMMUNICATIONS**

Emergencies take priority over all other communications.

- A. Falsely labeling a communication as an emergency for any reason is strictly prohibited
- B. The phrase "EMERGENCY, EMERGENCY, EMERGENCY" should be used to initiate an emergency radio transmission
- C. Employees hearing these words must immediately clear the communications channel until the emergency message has been fully transmitted and acknowledged

**NOTE:** During any emergency or unusual situation, the Dispatcher may authorize limited radio communications to calls pertaining to the situation or new emergency/safety calls. During an emergency, the Dispatcher will make an all call on all Streetcar channels to alert everyone of the emergency as necessary.

## **115 PROMPTNESS AND ATTENDANCE**

Streetcar Operators are expected to report for duty ten minutes prior to the start of their shift. Employees must report ready for duty at the place assigned, and must not leave their assigned location without authorization from Dispatch or the Supervisor.

Employees who report late or fail to report will be subject to disciplinary action. Employees must be able and willing to report to work on a regular basis to maintain employment with Atlanta Streetcar.

## **116 FITNESS FOR DUTY**

Streetcar employees must be medically qualified and physically able to perform their regular duties at all times. If an employee's health becomes impaired to the extent that safety may be threatened, he or she must notify the Supervisor immediately.

Employees who are determined to be unfit for duty will be removed from work by a Supervisor, and appropriate discipline as necessary given the circumstances will be determined according to the Atlanta Streetcar Discipline Policy.

## **117 DRUG AND ALCOHOL USE**

The use of illicit drugs that may impair the Operator's abilities and alcohol is forbidden at all times on Streetcar property. Employees must never report for duty under the influence of illicit drugs or alcohol. Employees will be checked regularly by Supervisors to determine fitness for duty, and those employees exhibiting behavior indicative of being under the influence of drugs or alcohol will be immediately removed from duty and disciplined according to the Atlanta Streetcar Discipline Policy.

## **118 UNIFORMS, WATCHES, AND PROPERTY ISSUED TO STREETCAR EMPLOYEES**

- A. Streetcar employees required to wear uniforms for their position (such as Operators) will report for duty wearing the proper uniform, and must not change out of said uniform until the completion of their shift. Uniforms must be kept neat, clean, and tidy in appearance. Employees may not wear buttons, badges, or other insignia that are not part of uniform regulations, except by Atlanta Streetcar permission.
- B. All Streetcar employees are required to wear a working watch with a minutes and seconds indication. Watches should be set to reflect the time displayed in the Dispatcher's office.
- C. Employees must have all Streetcar-issued equipment and supplies before beginning their assignment or shift. Employees are responsible for the care and maintenance of Streetcar property issued to them, and must return such property when scheduled or requested. Employees must not use Atlanta Streetcar property for personal business, and must immediately report lost, stolen or defective items to their Supervisor.

## **119 READING MATERIALS IN STREETCAR CABS**

Operations rules, train orders, bulletins, or this Rulebook may be examined when necessary in the performance of regular duties, but never while the Streetcar is in motion. Personal reading materials may be viewed while on break or at the Vehicle Maintenance Facility only, but never in the Streetcar cab.

## **120 PERSONAL CONDUCT**

- A. Eating on Streetcar vehicles is prohibited at all times. Operators may carry water or coffee in a bottle with them during their shift, provided it is kept closed when not in use, where it cannot overturn or spill. Operators will be allowed to eat and drink outside of the vehicle while on break at specified relief points.
- B. Smoking is prohibited in all Atlanta Streetcar buildings, on Streetcar station platforms, and on all vehicles, including Streetcars.
- C. Employees must conduct themselves in a respectful, courteous, and civil manner at all times while on duty.
- D. Employees must keep their immediate Supervisor informed of their current home address and telephone number. Employees are prohibited from fighting, horseplay, or engaging in any other inappropriate or unprofessional behavior on or about Atlanta Streetcar property while on or off duty.
- E. Employees must not falsify any official report or enter or cause to be entered inaccurate, false, or improper information on reports, logs, or test records.

## **121 ONBOARD CAMERAS**

Atlanta Streetcar employees shall not obstruct or tamper with onboard cameras.

## **122 CARRYING HAZARDOUS SUBSTANCES**

Passengers are prohibited from carrying any substances that could cause accidents, injure others, soil clothing, or are of a caustic/damaging nature or origin. Operators observing persons attempting to bring hazardous materials onboard a train shall make an onboard announcement stating that it is illegal to bring hazardous materials onboard and that the train can't leave the station until the hazardous materials are removed. If the person does not comply, the operator shall remain at the station with the passenger doors open and call dispatch or supervisor to report the situation.

