Note: Multiplatform (articulated or non-articulated) intermodal equipment (other than coal multiplatform equipment) is identified with a single initial and number and its individual units identified by a letter designation (refer to Special Instruction, Item 41). Individual units of multiplatform solid drawbar-connected (non-articulated) coal equipment are identified as individual cars with a unique initial/number for each unit. Not all conventional intermodal equipment is listed in the table.

Car Kind Codes
Car kind codes are usually 3 characters. On cars shown above, only the first two characters are required to identify car type, with the exception of CSX, M3F, and QDE.

Definitions of Multiple-Unit Equipment
Articulated—Refers to cars with multiple units (segments) that are connected with an articulated couplings that share a common truck.

Non-Articulated—Refers to cars with multiple units (segments) that are connected with solid drawbars. Each unit is a stand-alone unit and does not share a common truck with another unit.

Tons Per Operative Brake (TOB)
Tons per operative brake on cars above are determined by dividing the number of control valves/car count into the weight of the car. This can be determined without inspection as follows:

Articulated cars = total number of units divided by two, rounded up to next number divided into total weight of the car.
(Example: five unit doublestack, Car kind code QY=3 by car count)

Non-articulated cars = total number of units divided into weight of car.
(Example: Four Unit doublestack Car Kind Code QX=4 by car count)

Speed
In order to limit truck hunting, trains must not exceed 55 MPH unless all cars in train are loads. Cabooses and any car loaded with container chassis are considered loads for the purpose of the rule.

Articulated Cars—Articulated spine cars (Car kind Codes QM, QC, QO, Q5, QE) are considered loads if it can be determined that car is loaded with at least one empty or loaded, container or trailer. Due to the load bearing characteristics of shared trucks on articulated cars, truck hunting is limited even when such cars have empty units. Empty articulated doublestack cars (Car Kind Codes QY or QV) and AutoMax cars (Car Kind Code M3F) may operate at maximum authorized speed when completely empty due to constant contact side bearings which prevent truck hunting.

** Non-Articulated Cars*—Non-articulated cars (Car Kind Codes QW, QX, QD, QB, QL, QT and QDE) are restricted to 55 MPH unless each unit is loaded with an empty or loaded trailer or container. These cars do not share a common truck and empty units are subject to truck hunting as with any empty, conventional car. (This may require a review of train documentation to determine). Non-articulated, Twin Flats (TTEX, FEC and CN) can be loaded with three 48'-57' or four 45' or shorter trailers. When loaded with three trailers, trailer can straddle the drawbar. Each unit must be loaded with all or one-half of a trailer to be considered loaded for movement at speeds greater than 55 MPH. (More than 90' of total trailer length shown on train documentation indicates each unit is loaded or the car must be visually inspected.)

2. Locomotive and ETD Information
Locomotives coupled together in multiple-unit configuration must be limited to 12 locomotives.

When locomotive consist exceeds 8 locomotives, 200 tons per locomotive exceeding 8 will be included when calculating TOB.

2(A). 2-Way ETD Grade Reference Chart for 2-mile / 2% Grades
Trains operating on the following grades listed must be equipped with an operable 2-way end-of-train telemetry device (ETD and HTD) or equivalent device. However, passenger trains do not require a 2-way EOT or equivalent device.

Cajon Sub. ....MP 56.6 to MP 80, all tracks
Raton Sub. ....MP 639 to MP 660
Glorieta Sub. .....MP 775 to MP 810 and MP 818 to MP 842
Pikes Peak Sub. ....MP 52 to MP 66
Hi Line Sub. ..... .MP 1151 to MP 1166, both tracks
Midway Sub. ....MP 0.5 to MP 5, both tracks
St. Paul Sub. ....MP 430 to MP 5, both tracks
Scenic Sub. ....MP 1694.5 to MP 1731.3
Stampede Sub. ....MP 41.0 to MP 58.5
San Diego Sub. .....MP 250 to MP 255 (SDN RR)
Gateway Sub. ....MP 178.0 to MP 188.0

On UP Railroad:
Mojave Sub. ....MP 331.3 to MP 381.3
Moffat Tunnel Sub. .....MP 19 to MP 50 and MP 58.1 to MP 61.7
Provo Sub. .....MP 630.5 to MP 638.1 and MP 652 to MP 682
Roseville Sub. .....MP 115 to MP 170 and MP 195 to MP 210

