CONDUCTOR WRITTEN EXAM
STUDY GUIDE
Purpose of this study guide:

This STUDY GUIDE has been developed to prepare candidates for the upcoming PATH Conductor written exam. It is the responsibility of each candidate to download, review, and memorize information contained in this study guide prior to taking the written examination. All questions on the PATH Conductor written exam will directly come from information contained in this study guide. Test questions will cover material from ALL sections of the study guide and will not be limited to information contained in written passages. This includes information contained in diagrams, tables, and the glossary of Definitions and Accepted Abbreviations.

Candidates will not be allowed to access the study guide while taking the written exam.

DO NOT bring this study guide to your scheduled written examination session.

Disclaimer: Information contained in this document may not reflect current PATH operating rules, policies, or procedures. All test material will be based on information as it is presented in this document.
GENERAL RULES OF CONDUCT

A. Drugs and Alcohol

1. The possession or use of intoxicants or narcotics by employees while on duty is prohibited. No employee shall present themselves for or perform any service for PATH while under the influence of intoxicants or narcotics. “Intoxicants” includes unauthorized use or abuse of prescription or over-the-counter medication that may impair work performance or safety of oneself, coworkers, or passengers.

2. An employee shall refuse to permit another employee who appears to be unfit for duty, to relieve them or perform any service for PATH. In such case, the employee, must notify his Supervisor or other appropriate authority immediately.

3. Employees shall be subject to medical tests for the presence of controlled or dangerous substances, drugs and/or intoxicants during, but not limited to, the following circumstances: annual or special medical fitness examinations, reasonable suspicion, promotion evaluations, return to duty examinations, post-accident and post-incident reasonable suspicion medical examination or government mandated drug and alcohol testing.

4. Employees who are subject to a drug or alcohol test and who test positive for the presence of a controlled, dangerous or prohibited substance or an intoxicant, the presence of which cannot be explained as a medical necessity in the discretion of the Chief Medical Officer, shall be subject to discipline.

B. Smoking

1. Smoking on PATH property is prohibited except for those areas designated as a smoking area.

C. Miscellaneous

1. Every employee must examine bulletin boards or other media for transmitting information before going on duty to make certain they are familiar with all bulletins, notices and special instructions. Unauthorized removal of posted information is prohibited.

2. Employees who are asked to identify themselves must provide their badge number immediately.

3. No employee may accept a summons or subpoena on behalf of the PATH Corporation unless specifically instructed to do so. Should an employee be served with a summons or subpoena to report to any court or officer, he must notify his immediate Supervisor at once.

4. All articles found on PATH property must be turned in promptly to the Train Dispatcher/Terminal Supervisor at the nearest terminal or to the PATH Police Desk at Journal Square.

5. Property furnished by PATH for use by employees must be returned immediately upon request to their Supervisor or to the proper officer upon leaving PATH service. PATH reserves the right to withhold from wages due, the value of any property not returned.
6. Employees are prohibited from speaking with the media or divulging PATH information unless expressly authorized by the Media Relations Department to do so. Inquiries from news media must be referred to an immediate Supervisor.

7. Employees are required to disclose all relationships with other employees at the time of hire, or to their Division Superintendent when relationships occur or change subsequent to hire.

**D. Safety Rules**

1. Any tool, material, machine, chair or other device that is provided for an employee must be inspected by the employee prior to use to ensure that it is in proper working condition. Defective equipment must not be used and must be reported immediately to the Supervisor/Foreman.

2. Employees must report at once any unsafe work condition that could endanger themselves or others.

3. PATH will issue reflective safety vests and safety shoes, which must be worn at all times when walking or working on or adjacent to tracks.

4. Maintenance employees, Engineers, Engineers/Switching, Conductors, Yard Supervisors, Coin Room staff, Passenger Information Agents and all Field Supervisory staff are required to wear steel/composite toed safety shoes that meet ASTM Standard F2413-05 I/75 C/75 for impact and compression and are (EH) Electrical Hazard approved.

5. Employees shall not wear any apparel or items, which will limit or restrict vision, hearing or movement while on or about in service tracks other than approved and prescribed safety equipment.