## **123 PACKAGES**

Passengers are not allowed to carry packages or articles onto the Streetcar that will block aisles, entrances, stairs, or otherwise impede movement on the vehicle.

**124 STROLLERS**

Strollers must be kept out of aisles and stairwells. Strollers may be stored out of the way of passengers entering or exiting the Streetcar.

**125 EATING, DRINKING, AND SMOKING**

Passengers may not eat, drink, or smoke while onboard Streetcars in revenue service. Eating and drinking will be permitted on chartered Streetcars, at the discretion of the officer in charge.

**126 ANIMALS**

Passengers may not bring animals of any kind aboard Streetcar vehicles, unless they are service animals accompanying and assisting disabled persons or animals secured in containers.

**127 LITTERING**

Passengers are prohibited from littering on Streetcar vehicles, including leaving trash or personal belongings behind upon departure.

**128 UNRULY BEHAVIOR**

Passengers are prohibited from engaging in loud, offensive or unruly conduct. Operators encountering passengers exhibiting unruly behavior that threatens the Operator's safety or the safety of other passengers, or interferes with the operation of the streetcar, should contact Dispatch immediately.

**129 RESERVED SEATS FOR ELDERLY/DISABLED**

Passengers who are disabled or require a seat, such as elderly passengers, must be given priority for seats designated by the requisite signage in Streetcar vehicles.

**130 COLLECTING MONEY OR CANVASSING**

Passengers are prohibited from attempting to collect money from other passengers or canvassing for a particular political or social cause aboard Streetcar vehicles.

**131 ONBOARD ANNOUNCEMENTS TO PASSENGERS**

Onboard announcements to passengers are detailed in the Atlanta Streetcar Onboard Announcements SOP.

**132 SICK OR INJURED PASSENGERS**

Operators and other Streetcar employees must notify the Streetcar Dispatcher immediately of any passenger on board the Streetcar or in a station area that appears to be, or is reporting to be, sick or injured. Operators must remain at

the platform (or the next closest platform if in motion) to wait for assistance unless the Streetcar Dispatch authorizes otherwise.

### **133 UNRULY OR DANGEROUS PASSENGERS**

Operators must report any unruly or dangerous passengers immediately to the Supervisor, using good judgment to determine the level of response necessary to the situation. If necessary, Operators should ask unruly persons to leave a Streetcar or station area to ensure the safety of other passengers, and report any ejection to the Supervisor. If unruly passengers refuse to cooperate, Operators must contact Dispatch for assistance.

### **134 LOST ARTICLES**

Operators must inspect the Streetcar for items left behind by passengers at the end of each trip and at the Vehicle Maintenance Facility. Found articles should be turned in to the Lost & Found Section at the Vehicle Maintenance Facility at the end of the Operator's run, or to the relief Operator. If money or items of value are found, the Supervisor must be notified immediately.

## **2 STREETCAR OPERATION**

### **201 STREETCAR ORDERS**

Train orders will be issued daily and entries will be numbered consecutively beginning with the number 1. When a train order is canceled the number may not be used again in the same calendar day.

- A. Train orders shall be brief and clear. They shall specify exact locations, using readily identifiable reference points such as mileposts, stations, cross streets, switches or any other fixed point along the alignment.
- B. When a new train order or an amendment to a train order is required, a message will be broadcast by the supervisor over the radio. Operators shall repeat the essential information to the supervisor to make sure that the message is understood.
- C. When speed restrictions are specified by train orders, such restrictions supersede any designated speed in the affected area.

### **202 SPECIAL INSTRUCTIONS**

Changes to the special instructions will be issued on Monday effective at 0001 hours. If changes are required after that time, they will be carried in train orders until the following Monday. At that time, they will be included in the special instructions amendment for that date.

- A. When speed restrictions are specified by special instructions, such restrictions supersede any designated speeds in the affected area.

### **203 RESPONSIBILITY FOR STREETCAR MOVEMENT**

The person operating the Streetcar has full responsibility for its safe operation. Operators must question and/or refuse any unsafe instruction. Streetcars in a street environment must be operated with particular attention to traffic and pedestrians.

### **204 PREPARING STREETCAR FOR SERVICE**

Prior to leaving the yard for revenue service, operators shall check their streetcar for defects and note them on the defect card. Car body damage, discharged fire extinguishers and/or any defect affecting safe operation of the car shall be reported to the supervisor immediately.

