

BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safeguarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

This version contains the following revised or added pages:

July 16, 2008: 17, 18, 21, 22, 29, 30.

July 30, 2008: Title Page, 2, 19, 20.



System Special Instructions

All Subdivisions No. 16

In Effect at 0001

Central, Mountain and
Pacific Continental Time

Wednesday, July 16, 2008

(Including revisions up to
July 30, 2008)

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In the individual division timetables, the number at the bottom of the schedule column entitled "Miles to Next Station" indicates total miles on the subdivision.

1. Speed Restrictions

All speeds are subject to modification by speed restrictions indicated under individual subdivision special instructions.

Passenger trains will be governed by freight train speed if passenger train speed is not specified under individual subdivision special instructions.

All trains consisting entirely of passenger equipment as well as locomotives without cars (light engines) will be considered passenger trains and may operate at passenger speeds where provided. This includes Amtrak, commuter trains, business cars and passenger equipment modified to serve as track inspection, track geometry or similar test cars. Refer to 1(B) regarding maximum authorized speed of engines (locomotives).

Unless defined differently in the individual subdivision special instruction, tons per operative brake (TOB) is defined as the gross trailing tonnage of the train divided by the total number of control valves.

Maximum Speeds Permitted

Freight trains up to 100 TOB 60 MPH.
 Trains 100 TOB and over 45 MPH.
 Trains handling empty cars 55 MPH.

Exceptions:

1. Passenger/commuter equipment.
2. Empty articulated double stack equipment.
3. Empty coal trains may operate at a maximum authorized speed of 60 MPH if train list indicates no speed restricted equipment in train.
4. AutoMax Cars. (Refer to 1(C) regarding empty intermodal equipment).

On sidings 20 MPH.
 (Unless a different speed is indicated in the division timetable).

Key trains 50 MPH.
 Key trains on sidings 10 MPH.
 Trains moving in non signaled territory 49 MPH.
 Trains moving against current of traffic 49 MPH.
 Solid consist of military equipment 55 MPH.
 Inhalation Hazard (IH) trains operating on those subdivisions identified in System Special Instructions Item 38 35 MPH.
 Trains and engines through turnouts 10 MPH.
 On tracks other than main tracks and sidings 10 MPH.
 Within Mechanical Department limits 5 MPH.
 Movements on or off turntables 1 MPH.
 Trains with welded rail loaded in open end gondolas 45 MPH.
 Speed restrictions posted inside the locomotive cab of foreign railroad locomotives which are less than that indicated in special instruction 1(B) only apply when locomotive is utilized as a lead, controlling locomotive.

Equipment	Main Line	Branch Line
Roadrailer equipment (loaded or empty)	60 MPH.	60 MPH.
AMTK 1400 through AMTK 1569 (Material Handling Cars).....	60 MPH.	60 MPH.
Flat cars, empty, NP 580400-580739	50 MPH.	50 MPH.
Flatcars OTTX (loaded or empty)		
90380-90446, 90911, 90933-91394, 91517, 91576-91592, 91628, 91735-91823, 92072-92350, 92678-92688, 92757, 93297, 93337, 93561-93563, 93745-93811, 94070-94114, 97052-97054, 97060-97201, 97244-97245, 97282-97312, 97351, 97394-97785, 97792-97937	45 MPH.	45 MPH.

Gondolas: empty cars picked up enroute and not on conductor's wheel report or work order 50 MPH. 50 MPH.

Gondolas: loaded and empty
 PC 598500 through 598999,
 CR 598500 through 598990 45 MPH. 45 MPH.
 SP 345000 through 345699 45 MPH. 45 MPH.

Gondolas: empty KCS 801011 through 802930
 CR 576026 through 579245 45 MPH. 45 MPH.

Plasser machines PACX 4656, 4657 45 MPH. 45 MPH.

Loram Rail Grinder traveling (not in work mode) as a Train on its own power with a conductor or Engineer pilot 60 MPH. 60 MPH.

When controlling movement from the Rear control cab in the lead 40 MPH. 40 MPH.