6. Conductors and Engineers must keep cab doors and sash windows locked when not in use. In addition, the vestibule doors on both ends of each train in service must be locked. Employees must keep their heads and bodies within the dynamic envelope of moving cars, locomotives, and maintenance equipment unless their job specifically requires otherwise. In that case, extreme caution must be used and clearances must be checked beforehand.

7. Employees must not board or get off a moving train. Employees must use prescribed handholds and footholds when climbing on or off cars, locomotives and maintenance equipment. Employees must exercise caution when using handholds, ladders, steps or other parts that may be damaged, defective or slippery due to conditions such as, but not limited to, grease, oil, water, ice or snow.

8. Employees are prohibited from climbing upon, riding upon or working upon the top or roof of any passenger car or work car except cars placed in shop or yard tracks, and only when authorized by the Shop Foreman.

9. Immediately upon becoming aware of potentially dangerous or unsafe condition on or about PATH trains, equipment or property, employees must notify their Supervisor, the Trainmaster and/or the PATH Police Desk.

10. Employees must notify the Trainmaster promptly of any condition that might interfere with the safe movement of trains.
11. Employees must notify the Trainmaster promptly of any condition that might interfere with the safe operation of railroads adjacent to PATH.

12. Employees must observe passing trains for defects and proper display of headlights, and destination signs. The observation of any defect and/or improper display of headlights and destination signs shall be promptly reported to the train crew and the Trainmaster.

13. All employees are required to immediately report trespassers on PATH property.

14. Operating crews are required to report any employees in the track area that the Trainmaster, Train Dispatcher/Terminal Supervisor or the Daily Maintenance Sheet did not previously identify.

15. Employees shall not enter track areas without prior authorization from the Trainmaster, Train Dispatcher/Terminal Supervisor, Yard Supervisor, or Tower Operator.

16. Walking on or crossing tracks is prohibited except in the discharge of duty. Employees who are authorized to walk or work in track areas must comply with applicable rules.

17. Employees must not cross the tracks immediately after a train has passed. Employees must first look in both directions for approaching trains before crossing tracks. When crossing tracks in front of or behind standing equipment, allow at least 25 feet from the equipment to cross safely.

18. Employees must expect movement on any track, in any direction, at any time. They must identify and be aware of an available place of safety at all times.

19. When necessary to cross over the Third Rail, employees must avoid the area of the Third Rail side incline. Employees must not sit upon and are to avoid stepping on the Third Rail cover-board.

20. Employees must not walk on or step on running rails, train stops, switch movements, transponders or other field mounted equipment.

21. Employees engaged in making repairs on or about cars or moving equipment must protect themselves against movement of the cars by the use of blue signals as described in “BLUE SIGNAL DISPLAY”.

22. Employees must immediately notify the Trainmaster of any fire on or adjacent to PATH property.

23. Employees must be familiar with the location of fire extinguishers and how to use them. Where appropriate, employees should take appropriate action to put out incipient fires before they spread.

24. Employees must report expended fire extinguishers to the Communications Agent.
25. Commanding officers and Commanding Officers of a municipal fire department are authorized to direct operating personnel to stop trains from passing a fire near the track. Police officers and Commanding Officers of a municipal fire department are authorized to order power removal. The employee so ordered to remove power must immediately notify the Trainmaster.

26. Employees must know how to use the Emergency Power Alarm System (EAPS) and location of power removal boxes, in case emergency power removal is required. Locations of EAPS and power removal boxes are indicated by a blue light orb or by a yellow-covered tunnel light.

27. Activation of the Emergency Power Alarm System immediately removes power from the Third Rail in that power section, and the power section immediately before and after it, and sends an alarm to the Power Director. After activating the Emergency Power Alarm System, employees must immediately contact the Trainmaster, giving their name, badge number and explaining the nature of the trouble.

28. In order to restore power after an Emergency Power Alarm System has been activated, the employee who activated the alarm or his authorized representative may order power restored after properly identifying themselves by name and badge number to the Trainmaster. The employee ordering power restored must verify that conditions do not exist whereby risk could occur to life or property when the electricity is restored to the Third Rail. The employee who originally removed the power is solely responsible for restoration unless notification has been made to the Trainmaster and Power Director that this authority has been transferred to a relieving employee.