2(B). Locomotive Data Tables

DC Traction Locomotives				
Model	**Rated Powered Axles**	**Rated Dynamic Brake Axles**	**Horsepower**	**Weight (Tons)**
SW1	4	0	600	99
SW10	4	0	1,000	125
NW10	4	0	1,200	126
SW12	4	0	1,200	125
SW15	4	0	1,500	131
MK1200G	4	0	1,200	125
SWBL-W	4	0	1,500	131
GP7	4	0	1,500	125
GP9	4	4 *	1,750	130
GP9B	4	0	1,750	124
GP10	4	0	1,800	130
GP15 GP15-1	4	0	1,500	129
GP18	4	0	1,800	124
GP20	4	4 BT	2,000	131
GP28 M/P	4	4 BF	1,800	130
GP30	4	4 BT	2,500	131
GP35	4	4 BT	2,500	133
GP38, GP38-2	4	4 ET	2,000	143
GP39, GP39-2	4	4 EF #	2,300	135
GP40 M,E,-2	4	4 BF	3,000	139
GP40X	4	4 BF	3,000	139
GP50	4	4 EF	3,600	138
GP53, GP53L	4	4 EF	3,000	136
GP60M	5 +	5 EF +	3,800	137
GP60B	5 +	5 EF +	3,800	135
B23-7	4	4 EF	2,300	134
B30-7A	4	4 BF	3,000	138
B36-B-7	6 +	4 EF	3,600	140
B-39-8	6 +	5 EF +	3,900	140
B-40-8	6 +	5 EF +	4,000	142
SD7	6	5 BF +	1,500	157
SD9	6	5 *	1,750	184
SD18	6	0	1,800	175
SD35	6	5 * #	2,500	195
SD38-2	6	6 * #	2,000	184
SC38P	6	6 BF	2,000	196
TEBC6	6	6B	2,000	194
SD39	6	6 EF	2,500	195
SD40, SD40-2	6	6 EF * #	3,000	196
SD45, SD45-2	6	6 ET	3,600	198
SD50	6	6 EF	3,600	194
SD60, SD60M	7 +	8 EF **+	3,800	201
SD70M	7 +	9 EF +	4,000	200
SD75M	7 +	9 EF +	4,300	197
C30-7	6	6 EF #	3,000	209
SF30C	6	6 EF	3,000	160
C36-7	6	6 EF	3,600	197
C40-8	7 +	8 EF +	4,135	197
C44-9W	8 +	8 EF +	4,400	196/210
ES44DC	8 +	8 EF +	4,500	210

\+ Power or dynamic brake axle rating exceeds actual axles
* May not be equipped with dynamic brakes
\# May be equipped with standard range dynamic brake

AC Traction Locomotives				
Model	**Rated Powered Axles**	**Rated Dynamic Brake Axles**	**Horsepower**	**Weight (Tons)**
C44AC [1] AC4400CW[1] AC4400EV[1] CW44AC[1]	8 +	10 EF +	4,400	210
1 TM c/o	8 +	8 EF +		
2 TM c/o	6	6 EF		
3 TM c/o	4	5 EF		
4 TM c/o	3	3 EF		
5 TM c/o	2	2 EF		
C60[1] C60AC[1]	8 +	12 EF +	6,000	210
1 TM c/o	8 +	10 EF +		
2 TM c/o	8 +	8 EF +		
3 TM c/o	6	6 EF		
4 TM c/o	4	4 EF		
5 TM c/o	2	2 EF		
ES44AC	8 +	10 EF +	4,500	208
1 TM c/o	8 +	10 EF +		
2 TM c/o	8 +	8 EF +		
3 TM c/o	6	6 EF		
4 TM c/o	4	4 EF		
5 TM c/o	2	2 EF		
SD70MAC	8 +	8 EF	4,000	208
1 Truck c/o	4	5 EF		
SD70ACE	8 +	10 EF +	4,300	208
1 TM c/o	6	6 EF		
SD80MAC	8 +	10 EF	5,000	210
1 Truck c/o	5 +	5 EF		
SD90/43MAC	8 +	10 EF	4,300	208
1 Truck c/o	4	6 EF		
SD90MAC	8 +	11 EF	6,000	208
1 Truck c/o	6	6 EF		

+ Power or dynamic brake axle rating exceeds actual axles
[1] GE Locomotives (C44AC, C60AC, etc.) have one inverter per axle and can have individual traction motors cut out as with DC locomotives.
[2] Dynamic braking is operational with Inverters/Traction motors cut out on AC locomotives.

Electronic Device – Computer reporting will not require any written documentation to be forwarded.