Exception:
 When descending a 1% to 1.4 % grade 20 MPH. 20 MPH.
 When descending a 1.5% or greater grade 15 MPH. 15 MPH.

Empty bulkhead flatcars picked up enroute and not on conductor's wheel report or work order 45 MPH. 45 MPH.

Air dump cars, loaded..... 45 MPH. 45 MPH.

Clay Cars, RARW 3801-4199 45 MPH. 45 MPH.

Empty bulkhead wallboard flatcars:
 BN 616475 through 616674, CS 616375 through 616474,
 DJTX 9300 through 9398 and
 SOU 115250 through 115274 45 MPH. 45 MPH.

Scale test cars 35 MPH. 25 MPH.

Exception: Scale test cars listed below have a minimum gross weight of 100,000 pounds and may move in any position in the train and at maximum authorized speed for which train is qualified:
 WWBX 199917-199919, MP 15507, MP 15510-15512,
 UP 167579, UP 900700, UP 903600, BN 979019-979024,
 BN 979026-979036, FGWX 100000-500000

Ribbon rail cars, (loaded)..... 35 MPH. 25 MPH.
 Ribbon rail cars, (empty)..... 45 MPH. 45 MPH.
 Ribbon rail loading and unloading cars..... 45 MPH. 45 MPH.
 Wedge plow or dozer, hauled in tow 35 MPH. 25 MPH.

Rotary plow, wrecking derrick, locomotive crane, pile driver or Jordan spreader, handled in trains 30 MPH. 25 MPH.

Exception: Locomotive cranes/pile drivers AT 199454 through AT 199468 may be handled in trains at a maximum of 45 MPH. Trains or engines handling this and similar equipment which is moving on its own running gear must operate through the curved side of turnouts at a speed not exceeding one-half the maximum authorized speed for that turnout.

Locomotive cranes, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision designated as a Branch Line unless authorized by dispatcher and roadmaster or covered by specific instructions.

The following equipment when handled in trains will be handled on rear end of train only, and is subject to the following maximum speeds:
 Balfour Beatty, RKCX 103, 104,
 105,106, BU 3005 45 MPH. 45 MPH.
 Plasser Machines, PACX 293, 2630, 2645,
 3024, 4656, 4657, 4774, 4775 45 MPH. 45 MPH.
 Plasser THS 2000 Tie gang Consist..... 30 MPH. 30 MPH.
 P 811, BNSF 922999 45 MPH. 45 MPH.
 Herzog, HZGX 200 45 MPH. 45 MPH.
 Loram, LMIX 409, 410, 412,
 414, 417, KMUX 750, 110..... 50 MPH. 45 MPH.
 Loram, LMIX 418.....No Speed or Location Restrictions

When moving coupled with maintenance of way tool cars, they must remain coupled to such cars.

No shoving movements while in train consist are to be made with the above Loram equipment.

Empty 35 ft. ore cars, OLB 1000—1099.....50 MPH..... 50 MPH.
 Loaded 35 ft. ore cars, OLB 1000—1099.....45 MPH..... 45 MPH.
 Tank cars ACFX 17451 through 17495.....45 MPH..... 45 MPH.
 Tank cars NATX 10841 through 1086545 MPH..... 45 MPH.
 Tank cars:

DVLX 4001 through 4190 and the following UTLX cars:
 76517 76742 thru 76745 78287 thru 78293
 76539 76747 78326
 76556 76748 78328 thru 78333
 76558 76750 78336 thru 78340
 76568 76751 78343
 76595 78256 thru 78269 78344
 76649 78272 78347
 76656 78274 78348
 76696 78278 78350
 76733 78281 78353
 76736 thru 76738 7828540 MPH..... 40 MPH.
 CORX tank cars, when empty50 MPH..... 50 MPH.
 CELX 6400-6455 and 10400-10443,
 when loaded45 MPH..... 45 MPH.

(CELX 6400-6455 and 10400-10443, when loaded must not be handled nearer than 6 cars from locomotive).