29. Employees must take every precaution to protect themselves and others from electric shock. The Third Rail and all contact shoes on cars are to be considered energized at all times and employees must avoid coming in contact with them. Employees are particularly cautioned against permitting anything to fall upon or strike the Third Rail and cause injury to themselves or others. No article shall be placed or hung in such a way as it could come in contact with the Third Rail.

30. Employees working on or about track switches must not put their hands or feet between switch points, stock rails or switch housings until the switch has been taken out of service and securely clamped or physically blocked so that it cannot be moved by the interlocking tower. Employees are required to notify the Trainmaster in advance of such work and receive his approval to remove the switch from service. The employee who removed the switch from service is solely responsible to restore the switch to service unless the Trainmaster has been notified that authority to restore the switch to service has been transferred to a relieving employee.

31. Third Rail hand switches or breakers must not be opened or closed except by order of the Power Director, who must notify the Trainmaster before power is removed or restored, except during emergencies.

32. Employees must not remove or tamper with machine guards.

33. In the case of a claimed injury to an employee while on duty, the employee must notify his Supervisor/Foreman no later than the end of their work tour.

34. Any injury to a customer, however slight, must be immediately reported to the PATH Police Desk, the Trainmaster, and the employee’s Supervisor.
35. Whenever a train is left standing unattended for any reason, sufficient parking brakes will be applied to prevent unwanted movement. Engineers should fully release air brakes to test that parking brakes are sufficient. Work train Engineers will test parking brakes in this manner before removing power.

**SIGNAL RULES**

**A. VISIBLE SIGNALS**

1. **Visible Signals** are those signals that may be given by hand, flag or flashlight. Employees whose duties may require them to give signals, must provide themselves with the proper equipment, keep the equipment in good order and ready for immediate use. Flags of the prescribed color must be used in daylight and lights of the prescribed color must be used in the tunnels and at night or when outside light may be inadequate to easily distinguish flag colors.

2. **Signal Color Indications** that may be used are:

<table>
<thead>
<tr>
<th>Signal Color</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red</td>
<td>Stop</td>
</tr>
<tr>
<td>Yellow</td>
<td>Proceed at reduced speed</td>
</tr>
<tr>
<td>Green</td>
<td>Resume normal speed</td>
</tr>
<tr>
<td>Blue</td>
<td>For use when working on or about train cars</td>
</tr>
<tr>
<td>White</td>
<td>For hand signals. Flashing white indicates personnel in track area.</td>
</tr>
</tbody>
</table>

3. **Hand, Flag, and Flashlight Signals.** In giving visible signals by hand, flag or flashlight, it must be done clearly so that no misunderstanding can result from imperfect signals. HAND, FLAG AND FLASHLIGHT SIGNALS must be performed in the following manner:

<table>
<thead>
<tr>
<th>Hand Signal</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swung at right angle to track</td>
<td>Stop</td>
</tr>
<tr>
<td>Raised and lowered vertically</td>
<td>Proceed</td>
</tr>
<tr>
<td>Swung vertically in a circle at half arm's length at right angle to track</td>
<td>Back Up</td>
</tr>
</tbody>
</table>
B. AUDIBLE SIGNALS

Note: The signals prescribed are illustrated by "o" for short sounds; "_" for long sounds.

1. Train Whistle Signals

A continuous blast of the train whistle is an emergency signal for Conductor to pull emergency cord and apply parking brakes on train.

<table>
<thead>
<tr>
<th>Sound</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>_</td>
<td>Apply Brakes. STOP</td>
</tr>
<tr>
<td>_ _</td>
<td>Release brakes. PROCEED.</td>
</tr>
<tr>
<td>o o o</td>
<td>BACK UP, used by engineer after receiving a signal to back up before starting the backup movement.</td>
</tr>
<tr>
<td>_ _ _</td>
<td>Used to call for Car Inspector when entering train station.</td>
</tr>
<tr>
<td>_ _ _ _</td>
<td>Used to call for signal.</td>
</tr>
<tr>
<td>_ _ _ _</td>
<td>Used to call for Police when entering train station.</td>
</tr>
</tbody>
</table>

Engineers must not use the whistle unnecessarily, but must sound warning signals as soon as it appears to them that a person on or near the track or station platform is not taking the proper precautions for safety.