## **205 PERSON ON THE RIGHT-OF-WAY**

Streetcars approaching persons on the right-of-way shall reduce speed and prepare to stop. The appropriate bell or horn shall be sounded in time to allow the person(s) to move clear of the tracks. Please see Rules 407 E and 407 F for the appropriate bell and horn patterns, respectively.

## **206 OPERATING IN STREET ENVIRONMENT**

Operators must comply with all motor vehicle laws, signage, signals, and markings except where special signals and signs govern Streetcar operation. Operators must similarly come to a stop for approaching emergency vehicles with activated emergency lights and for funeral processions.

## **207 DEFENSIVE OPERATING**

- A. Operators must observe the right-of-way and be on alert for other streetcars, equipment, people, and for unusual or hazardous conditions.
- B. The responsibility to prevent or avoid a collision goes beyond simply observing rules and regulations
- C. Operators are expected to operate streetcars in such a manner as to prevent collisions and incidents
- D. Personnel in the ROW must give a proper hand signal to a streetcar as it approaches. If a proper hand signal is not given, the operator must request a hand signal by sounding horn four times. If a hand signal is still not given, the operator must stop and call the Dispatcher
- E. If an operator must stop a streetcar on the mainline for any reason, other than normal operational conditions, they must call the Dispatcher immediately

## **208 ACCELERATING AND BRAKING**

Streetcar Operators shall accelerate and brake the vehicle smoothly to avoid injury or discomfort to passengers.

## **209 TRACK BRAKE**

Streetcar Operators shall not use the track brake during normal braking operation. Track brakes shall be used for sudden stops that require more force than the maximum brake using the master control.

## **210 INTERIOR LIGHTS**

Streetcar Operators must keep interior lights illuminated during mainline operations and extinguished when the vehicle is in the VMF, unless otherwise instructed.

## **211 REVERSING OF STREETCAR**

Reverse movement of Streetcars on the mainline is to be avoided whenever possible under typical operating conditions. In the event that a reverse

movement is needed, the Dispatcher must grant permission before the Operator is permitted to make the reverse move, and the Operator must perform the reverse move from the rear cab of the Streetcar with the assistance of a Supervisor. The Supervisor must be present to assist in flagging traffic and guiding the reverse movement. In the event that a reverse movement is needed and the rear cab is disabled, a second vehicle should tow the Streetcar.

## **212 STREETCAR-ONLY TRAFFIC PHASES**

When proceeding under a permissive Streetcar bar signal or a special move governed by the Opticom™ system, Operators shall use audible warning devices as required (per rulebook Section 407) to warn pedestrians and motorists of the potentially unexpected movement.

## **213 BOARDING PASSENGERS**

All passengers must board or alight at stations unless directed by the Dispatcher or in response to an extreme safety concern.

## **214 PASSING THROUGH STATIONS**

When operating in service, Streetcar Operators must make stops and activate the door release at all stations at which a patron is seen waiting to board and when stops are requested by passengers on board. Operators are permitted to skip stations if no stop is requested or if no patron is seen waiting at the next station. Streetcars that are passing through a station shall not exceed 15 mph and ring the bell until the Streetcar is clear of the station. See rule Section 407 for the appropriate bell and horn patterns.

## **215 BERTHING AT STATIONS**

Operators shall align their shoulder with the platform berthing mark when making passenger stops. The berthing mark may be in an arrow or a reflector.

## **216 PASSENGER DOOR OPERATION**

- A. During revenue service, Operators must release or open doors only when fully berthed and completely stopped at designated passenger stations, except in an emergency.
- B. Operators shall release or open doors only on the platform side of the Streetcar.
- C. Operators shall activate the door release when stopped at all stations, and allow sufficient time for patrons to exit and enter the vehicle before closing the doors and proceeding.
- D. Operators shall not attempt to move the Streetcar until the “Close” button is illuminated.

## **217 BLOCKING STREET INTERSECTIONS**

Streetcar Operators must not allow the Streetcar to block intersections. If an Operator receives a permissive bar signal but determines that traffic may not allow the Streetcar to pass through the intersection, the Operator must wait

behind the stop bar pavement marking until it is apparent that the Streetcar can clear the intersection under a permissive signal. If an Operator is able to safely occupy an intersection, the Operator shall do so.