EMPTY Schnabel type cars:
 APWX 1004 GEX 40010, 80002, 80003
 BBCX 1000 GPUX 100
 CAPX 1001 HEPX 200
 CEBX 100, 101 KWUX 10
 CPOX 820 WECX 101, 102, 200-203, 301
 CWEX 101640 MPH.....40 MPH.

All empty Schnabel cars listed must be handled on or near the rear of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.

Empty Hopper cars WFAX 84654 through 84700 and TUGX 36001 through 3612545 MPH..... 45 MPH.

Empty covered hopper cars:
 ASGX 1-50,
 BCAX 50-149
 CGLX 4200-4249,
 CHTT 200400-200499
 CRDX 3000-3014, CRDX 9905-9989, CRDX 9755-9904
 CRDX 20100-20199, CRDX 20200-20209
 CRDX 20300-20324, CRDX 20525-20724
 CSXT 242000-242299
 DME 29000-29324
 DJLX 97300-97319, DJLX 97800-97999
 ERCX 9400-9699
 FLOX 3200-3241, FLOX 983400-983414
 GACX 3000-3139, GACX 3150-3196
 GACX 3202-3359, GACX 3486-3510, GACX 7959-8008
 GCCX 55000-55099,
 GPIX 9900-9999
 IMRL 9200-9299
 HS 1301-1331
 LCEX 801-820, LCEX 824-898
 NAHX 21000-21054, NAHX 29700-29867,
 NAHX 320000-320399
 NCUX 20001-20050, NCUX 20106-20130
 NRLX 32500-32605, NRLX 32706-32725
 NVCX 9500-9619
 NS 294220-294319
 RGCX 650-899, RGCX 902-1067
 RGCX 1069-1142, RGCX 1183-1222, RGCX 5100-5102
 RGCX 20051-20100
 SDWX 9700-9919, SDWX 10000-10333, SDWX 11000
 SHPX 132001-132056
 SHPX 432118-432137, SHPX 432057-432116
 TILX 2900-2904
 WW 7001-730040 MPH..... 40 MPH.
 (Unless no speed restriction is indicated by train documentation)

Flatcars ATSF 190298, 209144, 209149,
 loaded with track panels35 MPH..... 35 MPH.

1(A). Control of Harmonic Rocking on Jointed Rail

Under certain conditions, operation of trains between 13 MPH and 21 MPH can cause derailments due to harmonic rocking of cars. Where specified by individual subdivision special instructions or general order, the following restrictions apply when operating on jointed rail:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain a minimum speed of 21 MPH, must reduce speed to 13 MPH or less until movement can again exceed 21 MPH.

1(B). Maximum Speed of Engines

Engines	MPH	When not controlled from leading unit (MPH)
Amtrak	90*	45
Metrolink	90*	45
Metra	79*	45
Souder (Sound Transit)	79*	45
All other classes	70	45

Exception: When the controlling locomotive is a car body type or has a desktop control stand and is being operated long hood forward, maximum speed is 45 MPH.

* Engine without cars must not exceed 70 MPH.

1(C). Multiplatform Equipment-All Types and Single Unit Intermodal Equipment TOB/Car Count and Speed Restriction

TSS Car Kind Codes	Car Description	Units or Segments	Maximum Car Length	Axle Count	Control Valves and/or Car Count	Trailers=T Containers=C Either=T/C
Articulated cars						
QY	Doublestack	5	308 ft.	12	3	C
QV	Doublestack	3	190 ft.	8	2	T/C
QM	Spine Car	3	189 ft.	8	2	T/C
QC	Spine Car	3	189 ft.	8	2	T
QO	Spine Car	5	291 ft.	12	3	T/C
Q5	Spine Car	5	291 ft.	12	3	C
QE	Spine Car	5	291 ft.	12	3	T
FM	Twin Flat	2	88 ft.	6	2	C
M3F	Automax	2	144 ft.	6	2	
CSX	Superhopper	5	167 ft	12	3	
Non-Articulated Cars *						
QW	Doublestack	3	215 ft.	12	3	T/C
QX	Doublestack	4	286 ft.	16	4	T/C
QT	Doublestack	5	359 ft.	20	5	C
QB	Twin Flats	2	186 ft.	8	2	T
QD						
QL	Twin Flats	2	186 ft.	8	2	T/C
QDE	Front-Runner	4	188 ft.	8	4	T
Single Unit Intermodal Cars						
QU	Doublestack	1	72 ft.	4	1	T/C
QA	Front-Runner	1	51 ft.	2	1	T
QK	Doublestack	1	72 ft.	4	1	T/C