2. Buzzer Signals (onboard communication system used between Conductor and Engineer)

<table>
<thead>
<tr>
<th>Sound</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>_</td>
<td>STOP at once</td>
</tr>
<tr>
<td>_ _</td>
<td>PROCEED</td>
</tr>
<tr>
<td>o o o</td>
<td>BACK UP, used when standing</td>
</tr>
<tr>
<td>_ _ _</td>
<td>Stop at next station or employee stop, used when running</td>
</tr>
<tr>
<td>_ _ _ _</td>
<td>Apply or Release Brakes, used during air brake test</td>
</tr>
<tr>
<td>o _ o</td>
<td>Request for the Conductor to contact the Engineer</td>
</tr>
</tbody>
</table>

Train crews must ensure that the buzzer system is functioning prior to leaving an initial terminal. If the buzzer system is not working, a functioning alternate system must be used.
3. Interlocking Whistle Signals

<table>
<thead>
<tr>
<th>Sound</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>_ _ _ _</td>
<td>All movements within interlocking limits STOP immediately</td>
</tr>
<tr>
<td>0 0</td>
<td>Resume normal movement after receiving the proper signal or permission of Tower Operator</td>
</tr>
<tr>
<td>_ _ _ _</td>
<td>Call for Car Inspector</td>
</tr>
<tr>
<td>_ _ _ _</td>
<td>Call for Signal Maintainer</td>
</tr>
<tr>
<td>0 0 0 0 0</td>
<td>Call for Trackman or Power Rail Maintainer</td>
</tr>
</tbody>
</table>

C. FIXED SIGNALS

1. Fixed Signals are divided into three classes:

   A. Interlocking Signals govern the movement of trains through interlocking territory and are marked with an X.

   B. Automatic Block Signals govern the movements of trains running in the established direction of traffic on main tracks and are marked with a Z or K.

   C. Miscellaneous Indicators do not indicate block status but give information of various kinds to Engineers in the operation of their train. (i.e. Train Order, High Water, etc.)

2. Signal aspects shall be shown by the color of lights, flashing of lights, or any combination thereof. They may be identified by number plate, letter plate, or any combination thereof.

3. Fixed signals do not dispense with the need to obey other signals that may be of a more restrictive nature (i.e. flag or lamp).

   In the event of a conflict between fixed and other signals, the Engineer will be governed by the most restrictive indication.

4. Interlocking signals are the fixed signals of an interlocking. They govern train movements over routes within an interlocking. Interlocking signals are normally designated by use of the letter “X” on their number plates.

5. To pass an interlocking signal in the Stop position, the train crew must receive Verbal Authority from the Trainmaster. Permission must not be given until the Engineer brings the train to a complete stop. After the Trainmaster issues permission to pass a signal in the Stop position the Engineer will proceed at “Restricted Speed” until all cars have cleared the interlocking:
### EXAMPLES OF INTERLOCKING SIGNALS

Note - the color grey signifies lunar white and the color white signifies a blank space.

<table>
<thead>
<tr>
<th>FIG. 1</th>
<th>FIG. 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Signal Diagram" /></td>
<td><img src="image2" alt="Signal Diagram" /></td>
</tr>
</tbody>
</table>

**INDICATION:** Proceed  
**NAME:** Clear

<table>
<thead>
<tr>
<th>FIG. 1</th>
<th>FIG. 2</th>
<th>FIG. 3</th>
<th>FIG. 4</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image3" alt="Signal Diagram" /></td>
<td><img src="image4" alt="Signal Diagram" /></td>
<td><img src="image5" alt="Signal Diagram" /></td>
<td><img src="image6" alt="Signal Diagram" /></td>
</tr>
</tbody>
</table>

