BLUE FLAG

Blue signal protection must be provided whenever workmen are on, under or between rolling equipment. "Workman" means railroad employees assigned to inspect, test, repair, or service railroad rolling equipment, or their components including brake systems. Train and yard crews are excluded except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

On Track Other Than Main Track:

a. Blue signal must be displayed at or near each manually operated switch providing access to the track.

b. Each such switch must be lined against movement to that track and locked with effective locking device.

c. If switch is remotely controlled, the operator of the switch is required to inform the person in charge of the workmen that the switch providing access to the track has been lined against movement on the track and is locked. Locking devices may not be removed until informed by person in charge of workmen that it is safe.

d. If crossovers are involved, both switches at each crossover must be protected as in (a), (b) and (c).

On Main Track:

a. Blue signal must be displayed at each end of rolling equipment.

b. If equipment to be protected includes one or more locomotives, blue signal must be attached to controlling locomotive.

c. If emergency repair work and blue signals are not available, the enginemen or operator must be notified and measures taken to protect the employees.

Similar procedures are applicable at a locomotive servicing track area and at a shop repair track area.

49 U.S.C. §§ 20131-20132
49 C.F.R. §§ 218.1-218.30