## **218 TURN INDICATOR**

Streetcar Operators must use the Turn Indicator to signal which direction the Streetcar will turn prior to an intersection. The turn signal must be activated in time to notify other motorists of the vehicle's impending actions.

## **219 BASIC SPEED RULE**

Operators must be prepared to stop for sudden movements from pedestrians and bicycles and sudden stops from motorists at all times. The operator of the train shall at all times operate at a safe speed which is consistent with weather, visibility, traffic and track conditions, traffic signal indications, and signal indications.

## **220 ON SIGHT SPEED**

A speed that allows the streetcar to stop within  $\frac{1}{2}$  the range of vision of another train, a stop signal, a misaligned switch, a track defect, or an obstruction.

## **221 SPEED RESTRICTIONS**

Speed restrictions may be posted via permanent operating rules, signage, Special Instructions, or Streetcar Orders. In such locations, the Streetcar shall be fully decelerated by the time front cab of the Streetcar reaches the speed limit sign or restriction. Where the posted speed is increased, the speed of the Streetcar shall not be increased until the rear cab of the Streetcar has passed the speed limit sign and/or is back on tangent track.

### **A. RESTRICTED SPEED**

Streetcar must be operated at the speed instructed. Supervisors may ask Operator to move at restricted speed in some situations. Streetcar Dispatch or the Streetcar Supervisor shall define the maximum speed.

### **B. SPEED OVER BROKEN RAILS**

As instructed.

### **C. YARD SPEED**

Yard area is any area not covered by the Vehicle Maintenance Facility. Operation in the yard is not to exceed 5 mph.

### **D. SHOP SPEED**

The Streetcar shall not be operated at a speed exceeding 2 mph within the shop at the Vehicle Maintenance Facility.

#### **E. SPEED OVER SWITCHES**

Each switch must be approached at a speed at which the Operator can positively affirm that the switch is aligned for the correct movement. Speed over switches not to exceed 10 mph.

#### **F. MAXIMUM SPEED**

The Streetcar shall not be operated at a speed exceeding the lower of the speed limit imposed by rule or SOP or the posted civil speed limit.

### **222 SECTION INSULATORS**

Operators shall not power through section insulators, and should avoid braking through insulators whenever possible.

### **223 REPORTING EMERGENCY STOP**

Operator must promptly report to Streetcar Dispatch any emergency use of track brakes or the emergency stop button.

### **224 FAULT INDICATION**

Operators must report fault indications to Streetcar Dispatch and modify their operations accordingly based on instructions in the Streetcar Operating Manual.

### **225 PASSENGER EMERGENCY INDICATION (PEI)**

Operators are required to answer PEI calls as soon as safe to do so. The operator shall make at least two attempts to communicate with the affected PEI call prior to closing the request.

### **226 CIRCUIT BREAKERS AND SEALED SWITCHES**

Employees shall not trip circuit breakers or sealed switches, unless authorized by Streetcar Dispatch or as advised by Streetcar Maintenance personnel. Streetcar Dispatch shall be contacted whenever it becomes necessary to trip circuit breakers during troubleshooting efforts. Employees shall contact Streetcar Dispatch for direction when specific trouble-shooting procedures are not known and understood, and shall never trip circuit breakers without proper instruction. Streetcar employees shall not activate any equipment they have not been trained to operate.

### **227 OBSTRUCTIONS ON THE TRACK**

If there is a disabled motor vehicle or other obstruction on the track ahead, the Streetcar Operator must bring the vehicle to a stop, put on the hazard flasher, and notify the Dispatcher.

**228 DISABLED STREETCAR**

If the Streetcar becomes disabled, the Streetcar Operator must put on the hazard flasher and notify the Dispatcher.

**229 CAB DOORS**

Except when otherwise instructed and authorized by a Supervisor, cab doors of Streetcars on the mainline shall be closed while the Streetcar is in motion. Unoccupied cabs are to be locked.

**230 TEMPORARILY VACATING THE CAB WHILE ON STREETCAR ALIGNMENT**

While on the Streetcar mainline alignment, Operators must notify the Dispatcher when it is necessary to leave the operating cab for any reason. When vacating the cab, Operators must secure the Streetcar, carry their portable radio, and advise the Dispatcher.

**231 AVOIDING CONTACT WITH ELECTRICAL APPARATUS**

All overhead wires, pantographs, electrical equipment and other electrical apparatus must be considered live at all times; employees must avoid unnecessary contact and must attempt to keep passengers and others clear.