**INDICATION:** Proceed Left Hand Route Preparing to Stop at Next Indicator  
**NAME:** Left Approach

**INDICATION:** Proceed Right Hand Route Preparing to Stop at Next Indicator  
**NAME:** Right Approach

**INDICATION:** Proceed at Restriction Speed  
**NAME:** Restricting
UNUSUAL OPERATING CONDITION PROCEDURES

1. When a train becomes disabled between stations, the following train, on instructions from the Trainmaster, will couple and push it slowly to the next station where customers should be requested to disembark and take the next following train. The disabled train will be immediately helped to the nearest terminal, unless otherwise instructed. Should the forward car of a train become inoperative requiring the Engineer to operate from other than the head car, the Conductor must be stationed in the Engineer's cab of the first car of the train and from there, observe signal indications in advance and relay signal information to the Engineer by means of the intercom, public address, radio or buzzer system.

2. Whenever a train is delayed at a station platform due to a stoppage ahead, the Conductor will leave the train doors open to permit any customers who desire to leave the train to do so. If the car doors have been closed and the "proceed" signal passed forward before it is realized that there is a stoppage ahead, the Conductor must inform the Engineer before opening the car doors.

3. Each car is equipped with a Conductor's emergency brake valve. This valve is equipped with a handle that gives control of the brakes to the Conductor. The pulling of this handle opens the valve and applies the brakes in emergency. This control of the brake is given to the Conductor for the sole purpose of preventing accidents and they must not use this emergency feature except for that purpose.

4. Should the train crew be directed to evacuate the train, the crew will remove the emergency stairway and platform from the Emergency Closet behind the Engineer’s cab and put it in place.

MOVEMENT BY TRAIN ORDERS

1. Train Orders will be issued for the following reasons:

   - For movement of work trains, self-propelled vehicles and Hi-Rail Vehicles to work sites.
   - To identify the limits of work rights of any work equipment.

2. Train Orders shall be written and issued by authority of the Superintendent of Transportation. They must be brief and clear, on the prescribed forms when applicable, and without erasure or alteration.

ON-TRACK SAFETY

1. No employee may enter a track area except in the performance of duty. Employees must request and receive permission from the Trainmaster, Train Dispatcher/Terminal Supervisor, Yard Supervisor, or Tower Operator prior to entering the track area. Upon clearing the track area, employees are required to report clear.

2. All employees assigned to work in track areas must be trained on PATH flagging rules and procedures. Employee qualification cards must be presented on demand by any Employee In Charge, PATH Supervisor or FRA representative. All employees assigned to work in track areas must be trained Annually.
3. Flags and/or lamps and portable train stops, when used, will be placed in the following manner:

- **Green and yellow flags/lamps** are to be placed on the side of the approaching Engineer’s cab, approximately 2 feet to the right of the railroad tie and approximately 4 feet high. Flags/lamps must not be placed in such a manner as to obscure other signals.

- **Red flags/lamps** are to be placed between the running rails.

- **Portable train stops** will be clamped to the outside of the running rail on the side opposite the approaching Engineer’s cab.

4. When it is necessary to remove a track from service due to an emergency, unexpected event or in the case of a quick repair or other reason of short duration, the Trainmaster, Train Dispatcher/Terminal Supervisor, Yard Supervisor, or Tower Operator may issue Foul Time to an employee by holding all trains clear of the defined area of track until the employee reports clear of the track area and releases foul time. The employee receiving Foul Time must repeat the track letter or number, track limit and time limit back to the Trainmaster.

5. All employees assigned to work in track areas must be trained on PATH flagging rules and procedures. Employee on track safety (OTS) qualification cards must be presented on demand by any Employee In Charge, PATH Supervisor or FRA representative. All employees assigned to work in track areas must be trained annually.

**BLUE SIGNAL DISPLAY**

1. The display of Blue signals signifies that workers are on, under, or between rolling equipment. When so displayed the equipment may not be coupled or moved. Other rolling equipment may not be placed on the same track that will reduce or block the view of a blue signal. Rolling equipment may not pass a displayed blue signal. Blue signals must be displayed in accordance with by each group of workers prior to their going on, under, or between rolling equipment and may only be removed by the same group that displayed them.

