

San Francisco Municipal Railway

Rules and
Instructions
Handbook



7. SPECIAL OPERATIONS

7.1 ATCS Territory

- 7.1.1 Upon failed portal entry, the operator must notify OCC, obtain permission to operate in cut-out mode. The operator is responsible for the safe manual operation of the train. Trains in cut-out mode are not under ATCS control, and are to be governed by speed restrictions.
 - 7.1.2 Trains entering in ATCS cut-out mode must notify OCC when about to make a portal entry. The train must not proceed without an authorized route from OCC.
 - 7.1.3 SLRV trains with CAB signals cut-out or trains without CAB signals must not be operated in ATC territory without permission from OCC.
 - 7.1.4 Trains entering ATCS territory must stop in the Train Makeup Verification (TMV) block to allow the ATCS system the opportunity to acquire the train in CAB/street mode.
 - 7.1.5 OCC may authorize movement over a switch/interlocking without use of switch cranks if ATCS is active and the appropriate cleared signal for the requested move is displayed.
 - 7.1.6 If an ATCS train fails enroute, the train shall not be moved without authorization from OCC.
 - 7.1.7 Non ATCS equipped trains are not under ATCS control and are to be governed by speed restrictions.
- ### **7.2 Reverse Running on Street and in ATCS Territory**
- 7.2.1 Reverse running is prohibited unless authorized by the OCC.