



Rules of
Department of Transportation
Division 265—Motor Carrier and Railroad Safety
Chapter 9—Rail Fixed Guideway Systems

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**Title 7—DEPARTMENT OF
TRANSPORTATION**
**Division 265—Motor Carrier and
Railroad Safety**
**Chapter 9—Rail Fixed Guideway
Systems**

**7 CSR 265-9.010 Applicability of Chapter;
Definitions**

PURPOSE: This rule provides that this chapter is to govern rail fixed guideway systems instead of 7 CSR 265-8 and prescribes definitions for certain words and terms used in the rules within this chapter.

PUBLISHER'S NOTE: The secretary of state has determined that the publication of the entire text of the material which is incorporated by reference as a portion of this rule would be unduly cumbersome or expensive. This material as incorporated by reference in this rule shall be maintained by the agency at its headquarters and shall be made available to the public for inspection and copying at no more than the actual cost of reproduction. This note applies only to the reference material. The entire text of the rule is printed here.

(1) Notwithstanding any provision within 7 CSR 265-8 to the contrary, rail fixed guideway systems (RFGS) as defined in Title 49 Code of Federal Regulations (CFR) Parts 659.5 and 674.7 shall be governed by the rules in this chapter, and not by the rules in 7 CSR 265-8. The regulations in 49 CFR Parts 659.5 and 674.7 are incorporated herein by reference and made a part of this rule as published October 1, 2016 by the Federal Transit Administration, United States Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. This rule does not incorporate any subsequent amendments or additions of these regulations.

(2) As used in this chapter unless the context clearly requires otherwise, the following definitions and the definitions in Title 49 CFR Parts 659 and 674 and Title 49 United States Code (USC) 5329, which are incorporated by reference and made a part of this rule as published by the United States Government Publishing Office, 732 North Capitol Street NW, Washington, DC 20401 on October 1, 2016 and March 15, 2016, respectively, and this rule does not incorporate any subsequent amendments or additions to the CFRs and USC, apply:

(A) Commission. The Missouri Highways and Transportation Commission;

(B) Contractor. An entity that performs

tasks required by 49 CFR Part 659, on behalf of the rail fixed guideway system or the division. A rail fixed guideway system may not be a contractor for the division;

(C) Department. The Missouri Department of Transportation;

(D) Division. The Multimodal Operations Division within the Department of Transportation, which is authorized by the state Highways and Transportation Commission, as the State Safety Oversight Agency (SSOA) for the state of Missouri. Whenever the term "division" is used within the rules in this chapter, it means the Multimodal Operations Division;

(E) Employee. Any individual employed by a rail fixed guideway system for any period in any work for which s/he is compensated, whether full- or part-time, whose regular course of employment relates to the operation, inspection, maintenance, or construction of the physical rail fixed guideway system property or the operation of trains;

(F) FTA. The Federal Transit Administration, an agency within the United States Department of Transportation;

(G) Passenger operations. The period of time when any aspect of rail transit agency operations are initiated with the intent to carry passengers;

(H) Pedestrian grade crossing. A location where one (1) or more rail transit system tracks cross a public sidewalk or pathway used by pedestrians at grade;

(I) Rail-highway grade crossing. A location where one (1) or more rail transit system tracks cross a public highway, road, street, or private roadway, and includes a pedestrian grade crossing. A rail-highway grade crossing does not include highway or pathway intersections on a street running rail transit system;

(J) Rail transit agency. An entity that operates a rail fixed guideway system;

(K) Rail transit system. A rail fixed guideway system (RFGS) in accordance with 49 CFR Part 659 and a rail fixed guideway public transportation system in accordance with 49 CFR Part 674;

(L) Security plan (SP). A document developed and adopted by the rail transit agency describing its security policies, objectives, responsibilities, and procedures;

(M) Street running rail transit system. A rail transit system in which the track(s) is embedded in a highway, road, or street and which operates in one (1) or more traffic lanes, either separate from or shared with vehicle traffic, and whose operation is subject to the applicable ordinances and traffic control devices for said public highway, road, or street.