**REQUIREMENTS OF THE HOURS OF SERVICE LAW**

1. Employees whose legal hours of service are restricted by law must take action through the proper officer to avoid excess periods of service. They must keep an accurate log of their hours.

   Train service employees engaged in the movement of trains are not permitted to work in excess of twelve (12) consecutive hours. After working a full twelve consecutive hours, an employee must be given at least ten (10) consecutive hours off duty before being permitted to return to work.

2. Train service employees engaged in the movement of trains are not permitted to continue on duty or go on duty unless he has had at least eight consecutive hours off duty within the preceding twenty-four hours.
CONDUCTOR JOB SPECIFIC INFORMATION

1. Conductors report to and receive instructions from the Trainmaster, Assistant Trainmaster, Operations Examiners and Train Dispatcher/Terminal Supervisor.

2. Conductors are responsible for the safety and proper care of their trains, for the conduct of the crew and for their attention to the rules and the safety of the passengers.

3. Conductors and Engineers are jointly responsible for ensuring their trains are kept on schedule and that the proper station stops are made.

4. Conductors on duty must be neat and clean in appearance; uniformed employees must wear the prescribed uniform and badge.

5. Before leaving a terminal or yard, they must inform their Engineer as to the number of cars in the train. They must see that proper end destination and side signs are properly displayed.

6. Conductors must see that all door enable and drum switches on their train are set in proper position before leaving the terminal. They must see that the front door of the first car and the rear door of the last car are kept locked. They will be responsible for the proper function of heat, lights and air conditioning on their train.

7. Conductors must be familiar with and follow procedures contained in Operating Instruction Manuals. The normal Conductor’s operating position is in the first and second car. If for any reason the Conductor has to change operating positions he must inform both his Engineer and the Trainmaster of this fact.

8. Conductors are required to personally perform their duties and under no circumstances will they allow anyone to perform any of their duties except persons authorized to do so for the purpose of training and familiarization of the road.

9. Conductors must be at their position on trains, ready to proceed, no less than two minutes before leaving time.

10. Conductors must not leave their posts while train is in transit except in the performance of their duties. They must have a flashlight and safety vest available for emergency use.

11. Conductors must announce clearly and distinctly over the public address system the destination of the train and advise customers to please step back and avoid the closing doors before closing the doors at each station. The name of the next station must be announced as soon as the train starts and again when it arrives at the station.

12. Conductors finding articles on trains or in stations must deliver them as promptly as possible to the Train Dispatcher/Terminal Supervisor.

13. Conductors must give their badge number in lieu of their name to any customer upon request without delay or argument. They must be vigilant and devote themselves exclusively to the performance of their duties. Conductors are not permitted to bring newspapers, magazines, books, radios, or other similar electronic devices, food, beverage containers or other items onto trains.
14. Conductors must not permit customers to leave cars to walk to a station or emergency exit except during an extreme emergency or when directed to do so by the Trainmaster.

15. Conductors must promptly notify the Trainmaster or Train Dispatcher/Terminal Supervisor in case of defects in the cars that would interfere with the safe operation of trains.

16. Conductors must not permit the playing of musical instruments, the sale of newspapers or merchandise or the soliciting of alms of any description on trains. Smoking is not permitted on the train or in any stations.

17. At stations where starting lights are used, they must not close doors until the starting lights are lighted (constant) unless assured the starting lights are out of order.

18. Conductors must report dirty or unserviceable conditions on their trains to the Trainmaster or Train Dispatcher/Terminal Supervisor.

19. Conductors must not give orders to skip stations except in case of emergency and must notify the Trainmaster immediately when this occurs. Car doors must be opened promptly after the train makes a proper station stop and must be closed promptly when customers are aboard. The Master Key must not be left unattended in the Master Key Switch. In order to avoid an accident, extreme care and vigilance must be exercised and reasonable opportunity given to all customers to board and leave trains with safety. Car doors must be opened at all station stops irrespective of whether there are customers to leave or board the train. Special care must be used to see that infirm or elderly persons or persons with children are in safe position before closing doors.