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. Caboose 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

+ Power or dynamic brake axle rating exceeds actual axles

* May not be equipped with dynamic brakes

May be equipped with standard range dynamic brake

DC Traction Locomotives (continued)				
Model	Rated Powered Axles	Rated Dynamic Brake Axles	Horsepower	Weight (Tons)
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
AC Traction Locomotives				
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		

AC Traction Locomotives (continued)				
Model	Rated Powered Axles	Rated Dynamic Brake Axles	Horsepower	Weight (Tons)
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.

3. Equipment Restrictions

The following equipment must be placed next ahead of caboose or at rear of cabooseless trains, except in work trains, unless otherwise indicated in the individual subdivision special instructions.

- Outfit cars (Exception: Univans may be placed anywhere in the train.)
- Pile drivers
- Locomotive cranes
- Ribbon rail loading and unloading cars
- Empty ribbon rail cars
- Rear end only cars
- Jordan spreaders
- Rotary snowplows
- Wedge plows
- Dozers
- Herzog MPM
HZGX 164, 165
HZGX 166, 173
HZGX 167
HZGX 169, 1690
HZGX 170, 1700
HZGX 171, 1750
HZGX 172, 1720

Except as provided in Item 1, scale test cars must be placed ahead of caboose or, on cabooseless trains, ahead of the last car.

Scale test cars must not be humped.

When locomotive cranes/pile drivers, wrecking derricks or similar equipment are being moved on their own wheels or on cars in a train, they will be handled on the rear of the train only.

Exception: Locomotive cranes/pile drivers AT 199454 through AT 199468 must be handled in trains next to the engine.

This equipment must be properly loaded and secured. Booms must be properly secured and, when possible, boom must be trailing. Equipment must be inspected before being moved. Such equipment is allowed to operate on any subdivision designated as Main Line but must not be operated on any subdivision designated as Branch Line unless authorized by roadmaster or covered by specific instructions. Equipment of this type must not be humped.

Spreaders and dozers being moved in trains must, when possible, be headed in the direction train is moving, and wings must be properly secured.

DODX 40000-40100 are cars belonging to the Department of Defense. Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

Loaded ribbon rail cars must not be:

- Coupled to other cars except buffer cars. (Buffer cars will be placed ahead of and behind ribbon rail cars at welding plant.)
- Handled in freight service with other cars unless authorized and train is equipped with Rail Movement Detectors (RMD).
- Separated for maintenance or repairs unless under direct supervision of a roadmaster.

3(A). Multi-Platform and Stack Intermodal Cars

Unless otherwise indicated in the individual subdivision special instructions, multiplatform stack intermodal cars are authorized for movement on tracks with weight limit of 177,000 pounds or more.

These cars must not be cut off in motion or struck by any car moving under its own momentum.

3(B). Rotary/Rapid Discharge Coal Cars

All cars equipped with dump door air lines, this includes foreign line cars, having:

- elevated hoses for dump door air line or,
- air brake train line on one side of coupler and the dump door air line on the other side (both hoses at end sill level) must have the dump door air line coupled between cars equipped in unit trains or in proper receptacle to prevent dragging when not in use.

Note: Connect door air line hoses to locomotives only when at unloading facility or shortly before unloading.

3(C). V-Slope Flat Cars

V-Slope Flat Car loads of pulpwood logs, without side retainers, are restricted to 35 MPH and must be observed closely en route. Trains handling these cars will stop before passing through truss or girder bridges and crew will inspect cars to ensure safe passage through bridge before proceeding.