AUTHORITY: sections 389.1005 and 622.027, RSMo 2016. This rule originally filed as 4 CSR 265-9.010. Emergency rule filed Feb. 5, 1993, effective Feb. 15, 1993, expired June 14, 1993. Original rule filed Nov. 4, 1992, effective June 7, 1993. Emergency amendment filed Aug. 19, 1996, effective Aug. 29, 1996, expired Feb. 25, 1997. Emergency amendment filed Dec. 20, 1996, effective Dec. 30, 1996, expired June 27, 1997. Amended: Filed June 22, 1998, effective Feb. 28, 1999. Moved and amended: Filed: Nov. 20, 2006, effective June 30, 2007. Amended: Filed Oct. 6, 2017, effective May 30, 2018.*

**Original authority: 389.1005, RSMo 1996 and 622.027, RSMo 1985, amended 1993, 1995.*

**7 CSR 265-9.020 State Safety Oversight
Agency Authorities and Requirements**

PURPOSE: This rule adopts a system safety program standard, and requires every rail fixed guideway system to establish, implement, and maintain a system safety program plan and security plan, which meets the FTA requirements under 49 CFR part 659, and the requirements of this rule.

PUBLISHER'S NOTE: The secretary of state has determined that the publication of the entire text of the material which is incorporated by reference as a portion of this rule would be unduly cumbersome or expensive. This material as incorporated by reference in this rule shall be maintained by the agency at its headquarters and shall be made available to the public for inspection and copying at no more than the actual cost of reproduction. This note applies only to the reference material. The entire text of the rule is printed here.

(1) In accordance with its authority established in section 389.1005, RSMo, and the Designation Letter signed by the Governor of Missouri on June 12, 2017, the division is designated as the State Safety Oversight Agency (SSOA) per 49 United States Code (USC) 5239(e)(4).

(2) The division is responsible for carrying out the responsibilities of an SSOA as set forth in the federal regulations and statute cited in this rule. The division adopts and enforces rules relating to the safe design, engineering, construction, testing, operation, and maintenance of Rail Fixed Guideway Systems (RFGS).

(3) The division incorporates by reference in



this rule the full provisions of 49 *Code of Federal Regulations* (CFR) Part 659, 49 USC 5329, and 49 CFR Part 674, as published by the United States Government Publishing Office, 732 North Capitol Street NW, Washington, DC 20401 on October 1, 2016 and March 15, 2016, respectively. This rule does not incorporate any subsequent amendments or additions of the CFRs and USC.

(4) The SSOA is legally and financially independent from the overseen RFGS.

(5) The division retains the authority to access RFGS property in performance of SSOA duties, including to conduct investigations or to make announced or unannounced inspections.

(6) Documents or information filed with this division by a RFGS under the provisions of this chapter may be closed to public inspection by the RFGS, or by the division as deemed necessary to prevent or mitigate breaches of security. The closure to public access, in whole or in part, of documents or information, does not preclude the division or its authorized personnel from inspecting and copying these provisions, documents, and information, as otherwise provided by law or by the rules of the highways and transportation commission or orders of the division.

(7) Every RFGS shall meet or exceed the FTA's alcohol and controlled substances testing requirements under 49 CFR Part 655, which are incorporated herein by reference and made a part of this rule as published October 1, 2016 by the FTA, United States Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. This rule does not incorporate any subsequent amendments or additions of these regulations.

AUTHORITY: sections 389.1005 and 622.027, RSMo 2016.* This rule originally filed as 4 CSR 265-9.020. Original rule filed Nov. 4, 1992, effective June 7, 1993. Emergency amendment filed Dec. 20, 1996, effective Dec. 30, 1996, expired June 27, 1997. Amended: Filed June 22, 1998, effective Feb. 28, 1999. Moved and amended: Filed Nov. 20, 2006, effective June 30, 2007. Amended: Filed Oct. 6, 2017, effective May 30, 2018.

*Original authority: 389.1005, RSMo 1996 and 622.027, RSMo 1985, amended 1993, 1995.

7 CSR 265-9.040 Safety Reviews Shall Be in Accordance with Federal Transit Administration (FTA) Standards (Rescinded May 30, 2018)

AUTHORITY: sections 389.1005 and 622.027, RSMo 2000. This rule originally filed as 4 CSR 265-9.040. Original rule filed Nov. 4, 1992, effective June 7, 1993. Emergency amendment filed Dec. 20, 1996, effective Dec. 30, 1996, expired June 27, 1997. Amended: Filed June 22, 1998, effective Feb. 28, 1999. Moved and amended: Filed Nov. 20, 2006, effective June 30, 2007. Rescinded: Filed Oct. 6, 2017, effective May 30, 2018.