20. Should a customer be caught or held by a closing door when train is not moving, Conductors must prevent the train from starting (using the emergency brake valve if necessary) until the customer is released. Should such a condition not be known until after the train is moving, the Conductor must immediately pull the emergency brake valve and bring train to a stop, then release the customer.

21. Conductors must remain at their operating position, in position to observe the platform, while the train is departing from stations so that they may take instant action to prevent injuries to customers. Should an employee wish to disembark from a train at any point between stations, the Conductor must not open the car door until the train has come to a full stop and must not close the door to give the starting signal until positively assured that the employee has reached a position of safety.

22. Conductors must make a complete report when so ordered of any unusual occurrences to their train, giving full particulars by submitting a written statement or Unusual Occurrence Report without delay, upon the direction of PATH.

23. Conductors must not use any device, electronic or otherwise, or reading material that interferes with work is prohibited. Personal electronic or electrical devices, including those used for voice communication, must be turned off and stored out of sight. Any earpieces, headphones or other similar peripheral devices must be stored out of sight during the performance of service, on trains, station areas and platforms inside the fare zone, in the Control Center, Train Dispatcher’s Offices and Towers.

24. Conductors shall not sleep nor give the appearance of sleeping while on duty.
25. Conductors shall change their operating position should a disabled person require the use of the space.

GLOSSARY OF DEFINITIONS AND ACCEPTED ABBREVIATIONS

**Automatic Train Dispatcher** - System to automatically dispatch trains on a predetermined schedule.

**Automatic Train Stop** - A device consisting of an arm which engages the tripper valve on a rail car, causing a full emergency application of the brakes if a train fails to stop prior to a signal indicating STOP.

**“C” Car** - Rail car without an Engineer’s cab.

**Clearance** - The suitable amount of space or distance required to allow a train or other vehicle to pass without obstruction.

**Collector Train** - A train operated without customers for the collection of revenue at stations.

**Consist** – Two or more cars coupled together to make up a train, e.g. an eight car consist.

**Contact Shoe** - Device which conducts electrical current from the Third Rail to the railcar.

**Diesel-Electric Locomotive** – A locomotive in which the Diesel engine drives an electrical generator whose output provides power to the traction motors.

**Dynamic Envelope** – The Space a railcar may occupy while in motion.

**Insulated Joint (IJ)** - A non-conducting rail joint used to isolate signal blocks or sections. IJ’s are normally located adjacent to fixed signals.

**Interlocking** - An arrangement of signals and signal appliances installed at various locations where it is necessary to route trains from one track to another, at drawbridges, and at various “holding” locations throughout the system. They are so designed that no conflicting or opposing movements can be made. An interlocking may be controlled locally or remotely from a distant location. Interlocking limits are the tracks between the opposing home signals of an interlocking.

**Interlocking Signal** - A fixed signal at the entrance of a route to govern trains entering and using that route. It will be identified by a plate showing both the signal’s number and letters which will include the letter “X”.

**Lamp** - Flashlight or other lighted instrument.

**Light Train** - A train operated without customers.

**Restricted Speed** - Proceed not exceeding 12MPH, prepared to stop short of train, obstruction, workers fouling the track, or switch not properly lined and to look out for broken rail. A speed that will permit stopping within one-half range of vision.

**Running Rail** - The rail upon which the wheels of the train rest.
**Scraper Train** - A train operated without customers for the purpose of removing snow or ice from the Third Rail and tracks.

**Shop Train** - A train operated without customers to a repair point and whose consist may include one or more defective cars.

**Shunt** - An electrical condition caused by the wheels of a car or Maintenance of Way Equipment on the track which indicates track occupancy.

**Single Track Operation** - The movement of trains in both directions on the same track.

**Third Rail** - The rail which provides traction power for the operation of a train. Also known as a power rail or contact rail.

**Third Rail Cover-Board** - A wood, fiberglass or other similar non-conductive material board, that typically attaches to a series of brackets and provides cover over the 3rd Rail.

END OF DOCUMENT