**232 TRACTION POWER FAILURES**

The Operator must inform the Dispatcher of a power/propulsion failure, giving the train number, direction, and location. The Operator will coast the Streetcar to the next platform, if possible.

### 3 SIGNALS

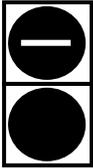
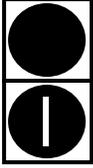
#### 301 STREETCAR SIGNALS

At specific left-turn intersections, the Yard Lead, and mainline crossover, Streetcar movement through traffic signal-controlled intersections is controlled by bar signals as illustrated below. Operators of all on-track equipment (including hi-rail vehicles) shall adhere to these signals.

Bar signals are in the following locations:

- Park Pl. NE at Auburn Ave. NE, Westbound
- Peachtree St. NE at Ellis St. NE, Westbound
- Centennial Olympic Park Dr. NW at Luckie St. NW, Eastbound
- Auburn Ave. NE at Park Pl. NE, *Reverse move from Eastbound to Westbound Track only*
- Edgewood Ave. SE at Fort St. NE, Eastbound
- Edgewood Ave. SE at Jackson St., Eastbound
- Jackson St. NE at Auburn Ave. NE, Eastbound
- Fort St. NE at Auburn Ave. NE, *Eastbound cutback to Westbound and Yard Lead*

At all other intersections, Streetcar movement is governed by the prevailing traffic signal indication.

RULE	ASPECT	INDICATION
A	White Horizontal 	Stop prior to intersection
B	White Vertical 	Proceed through intersection with caution

- C. If the Streetcar Operator does not receive a permissive vertical bar signal after two full cycles of the traffic control signals, the Operator should contact the Dispatcher for further instructions.
- D. The Dispatcher will not permit Streetcars to turn left through a malfunctioning White Horizontal signal without protection of a flagger or police officer on site. If authorized to go straight through a White Horizontal signal, Streetcar Operator must ensure no conflicting traffic is approaching from behind and sound the audible device twice before

moving. Streetcar or police personnel shall block the intersection from vehicular traffic and the flagger or police officer shall use hand signals to control the Streetcar movements through such an intersection.

### **302 SIGNAL FAILURE**

If any signal fails or provides otherwise conflicting information, such as a vertical bar signal while opposing vehicular traffic is receiving a green traffic signal, the Operator must stop the Streetcar, notify the Dispatcher immediately, and await further instruction.

### **303 HAND SIGNALS**

Hand signals may be given by using a hand, with or without a flag, lantern, or other object depending on lighting and other environmental conditions. Operators shall acknowledge all hand signals with the appropriate number of blasts of the horn. See also Rule 305.

If there is any doubt as to the meaning of a hand signal, or for whom it is intended, it shall be regarded as a **STOP** signal.

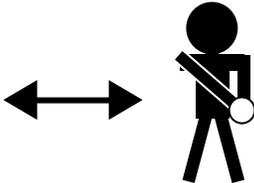
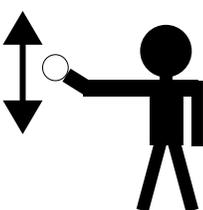
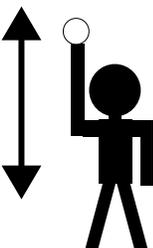
If, when a combination of a hand signal and light or flag signal is given and the combination conflicts (i.e. one is **STOP** and the other is proceed), the combination shall be regarded as a **STOP** signal.

### **304 FLARES**

If the Operator observes a flare within the right-of-way, the Operator must stop the Streetcar and contact the Dispatcher for further instructions.

**305 HAND SIGNALS**

Employees shall give hand signals while standing and facing the oncoming Streetcar.

RULE	DIAGRAM	INDICATION
A. Swung at right angle to the track		<b>STOP AND STAY</b>
B. Slight vertical movement, at arms-length, at right angle to the track		<b>REDUCE SPEED</b>
C. Raised and lowered vertically		<b>PROCEED</b>
D. Unclear hand signal, or arms being waved frantically		<b>STOP</b>

### 306 LIGHT AND FLAG SIGNAL COLORS

Colors for flags or lights used for hand signals and/or work zones are illustrated below. The Operators of all Streetcars and on-track equipment shall adhere to the aspects of these lights and flags.