7 CSR 265-9.050 Signs

PURPOSE: This rule prescribes the requirements for the installation and maintenance of certain required signs used on rail fixed guideway systems.

PUBLISHER'S NOTE: The secretary of state has determined that the publication of the entire text of the material which is incorporated by reference as a portion of this rule would be unduly cumbersome or expensive. This material as incorporated by reference in this rule shall be maintained by the agency at its headquarters and shall be made available to the public for inspection and copying at no more than the actual cost of reproduction. This note applies only to the reference material. The entire text of the rule is printed here.

(1) All safety, directional, warning, and train control signs used on rail fixed guideway systems shall be made of aluminum or other non-corrosive material and covered with a retroreflectorized material to show the same shape and color by day or night. The retroreflectorized material used shall meet or exceed the minimum levels specified in the *Manual on Uniform Traffic Control Devices* (MUTCD) (2009 Edition), which is incorporated by reference and made a part of this rule as published by the Federal Highway Administration (FHWA), United States Department of Transportation (USDOT), 400 7th Street SW, Room 3408, Washington, DC 20590, website: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm. This rule does not incorporate any subsequent amendments or additions of this manual.

(2) The signs shall be maintained in a reasonably clean condition and replaced when they have been impaired by wear or damage.

Sign retroreflectivity shall be assessed and maintained according to the minimum retroreflectivity standards of the MUTCD (2009 Edition), which is incorporated by reference and made a part of this rule as published by the FHWA, USDOT, 400 7th Street SW, Room 3408, Washington, DC 20590, website: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm. This rule does not incorporate any subsequent amendments or additions of this manual.

(3) Notwithstanding section (1) of this rule, the division may require the use of appropriate illumination for the signs.

AUTHORITY: sections 389.1005 and 622.027, RSMo 2016.* This rule originally filed as 4 CSR 265-9.050. Original rule filed Nov. 4, 1992, effective June 7, 1993. Amended: Filed June 22, 1998, effective Feb. 28, 1999. Moved and amended: Filed Nov. 20, 2006, effective June 30, 2007. Amended: Filed Oct. 6, 2017, effective May 30, 2018.

*Original authority: 389.1005, RSMo 1996 and 622.027, RSMo 1985, amended 1993, 1995.

7 CSR 265-9.060 Drug and Alcohol Testing (Rescinded May 30, 2018)

AUTHORITY: sections 389.1005 and 622.027, RSMo 2000. This rule originally filed as 4 CSR 265-9.060. Emergency rule filed Feb. 5, 1993, effective Feb. 15, 1993, expired June 14, 1993. Original rule filed Nov. 4, 1992, effective June 7, 1993. Emergency amendment filed Dec. 20, 1996, effective Dec. 30, 1996, expired June 27, 1997. Amended: Filed June 22, 1998, effective Feb. 28, 1999. Moved and amended: Filed Nov. 20, 2006, effective June 30, 2007. Rescinded: Filed Oct. 6, 2017, effective May 30, 2018.

7 CSR 265-9.070 Hours of Service

PURPOSE: This rule prevents excessive mental and physical strain and fatigue which results from remaining too long at exacting tasks. This rule prescribes the maximum safe number of working hours an employee can be required or allowed to operate a train on the mainline or to directly control the operations of a train on the main line: on a rail fixed guideway system. This rule does not restrict a transit system from adopting and enforcing additional or more stringent requirements not inconsistent with this rule.

(1) This rule applies to every employee who



operates a train on the main line or is directly involved in controlling the operations of a train on the main line of a rail fixed guideway system (RFGS). No RFGS may require or allow any of these employees to perform work in excess of the allowable hours established in this rule.

(2) No employee will be required or allowed to continue on duty or to go on duty until the employee has had at least ten (10) consecutive hours off duty, if that employee has been continuously on duty for twelve (12) hours or more.

(3) Time on duty commences when an employee begins to work or is required to be in readiness to work and continues until the time the employee is relieved from work and all responsibility for performing work. Time on duty includes:

(A) Interim periods of rest less than or equal to one (1) hour; and

(B) Time spent in the transportation of an employee to a duty assignment, except that time spent transporting an employee from a duty point of final release is not counted.

