

EO-26 Summary

(Applies only to railroad operating employees)

(c) Personal electronic and electrical devices.

1. Turned off with any earpiece removed from the ear while on a moving train (except in accordance with railroad rules and instructions for radio failure or in an emergency).
2. Turned off with any earpiece removed from the ear when a duty requires any railroad operating employee to:
 - be on the ground;
 - ride rolling equipment during a switching operation; or
 - when another employee of the railroad is assisting in the preparation of the train (e.g. during an air brake test).
3. Is authorized only for voice communication and only when such use does not interfere with the railroad operating employee's performance of safety related duties.

(d) Railroad-supplied electronic and electrical devices.

1. Use is prohibited by a locomotive engineer or RCO:
 - (a) while on a moving train.
 - (b) when a duty requires any member of the crew to:
 - be on the ground;
 - ride rolling equipment during a switching operation; or
 - when another railroad employee of the railroad is assisting in preparation of the train (e.g. during an air brake test).
2. Use is authorized in the cab of a moving locomotive for a railroad operating employee, other than a locomotive engineer operating the controls of a moving train,
 - for an authorized business purpose.
 - after a safety briefing provided that all assigned personnel on the crew agree it is safe to do so.Any other use is prohibited in the cab.
3. Use is authorized within the body of a passenger train or railroad business car for:
 - an approved business purpose; and
 - provided that such use does not inhibit the railroad operating employee's responsibility to perform any assigned safety sensitive duty.
4. Use is authorized for freight train crew members for an approved business purpose while on duty outside the locomotive cab when:
 - the employee is not fouling a track;
 - no switching operation is underway;
 - no safety duties are presently required; and
 - all members of the crew have been briefed that operations are suspended.

(e) Operational Testing.

1. Must include requirements of EO-26 and specifically include a minimum number of operational tests and inspections.
2. Railroad officers, managers or supervisors may not call the personal or railroad-supplied electronic or electrical device used by a locomotive engineer while the train to which the locomotive engineer is assigned is moving.
3. Limitations of EO-26 continue in effect even though the train movement, switching operation or other activity is temporarily suspended during an operational test.

(f) Exceptions. Notwithstanding any other provision of this order-

1. A railroad operating employee may use the digital storage and display function of a personal or railroad-supplied electronic device to refer to a railroad rule, special instruction, timetable or other directive, if such use is authorized under a railroad operating rule or instruction;
2. Railroad operating employees may use a personal or railroad-supplied wireless communication device as necessary to respond to an emergency situation involving the operation of the railroad or encountered while performing a duty for the railroad;
3. A locomotive engineer (including an RCO) may use electronic control systems and informational displays presented to the locomotive engineer within the locomotive cab or on a remote control transmitter to operate a train or conduct a switching operation, including functions associated with controlling switches;
4. Under conditions authorized under 49 CFR Part 220, a railroad operating employee may use a railroad-supplied or railroad-authorized working wireless communication device, in lieu of the railroad radio, to conduct train or switching operations;
5. A railroad employee may refer to a digital timepiece to ascertain the time of day or to verify the accuracy of speed indicators.

(g) Training.

1. Each railroad shall instruct each of its railroad operating employees and supervisors of railroad operating employees concerning the requirements of EO-26 and implementing rules and instructions.
2. Instruction must be sufficient to ensure understanding of EO-26 including distinctions between this rule and any more stringent requirements implemented by the railroad.

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