<b>RULE</b>	<b>ASPECT</b>	<b>INDICATION</b>
A.	<b>RED OR ORANGE</b>   	<b>STOP</b> Streetcar shall be stopped prior to the marker
B.	<b>YELLOW</b>   	<b>REDUCE SPEED</b> Speed shall be reduced prior to reaching the marker and continue until a green marker is observed or with Dispatcher permission
C.	<b>GREEN</b>   	<b>PROCEED</b> Speed shall not increase until the front of the train reaches the marker
D.	<b>BLUE</b>   	<b>WORKER IN, UNDER, OR ABOUT THE STREETCAR</b> Do not move or couple to cars in this condition or proceed on track past a blue light or blue flag.

### 307 BELL AND HORN SIGNALS

The signals illustrated below are authorized for use in Streetcar Operations.

A bell or short blast of a horn is indicated by  or a 

A long blast of the horn is indicated by a 

Unless otherwise noted, all signals shall be made with bell ONLY.

RULE	AUDIBLE SIGNAL	INDICATION
A.		Acknowledges receipt of a STOP Hand Signal
B.		Acknowledges a PROCEED or REDUCE SPEED Hand Signal
C.		Bell shall be used prior to moving the Streetcar forward
D.		Call for Signal
E.	 And continue as necessary until persons are clear or clear of station.	A warning to people on or near the tracks and at station platforms; also used while passing standing Streetcars and passing through stations
F.		A warning to people or vehicles on or near the tracks; this is to be used if the preceding rule is insufficient

## **4 SWITCHES**

### **401 SWITCHES**

Mainline switches are identified with a switch number. Switches must never be trailed through in the misaligned position.

### **402 INSPECTING SWITCHES**

After a switch has been aligned, the employee aligning the switch shall examine to ensure that the switch points are correctly aligned for the route desired.

### **403 FACING-POINT SWITCHES**

When a Streetcar approaches a facing-point switch, the Operator shall slow the Streetcar to 10 mph and verify that the switch position is set to the correct routing before proceeding.

### **404 UNATTENDED SWITCHES**

Streetcar personnel shall leave main line track manual switches aligned for normal movements and in the locked position. Streetcar personnel may reset the switch to the alternate routing if instructed by the Dispatcher or Supervisor.

### **405 MAIN TRACK SWITCHES**

Streetcar employees shall not change the position of any main track switch except as scheduled, or as directed by the Dispatcher.

### **406 DAMAGED SWITCHES**

If a switch is damaged, Streetcars shall not operate through the switch, and Operators must notify Dispatch of the presence of a damaged switch. Streetcar personnel shall Red flag the damaged switch; a flare or flag person shall protect the switch until it is repaired by technically competent personnel.

### **407 ALIGNING SWITCHES**

Streetcar personnel shall not align a switch when any portion of a Streetcar is standing or moving over the switch.

If a switch need to be aligned for a movement other than the one for which the switch is aligned, the Operator shall stop the Streetcar 10 feet short of the switch, park the Streetcar, align the switch for the desired move, return to the Streetcar, and operate the Streetcar through the switch. Once the Streetcar has fully cleared the switch, the Operator shall reset the switch to the normal position. See also Rule 408 below.

**408 RESETTING SWITCHES**

If a switch is reset from an alignment other than its normal position for a Streetcar move, the switch shall be reset to its normal position once the Streetcar move is complete. Once the Operator has operated the Streetcar clear of the switch, the Operator shall stop and park the Streetcar, return the switch to its normal position, and resume operation of the Streetcar. This rule applies both on the mainline and in the yard.

**409 PROXIMITY TO SWITCHES**

Streetcar employees shall stand clear of switches, switch stands, and any other switch parts while a Streetcar is moving through the switch.

**410 SWITCH UNDER STREETCAR**

Employees must never change the position of a switch or derail when any portion of a streetcar is over or closely approaching the switch or derail. Employees must avoid stopping and berthing streetcars directly over a switch whenever possible.

**411 SANDING OVER SWITCH**

When dropping sand, Streetcar Operators shall not drop sand on switches or switch machinery.

## **5 PROTECTION OF WORKERS ON THE RIGHT-OF-WAY**

### **501 WORKING ON THE RIGHT-OF-WAY**

Atlanta Streetcar personnel entering the ROW or within 18" of the platform edge shall wear a high visibility safety vest and have a current ROW training certificate if necessary. Workers must obtain permission from the supervisor before entering the ROW. All personnel shall notify supervisor prior to entering the ROW and once clear of the ROW.

- A. An operator observing personnel performing work on the ROW without prior notification from the supervisor shall stop and notify the supervisor immediately.