3(D). Two-Axle Cars

Hand brakes must not be depended upon to hold two-axle cars. When a two-axle car is set out, it must be chained to the rail or coupled to a non-two-axle car with operative hand brake.

3(E). Air Dump Cars

Employees are prohibited from riding in air dump cars. Cars must not be moved with doors open, except as necessary to clear material just dumped. Air dump cars must not be cut off in motion or struck by any car moving under its own momentum.

When air dump cars are being operated, the conductor must personally supervise the handling to see that all locked devices are in proper position and that all people are in the clear before charging actuating air line and before they are operated.

Only employees who are knowledgeable in the operation of air dump cars may operate such cars in unloading operations. When coupling actuating air hoses, not more than three air dump cars may be charged at a time.

Before charging the actuating air line, or before attempting to dump air dump cars, it must be known that protection against movement on adjacent tracks which could be fouled by material to be dumped, has been provided as follows:

- A. If the adjacent track is an auxiliary track, except where CTC is in effect, movement must not be permitted to pass air dump cars which are being charged or being unloaded.
- B. If the adjacent track is a main track, authority must be obtained as prescribed by MWOR Rule 6.3.1 (Main Track Authorization) or flag protection must be provided in both directions as prescribed by MWOR Rule 6.19 to control movement by the work area.

3(F). Caboose Placement

All cabooses other than the working caboose moving in trains for any reason, are to be handled on rear of train or just ahead of working caboose, except:

- A. Trains operating with helpers on the rear end must have . . . cabooses other than the working caboose placed behind helpers.
- B. Trains or yard movements limited to maximum speed of 10 MPH may operate with caboose placed anywhere in train.
- C. Cars with defective couplers may be transported to repair facilities behind caboose.

3(G). Georgetown Equipment Restrictions

Georgetown Rail Equipment cars (cars with initials GREX) must not be cutoff in motion or struck by any car moving under its own momentum. They must not exceed 5 mph through other than mainline turnouts. "Georgetown Dump Train" car sets (series GREX 2000-2999, 4000-4999, 8000-8999) must be placed next ahead of the caboose or at the rear end of cabooseless trains, except they may be in any location in work trains. Other GREX cars not in the series mentioned do not have train placement restrictions.

3(H). GTTX Equipment

All GTTX cars are restricted to rear end only unless the train consists entirely of GTTX equipment. No more than 25 GTTX cars may be handled in any train unless the train consists entirely of GTTX equipment.

3(I). AMGX Equipment Restrictions

Gondola cars in series AMGX that are solid drawbar connected must be placed as rear end cars only and are restricted to 50 MPH. For the purpose of this rule these cars may be placed in the rear five cars of the train. Solid blocks of this equipment may extend up to 20 cars from the rear of the train if the trailing car of the block is in the rear five cars.

3(J). Herzog Articulated Equipment

Herzog articulated equipment (all purpose machines) are restricted as rear end only due to drawbar connection between Herzog locomotive and cars does not have vertical restraint.

Switching Restrictions: All Herzog equipment must not be humped or handled with other freight cars during switching operations. This equipment must be cut off or set over so that remaining cars can be switched.

Car Restrictions										
Line No.	No/Axles and/or Car Length	Typical Car Types & Partial Listing of Representative Car Number Series	Maximum Weight of Car (Tons) Based on Car Restrictions Class A through H							
			A	B	C	D	E	F	G	H
10b	6 axles	DODX 39810-39832, KRL 600430	197	197	185	185	185	178	175	NP
11	6 axles	Others	185	185	170	170	170	165	160	NP
12a	8 axles & length greater than or equal to 80'0"	ATSF 90001-90004, 90006-90007, ATSF 90011-90016, BN 631021	263	263	263	263	263	235	235	NP
12b	8 axles & length greater than or equal to 55'0" and less than 80'0"		263	255	263	255	235	235	235	NP
13	8 axles & length less than 55'0"	ATSF 90020-90023	220	195	220	195	180	180	180	NP

6. Work Order: Instructions for Reporting Work

Conductors and engine foremen are responsible for documenting and reporting all scheduled and unscheduled work performed during their tour of duty. Timely reporting by radio communication, telephone, cellular phones, and electronic devices such as computers is key to maintaining current inventory, accurate records and a successful operation.