Conductors and engine foremen are required to call their designated Customer Support Specialist anytime there are questions or problems with work order information or work to be performed during their tour of duty.

Work Order Codes
There are three types of work order codes that appear on work orders: Request Codes, Status Codes and Hold Codes.

Request Codes	
Code	**Displays Work to Be Performed**
SP	**SPOT** - Customer request to spot car for loading/unloading.
PU	**PULL** - Customer request to move a car from an industry track to another track or scheduled destination.
IP	**INTRA-PLANT SWITCH** - Customer request to move a car originally spotted correctly to another spot or track within the industry. Cars are commonly moved per this request to complete loading, for inspection, etc. This switch is chargeable to the customer.
RS	**RESPOT** - This switch is not chargeable to the customer and should be used only when correcting a railroad error. Customer request to move a car to a different track or spot within the industry after being placed incorrectly.
TU	**CARS TURNED ON WYE OR TURNTABLE** - Request to turn a car previously spotted and re-spot.
PK	**PICKUP** - Cars available to be picked up by train, local, road switcher at station.
SO	**SETOUT** - Cars scheduled to be set out by train, local, road switcher at station.
Status Codes	
Displays Current Status of Cars (Does not require any work to be performed)	
Code	
PL	**PLACED** - Car on spot. (Displays car status and not a request.)
CP	**CP** - Constructive placement. (Condition between carrier and customer.)
OF	**CARS OFFERED OR NEEDING OFFER TO A CONNECTING ROAD** - Displays to the carrier, cars normally delivered in interchange cannot be delivered due to connecting road's inability or unwillingness to accept cars.
DD	**CARS DELIVERED IN INTERCHANGE** - Displays cars scheduled for interchange delivery to a connecting road.

Hold Codes	
Carrier/Customer Instructions Have Not Been Provided	
Code	
HOLD MT	Car not scheduled for outbound train. (Hold code appears in the Scheduled Train field.)
HOLD NI	Car has no instructions for spotting. (Hold code appears in the Scheduled Train field.)
HOLD HL	Car is HIWIDE and has not been scheduled to a train. (Hold code appears in the Scheduled Train field.)
HOLD LS	Car is on floating lease. (Hold code appears in the Scheduled Train field.)
HOLD ED	Car to be held for equipment distribution. (Hold code appears in the Scheduled Train field.)
HOLD WH	Car is to be held for weighing. (Hold code appears in the Scheduled Train field.)
HOLD OT	Car is to be held for local order. (Hold code appears in the Scheduled Train field.)
HOLD ME	Car is to be held for mechanical inspection. (Hold code appears in the Scheduled Train field.)
HOLD EH	Car is to be held for embargo. (Hold code appears in the Scheduled Train field.)
NC *	Non-credit customer. DO NOT SPOT. (Code appears in the SCHI field.)
DO *	Written delivery order. DO NOT SPOT. (Code appears in the SCHI field.)
SO *	Car billed shipper's order. DO NOT SPOT. (Code appears in the SCHI field.)
Zn Tk Sp * 00 00 00	* Do not spot cars with '00 00 00' in the ZNTKSP field or cars with NC, DO or SO in the SCHI field. (Cars may be pulled or picked up and moved to a location for further disposition when these codes are displayed.)

Work order documents will display work order codes as outlined by customer or carrier for specific instructions to conductors or engine foremen. They will be located in the Special Car Handling Instructions (SCHI) column or in the Scheduled Train column.

Hours of Service
Conductors or engine foremen should plan ahead and report scheduled and unscheduled work before hours of service expire. Conductors and engine foremen who relieve crews whose hours of service have expired will be responsible for reporting work performed during their tour of duty. If a crew's hours of service expire and they are unable to report scheduled or unscheduled work, the information must be passed on to the relieving conductor, engine foreman or supervisor who will be responsible to report work for the previous job.

Pick Up in Block
When picking up cars, enroute, trains must pick up in block unless otherwise advised by train dispatcher or in conflict with current train make-up instructions.

