

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.