### **502 WALKING ON THE TRACKWAY**

Personnel walking on the trackway shall walk facing on-coming traffic for that specific track. Personnel shall expect trains to operate on any track in either direction at any time. They shall not walk between rails unless necessary to carry out their work and only when authorized by the supervisor.

- A. Upon approach of a train, personnel shall move out of the trackway. When personnel and equipment are clear of the track, they shall give proceed signal to the operator. If the personnel cannot reach a safe location, personnel must give a stop signal to the operator.
- B. Operators shall call for a signal when approaching personnel on the right of way. Unless a "reduce speed" or "proceed" hand signal is given, operators shall stop prior to reaching personnel on the trackway. The supervisor shall be notified when personnel fail to give a signal.

### **503 PROTECTION OF PERSONNEL AFTER DARK**

When personnel are on the right of way after dark, the area should be lit with adequate lighting and at least one member of the crew must be assigned the responsibility to provide a hand signal with a lighted lantern or flashlight to approaching trains. When the personnel and equipment are clear of the track, a proceed hand or light signal shall be given to the approaching train.

### **504 MAINLINE CAR REPAIR PROTECTION**

Prior to repair work being performed to trains on the mainline, the supervisor shall be notified and work performed must be coordinated directly with the operator. The operator must remain in the cab unless instructed otherwise.

- A. If responding technicians are not in direct communication with the operator, blue lights shall be placed at each end of the train in a visible location and the master controller handles shall be blue tagged by the person performing the repair.

- B. Blue lights and blue tags shall be removed only by the person who placed them or their designee.
- C. The operator shall notify the supervisor prior to proceeding.

**505 ELECTRICAL SAFETY**

Employees shall consider any electrical wire, OCS, or apparatus to be energized (live) at all times. Employees shall never allow any part of the body, article of clothing, or objects being carried to come within ten feet of the OCS or in contact with live electrical equipment or circuits, unless working under power on/power off clearance.

**506 RADIOS**

Any employee on the ROW must carry a portable radio and monitor the appropriate radio frequency to ensure they remain aware of train movements and other activities on the rail system.

## **6 MAINTENANCE BUILDINGS AND YARD OPERATION**

### **601 YARD/SHOP SAFETY**

- A. Employees must follow all rules pertaining to yard and shop safety including, but not limited to, personal protective equipment, lock-out/tag-out, permitted confined spaces, and flagging and worker protection.
- B. Consider all tracks and overhead catenary “live” unless otherwise clearly designated with proper signage and equipment.
- C. Comply with all written instructions, procedures and bulletins.
- D. Streetcar employees moving Streetcar vehicles within yard limits must have a working radio and must monitor the proper channel or be able to clearly receive hand signals from designated employees on the ground, who are directing safe movements.
- E. Streetcar employees moving Streetcar vehicles within yard limits must notify the Dispatcher and receive permission prior to movement.

### **602 RESTRICTED AREAS**

- A. Only authorized employees, wearing appropriate personal protective equipment, may enter a restricted work area.
- B. Warning signs, gates, chains, etc., will be clearly placed to identify such areas.

### **603 YARD AND SHOP SPEED**

- A. Streetcar movement in the yard must not exceed five (5) miles per hour
- B. Streetcar movement in the shop must not exceed two (2) miles per hour.

### **604 ENTERING AND EXITING THE YARD**

- A. When entering or exiting the yard, Operators must receive permission from the Dispatcher to enter the mainline from the yard or the yard from the mainline, and come to a complete stop if they are unable to visually confirm that the track and road ahead are clear of other vehicles, equipment, personnel or other obstructions.

### **605 PREPARING TO MOVE A STREETCAR**

- A. Before moving a Streetcar in the yard or shop, employees must conduct a complete walk-around visual inspection to ensure that no blue flags, wheel chocks, or other movement-restricting devices or indicators are in-place.
- B. Operators must sound the appropriate audible warning device. See Section 407 for the appropriate bell and horn signals.

## **606 MOVING STREETCARS INTO AND OUT OF THE VMF**

- A. Operators shall ensure that shop doors are fully open prior to Streetcar movement into or out of shops.
- B. Operators shall ensure that door catenary bridges are in place prior to Streetcar movement into or out of shops.
- C. Streetcars shall be moved at speeds not to exceed Shop Speed (2 mph) while operating Streetcars inside the VMF and in the Streetcar yard.
- D. Check for wheel chocks, securing devices and potential hazards.
- E. Check the chains and gates to ensure the pit and mezzanine platform are clear of all hazards, obstructions and personnel.
- F. Sound appropriate audible warning device. See Section 407 for bell and horn signal.
- G. Visually check for equipment, personnel or obstruction hazards and proceed at appropriate yard or shop speed.