7. Dimensional and Special Shipment Restrictions
All employees involved in handling dimensional or special shipments must be familiar with and are governed by these instructions.
Note: Dimensional loads on BNSF are defined as wider than 11' and/or higher than 17' ATR and/or longer than the length of the car.

a. Any dimensional and/or oversize car or special shipment must be accompanied by one of the following: message included with train's work order, track bulletin or message issued by BNSF Clearance Bureau.

b. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 1.47 of the General Code of Operating Rules. When yard supervisors are notified of expected arrival of wide cars, precautions must be taken to safeguard employees in yard.

c. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must promptly notify the train dispatcher.

d. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.

e. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.

f. To provide for close observation enroute, all dimensional shipments must be placed in a block next to the lead locomotive consist and Boeing dimensional shipments identified as having contents ACFTEQ on the train list, if any, must be ahead of all other dimensional shipments. Only 10 dimensional Boeing loads/empties having contents ACFTEQ or only 25 Boeing empties having contents ACFTEQ may be placed in a train. Exception: BNSF 800026 through BNSF 800039 empties do not count toward the 10 car limit even if they have ACFTEQ in the contents column. Note: In the application of the above, FTTX flatcars and autoveyors (car kind M3E and M3F) are not considered dimensional shipments. (See Item 46)
Exceptions:
1. On trains destined to or operating in the state of California, and train room permits, dimensional shipments must be no closer than the 6th car or platform from the lead locomotive consist.
2. Dimensional shipments, including idler cars moving with dimensional shipments, must be placed in compliance with minimum weight requirements outlined in train make up rules. However, placement of dimensional shipments must otherwise be as close to lead locomotive as possible.
3. Trains received from foreign railroads with dimensional shipment placement other than described above, may . proceed to a location specified by train dispatcher to correct the condition.
4. When dimensional shipment is found to be a shiftable load, GCOR Rule 1.37 will apply.

g. Employees are prohibited from riding excessive dimension cars.

h. Train crews handling dimensional and/or oversize car or special shipment car(s) approaching locations in CTC, interlocking or double track territory where these car(s) are restricted should communicate with the dispatcher and jointly determine if a meet or pass of any other equipment at the restricting location(s) can be accomplished safely.

i. When the dimensional message indicates “Stop, Proceed on Hand Signals” at a bridge in conductor only operations, the following will apply:
- Stop the train before entering the bridge.
- Conductor will check the dimensional load for shifted contents.
- Engineer will protect his side of the train through the mirror.
- Conductor will protect the other side of the train.
- Move through the bridge not exceeding 5 MPH until the dimensional shipment clears the bridge.

8. Trackside Warning Devices (TWD)

8(A). Description

Trackside warning devices (TWD) inspect passing trains for defects or monitor for unusual trackside conditions that could adversely affect the safe and efficient movement of trains. Examples of such devices include the following:
- Overheated journal bearings (hot box) (HBD)
- Hot wheels
- Dragging equipment detector (DED)
- High/Wide/Shifted load (SLD)
- High water detector
- Earth/Rock slide fence

Individual subdivision special instructions identify the following:
- Detector location
- Detector type

Unless otherwise stated, protection will be hot journal and dragging equipment with bidirectional operation.
Exceptions will be shown as follows:
- Northward direction only (NWD)
- Southward direction only (SWD)
- Eastward direction only (EWD)
- Westward direction only (WWD)
- Dragging equipment only (DED)
- Shifted load only (SLD)
- Detectors that protect bridges, tunnels or other structures
- Exception Reporting detector

When a shifted load or dragging equipment detector is actuated at a point where an adjacent main track or controlled siding may be obstructed, crew must provide protection as prescribed by Rule 6.23.

8(B). Detector Radio Message

A message “You have a defect” will be transmitted during train passage if a defect is detected. When this message is received from a TWD, immediately reduce train speed to less than 30 MPH, utilizing train handling methods that minimize in-train forces. After train passes the detector, a radio message will be transmitted (unless defined as “Exception Reporting” or “Failure Reporting” in Item 5(B) of the individual division timetables).

This message will indicate “no defects” or will state any “alarms” or “integrity failures” that were detected during train passage.

The detector message is not complete until “Out” is received.

Train Approaching Detector

Except in emergency, when approaching train is within 150 feet of a TWD, DO NOT make a radio transmission until the entire train has passed the TWD.

Train crew must have the radio set to “in service” radio channel, for the Subdivision and location of the TWD, as shown in the timetable. The radio channel should not be changed until entire train has passed by the TWD location and you have allowed time for the TWD to transmit any messages.

8(C). Detector Message and Train Crew Action

Use the following table to determine crew requirements when a detector message is received. If detector indicates more than one detector message or circumstance, comply with each train crew action shown. Radios at Exception Reporting detectors will only transmit a message when an alarm is present. Do not report a failure to transmit to the train dispatcher as is required with other types of detectors.

Note: 5(A) indicates detectors that protect bridges, tunnels or other structures. 5(B) indicates other TWD locations.