(4) No employee will be required or allowed to continue on duty or go on duty unless s/he has had at least ten (10) consecutive hours off duty during the preceding twenty-four (24) hours.

(5) When a situation requiring the extended service of an employee covered by this rule occurs, which is both unforeseeable and beyond the control of the RFGS, the employee may be on duty in excess of the twelve- (12-) hour limit in section (2) of this rule but cannot be required or allowed to continue on duty in excess of fifteen (15) hours. Notwithstanding the exception in this section (5), an employee shall not work in excess of the twelve- (12-) hour limit more than two (2) days in a seven- (7-) day period.

(6) The RFGS will establish and maintain at one (1) or more locations where employees covered by this rule report on or off duty, a written hours of service log which shall record the hours of service of these employees. The RFGS will keep this log current for each of these employees showing the time of the last change of duty status of the employee. Any supervisor making an entry on behalf of any of these employees must initial such an entry. For each of these employees, the hours of service log will include at least the following information:

(A) Employee's signature and badge number;

(B) Amount of rest since last duty in hours and minutes, except that if the amount of rest is in excess of twelve (12) hours an entry of "12+" is sufficient;

(C) The time at which the employee signs in for duty;

(D) The time at which the employee is off duty; and

(E) Total time on duty in hours and minutes.

(7) The RFGS will retain in its custody and make available to the division for inspection the hours of service log for a period of one (1) year after the last entry is made in each daily log.

AUTHORITY: sections 389.1005 and 622.027, RSMo 2016. This rule originally filed as 4 CSR 265-9.070. Emergency rule filed Feb. 5, 1993, effective Feb. 15, 1993, expired June 14, 1993. Original rule filed Nov. 4, 1992, effective June 7, 1993. Emergency amendment filed June 17, 1993, effective June 27, 1993, expired Oct. 24, 1993. Emergency amendment filed Oct. 13, 1993, effective Oct. 24, 1993, expired Feb. 20, 1994. Emergency amendment filed Feb. 10, 1994, effective Feb. 20, 1994, expired June 14, 1994. Emergency amendment filed June 2, 1994, effective June 14, 1994, expired Oct. 11, 1994. Emergency amendment filed Sept. 30, 1994, effective Oct. 12, 1994, expired Jan. 10, 1995. Amended: Filed June 2, 1994, effective Dec. 30, 1994. Amended: Filed June 22, 1998, effective Feb. 28, 1999. Moved and amended: Filed Nov. 20, 2006, effective June 30, 2007. Amended: Filed Oct. 6, 2017, effective May 30, 2018.*

**Original authority: 389.1005, RSMo 1996 and 622.027, RSMo 1985, amended 1993, 1995.*

7 CSR 265-9.090 Walkways (Rescinded May 30, 2018)

AUTHORITY: sections 389.1005 and 622.027, RSMo 2000. This rule originally filed as 4 CSR 265-9.090. Original rule filed Nov. 4, 1992, effective June 7, 1993. Moved and amended: Filed Nov. 20, 2006, effective June 30, 2007. Rescinded: Filed Oct. 6, 2017, effective May 30, 2018.

7 CSR 265-9.100 Rail-Highway Grade Crossing Construction and Maintenance

PURPOSE: This rule implements the Missouri Highways and Transportation Commission's statutory authority to make reasonable rules pertaining to the construc-

tion and maintenance of public rail-highway grade crossings and rail fixed guideway systems.

PUBLISHER'S NOTE: The secretary of state has determined that the publication of the entire text of the material which is incorporated by reference as a portion of this rule would be unduly cumbersome or expensive. This material as incorporated by reference in this rule shall be maintained by the agency at its headquarters and shall be made available to the public for inspection and copying at no more than the actual cost of reproduction. This note applies only to the reference material. The entire text of the rule is printed here.

(1) Every public rail-highway grade crossing on a rail fixed guideway system (RFGS), whether involving railroad, light rail, or street railroad tracks shall be constructed of materials that will provide a ride quality compatible with that of adjacent roadway surfaces (except that crossings of asphalt material shall have installed headers of equal height to the top of rails installed on both sides of both rails). Rail-highway grade crossings constructed on RFGSs shall have, at a minimum, a crossing material comparable to or exceeding the material used in the approaching roadway. Grade crossings constructed of unconsolidated material are prohibited.