## **607 REPAIRS**

- A. Maintenance personnel must meet with the Streetcar Operator before and after performing a repair that was initiated by the Operator's report to the Dispatcher during the pre-trip inspection.
- B. Once the repair is complete, the Maintenance personnel who performed the repair shall complete appropriate documentation confirming the repairs were made, in the Maintenance log.

## **608 STORAGE OF STREETCARS**

- A. Streetcar employees storing Streetcars on any track in the yard shall berth the Streetcars with the Streetcar no closer than 10 feet from any crossing or from the Streetcar ahead.
- B. Streetcars must be stored clear of fouling switches, vehicular traffic lanes and pedestrian walkways.
- C. Streetcars must be secured by properly lowering the pantograph, shutting down all on-board equipment, properly closing all designated doors and access points and properly placing a chock under one of the wheels.

## **7 INCIDENTS AND EMERGENCIES**

### **701 EMPLOYEE ACTIONS FOLLOWING MAJOR INCIDENTS**

The Operator must immediately inform the Dispatcher of any incidents, including collisions, injuries, or derailments on the alignment. The Operator must state that it is a priority call, giving train number, direction, and location. The Operator, unless incapacitated from injuries, will be responsible for the safety of Customers, Employees, and the General Public, and also serve as Streetcar's liaison with emergency response personnel at the scene until the arrival of a Superintendent or other Streetcar personnel designated by the Superintendent.

### **702 IMMEDIATE ACTIONS AFTER INCIDENTS**

- A. Following any type of incident, including collisions and derailments, the Operator must bring the Streetcar to an immediate stop, notify the Dispatcher and await instructions.
- B. Other Streetcars approaching the accident scene must stop prior to the accident scene (at a platform if possible) and await further instructions from the Dispatcher.
- C. The Dispatcher must stop all Streetcar movement approaching an accident scene. Only after verifying that the scene is safe will the Superintendent allow Streetcars to move through the area.

### **703 TRAIN EVACUATIONS**

- A. Operators must notify the Dispatcher
- B. Make public address notifications instructing passengers to evacuate train and move to the specified safe location
- C. Open appropriate doors, and direct passengers to a safe location
- D. Operators must also lower the pantograph if evacuation is due to fire or smoke on the vehicle
- E. Operators are required to assist alighting any disabled and elderly passengers as necessary then double check the train to ensure everyone is out of the train.

### **704 EMPLOYEE TO REMAIN AT SCENE**

Employees involved in or witnessing a Streetcar-related accident must remain at or near the accident location until released by a Supervisor.

### **705 FORMS FOR PASSENGERS AND OTHER PARTIES**

Operators whose vehicles have been involved in an accident must distribute and collect the required forms, such as Courtesy Cards, Operator's Exoneration Form, Information Cards, and Other Person Involved Cards. A Supervisor may distribute the above forms in lieu of the Operator doing so.

## **706 REQUIRED REPORTING**

Every employee involved in witnessing or investigating an Atlanta Streetcar related accident, personal injury, disturbance, passenger ejection, or other unusual incident or occurrence must submit a factual and complete written report. Such reports must be submitted to the Superintendent before the end of a shift during which the incident/accident occurred. Employees who observe suspicious objects or packages that are hidden, obviously suspicious, or not typical must immediately report these items to the Dispatcher. Streetcar Employees should follow the Atlanta Police Department's guidelines for identifying and responding to suspicious packages.

## **707 GIVING OUT INFORMATION**

Employees involved in Atlanta Streetcar-related accidents must give their Streetcar Vehicle Number or Train Number to persons requesting information. No further information is required to be given, except to Police and Atlanta Streetcar officials. Information may be given to Atlanta Streetcar Supervisors if they are assisting on scene. Other persons, including attorneys, should be referred to the City of Atlanta Claims Office for information. Employees are not to contact injured parties without the consent of Atlanta Streetcar or the City of Atlanta.

## **708 FLOODED TRACK OR STATION**

Any employee observing a flood condition on or near the track or platform must notify the Dispatcher immediately and await further instructions. An Operator that encounters a flood condition must stop the Streetcar prior to entering the flooded area. A flood condition exists when large collection(s) of water disturb(s) the right-of-way and the water level is at or near the top of the rail.