(A) The crossing shall be the same width as the approaching roadway including drivable shoulders, plus two feet (2') on each side.

(B) If practicable, the roadway alignment should intersect the RFGS track at or nearly at right angles. The roadway surface shall be in the same plane as the top of rails for a distance of two feet (2') outside of rails, for either multiple or single track crossings. The top of the rail plane shall be connected with the grade line of the roadway each way by vertical curves of the length required to provide riding conditions and sight distances normally applied to the roadway. It is desirable that the roadway surface be not more than three inches (3") higher nor six inches (6") lower than the top of the nearest rail at a point thirty feet (30') from the rail, measured at a right angle, unless track superelevation dictates otherwise. Where crossings involve two (2) or more tracks, the top of rails for all tracks shall be brought to the same plane where practicable.

(C) Width of roadway at a rail-highway grade crossing upon an RFGS should correspond to that of the adjoining highway and have the same number and width of traffic lanes as the adjoining highway, without extra



lanes, and with center turn lanes at the crossing delineated. At all paved approaches to the rail-highway grade crossing, the highway traffic lanes in the vicinity of the crossing should be distinctly marked in accordance with the recommendations of the *Manual on Uniform Traffic Control Devices*, (2009 Edition), which is incorporated by reference and made a part of this rule as published by the Federal Highway Administration, United States Department of Transportation, 400 7th Street SW, Room 3408, Washington, DC 20590, website: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm. This rule does not incorporate any subsequent amendments or additions of this manual. These markings are the responsibility of the public highway authorities.

(D) Part I (subsections 1.4–1.11) of the *American Railway Engineering Association’s Guidelines for the Construction or Reconstruction of Highway-Railway At-Grade Crossings*, (2013 Edition), which is incorporated by reference, and made a part of this rule as published by the American Railway Engineering and Maintenance of Way Association, 4501 Forbes Blvd, Suite 130, Lanham-Seabrook, MD 20706. This rule does not incorporate any subsequent amendments or additions of these guidelines. These guidelines are made applicable to RFGSs as recommended practices for the construction and reconstruction of rail-highway crossings, if practicable.

(2) Unless otherwise ordered by the division or by agreement, the RFGS shall maintain the road surface over the length of ties and between tracks where adjacent track centers are less than fifteen feet (15’).

(A) Unless otherwise ordered by the division, when an RFGS makes a track raise within a rail-highway grade crossing, the runoff along the roadway shall be maintained at not more than two inches (2”) in the first ten feet (10’) outside the end of ties, not more than six inches (6”) in the next ten feet (10’), and the remaining run-off shall be brought to the same elevation as the existing grade within an additional ten feet (10’) along the roadway.

(B) When a highway authority raises the road surface along an approach to a crossing, the run-off along the roadway shall be not more than two inches (2”) in the first ten feet (10’) outside the end of ties, with the remainder in the next ten feet (10’).

(C) Unless otherwise ordered by the division or by agreement, the RFGS shall maintain a pedestrian grade crossing of equal width as the approaching sidewalk over the length of ties, and between tracks where adjacent track centers are less than fifteen feet

(15’) apart. The RFGS shall use a durable, contrasting material between the ends of ties when the approaching sidewalk is constructed of a hard surface material. Any durable material compatible with the material used on the sidewalk may be used on the pedestrian grade crossing between the adjacent tracks.

AUTHORITY: sections 389.1005 and 622.027, RSMo 2016. This rule originally filed as 4 CSR 265-9.100. Original rule filed Nov. 4, 1992, effective June 7, 1993. Amended: Filed June 22, 1998, effective Feb. 28, 1999. Moved and amended: Filed Nov. 20, 2006, effective June 30, 2007. Amended: Filed Oct. 6, 2017, effective May 30, 2018.*

**Original authority: 389.1005, RSMo 1996 and 622.027, RSMo 1985, amended 1993, 1995.*

7 CSR 265-9.110 Rail-Highway Grade Crossing Warning Devices

PURPOSE: Pursuant to section 389.610, RSMo, this rule adapts pertinent provisions of the Manual on Uniform Traffic Control Devices (MUTCD) relating to rail-highway grade crossing warning systems.

PUBLISHER’S NOTE: The secretary of state has determined that the publication of the entire text of the material which is incorporated by reference as a portion of this rule would be unduly cumbersome or expensive. This material as incorporated by reference in this rule shall be maintained by the agency at its headquarters and shall be made available to the public for inspection and copying at no more than the actual cost of reproduction. This note applies only to the reference material. The entire text of the rule is printed here.

(1) The division incorporates by reference in this rule Part 8 of the *Manual on Uniform Traffic Control Devices* (2009 edition), which is incorporated herein by reference and made a part of this rule as published by the Federal Highway Administration, United States Department of Transportation, 400 7th Street SW, Room 3408, Washington, DC 20590, website: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm and makes it applicable to rail fixed guideway systems (RFGS). This rule does not incorporate any subsequent amendments or additions of this manual. Part 8, entitled “Traffic Control for Railroad and Light Rail Transit Grade Crossings,” establishes standards for the design, installation, and operation of rail-highway grade crossing warning devices. The commission recom-

mends that the standards in Part 8 be applied in the installation of all grade crossing warning systems on RFGSs in Missouri, unless otherwise provided by rule of the commission or order of the division.

AUTHORITY: sections 389.1005 and 622.027, RSMo 2016. This rule originally filed as 4 CSR 265-9.110. Emergency rule filed Feb. 5, 1993, effective Feb. 15, 1993, expired June 14, 1993. Original rule filed Nov. 4, 1992, effective June 7, 1993. Amended: Filed June 22, 1998, effective Feb. 28, 1999. Moved and amended: Filed Nov. 20, 2006, effective June 30, 2007. Amended: Filed Oct. 6, 2017, effective May 30, 2018.*

**Original authority: 389.1005, RSMo 1996 and 622.027, RSMo 1985, amended 1993, 1995.*

7 CSR 265-9.130 Visual Obstructions at Public Grade Crossings

PURPOSE: This rule prescribes the standards for maintaining visibility at public grade crossings with rail fixed guideway systems.

(1) It is the duty of every rail fixed guideway system (RFGS) operating within Missouri to maintain right of way at public rail-highway grade crossings so that it will be reasonably clear of vegetation, undergrowth, and other debris for a distance of two hundred fifty feet (250’) each way from the crossings.

(2) No sign, buildings, or other structures either temporary or permanent may be erected on the right of way of any RFGS within two hundred fifty feet (250’) each way from any rail-highway grade crossing where the sign, building, or other structure would materially obscure approaching trains from the view of travelers on the highway, unless otherwise authorized by this division.

AUTHORITY: sections 389.1005 and 622.027, RSMo 2016. This rule originally filed as 4 CSR 265-9.130. Original rule filed Nov. 4, 1992, effective June 7, 1993. Moved and amended: Filed Nov. 20, 2006, effective June 30, 2007. Amended: Filed Oct. 6, 2017, effective May 30, 2018.*

**Original authority: 389.1005, RSMo 1996 and 622.027, RSMo 1985, amended 1993, 1995.*

7 CSR 265-9.140 Dedicated Rail Fixed Guideway Telephone
(Rescinded May 30, 2018)



AUTHORITY: sections 389.1005 and 622.027, RSMo 2000. This rule originally filed as 4 CSR 265-9.140. Original rule filed Nov. 4, 1992, effective June 7, 1993. Moved and amended: Filed Nov. 20, 2006, effective June 30, 2007. Rescinded: Filed Oct. 6, 2017, effective May 30, 2018.

7 CSR 265-9.150 Accidents and Hazards, Compliance with Federal Transit Administration (FTA) Notification
(Rescinded May 30, 2018)

AUTHORITY: sections 389.1005 and 622.027, RSMo 2000. This rule originally filed as 4 CSR 265-9.150. Emergency rule filed Feb. 5, 1993, effective Feb. 15, 1993, expired June 14, 1993. Original rule filed Nov. 4, 1992, effective June 7, 1993. Emergency amendment filed Dec. 20, 1996, effective Dec. 30, 1996, expired June 27, 1997. Amended: Filed June 22, 1998, effective Feb. 28, 1999. Moved and amended: Filed Nov. 20, 2006, effective June 30, 2007. Rescinded: Filed Oct. 6, 2017, effective May 30, 2018.