Unless otherwise designated by the division, all trains except work trains and those trains currently reporting via the Work Order Reporting System will be required to use the Voice Train Reporting System to report arrivals, departures, pickups and setouts that were previously reported en route or at the completion of their trips.

Communication between the train and the VTR System will be by MRAS/PBX radio and telephone.

When reporting by Voice Train Reporting and Work Order Reporting are not possible, conductors and engine foremen are expected to contact the Customer Support Specialist promptly after completion of work performed at each station. You will be required to enter your employee ID number for routing to the proper Customer Support Specialist.

Work orders issued to train and switch jobs will list all scheduled work.

Conductors and engine foremen must know the **proper TSS track numbers** where they report work. Refer to the TRKLIST command in TSS for track numbers at a station or on a subdivision.

Train Work Order Package includes the following documents:

- Train list and profile
- FRA 215.9 Mechanical Defective Cars List (if applicable)
- Hazardous manifest (if train contains hazardous materials)
- Work order for each station
- Track list of each track to be worked
- Supplemental Work Order Form

The following reporting codes will be used to report work performed:

Reporting Codes	
Reporting Instructions for Scheduled/Unscheduled Work	
Code	
MO	MOVE - (Code, date, time, station name, zone/track/spot). Use only to reposition a placed car to correct customer inventory.
SP	SPOT - (Code, date, time, zone/track/spot) When cars are spotted to an industry track and no spot number is provided, use "01" as a spot number.
PU	PULL - (Code, date, pull time, station name, zone/track where cars are pulled from. Also include date, time station, zone/track where cars were left.)
IP	INTRA-PLANT SWITCH - (Code, date, time, zone/track/spot)
RS	RESPOT - (Code, date, time, zone/track spot)
PK	PICKUP - (Code, date, time, station name, track, location in train) Display train location using one of the following codes (HE-Head End, RE-Rear End, FB-Fill Behind). When filling behind cars in the train, enter the initial/number of the car the pickup will follow in standing order.
RR	CARS RECEIVED IN INTERCHANGE - (Code, date, time, station name, zone/track, and name of road)
SO	SETOUT - (Code, date, time, station name, zone, track, timetable direction and standing order) When track length will not hold all cars to be set out, enter first car initial/number and track where remaining cars were moved. If cars are set out on an interchange track, refer to reporting code DD.
TU	CARS TURNED ON WYE OR TURNABLE - (Code, date, time, station name, zone/track/spot)
OF	CARS OFFERED OR NEEDING OFFERED TO A CONNECTING ROAD - (Code, date, time, station name, zone/track, name of road and person's name refusing cars)
DD	CARS DELIVERED IN INTERCHANGE - (Code, date, time, station name, zone/track, and name of road)
CC	CARRIERS CONVENIENCE - (Code, date, time, station name, zone, track where cars were left) Cars left on an industry track for carrier convenience must not include a spot number.
ND	NOT DONE - (When ND code is used, enter ND explanation code or a full written explanation.)

Not Done Reasons—Not Done Reasons are separated into two main categories:

- Potential Charge to a Customer
- Not Chargeable to a Customer.

Chargeable reasons are further separated into two categories:

- Car Can't Be Pulled - Customer Reason
- Car Can't Be Spotted - Customer Reason.

In order to protect any potential revenue due to BNSF, it is vital to use the correct Not Done Reporting reason.

The information below lists reasons that could potentially result in charges to a customer. Sub-reasons will be indented beneath the main Not Done Reason.

Not Done Reasons - Potential Charge to Customer

Car Can't Be Pulled - Customer Reason

- Car Not Loaded/Car Not Empty
- Customer Cancelled Today's Switch
- Customer Instructions or Fax Differ From Work Order
- Customer Trucks or Equipment Blocking Track
- Dock Plates Attached to Car or Cars
- Gates or Switch Locked With Private Lock
- Hazardous Billing or Placards Missing
- Hoses Attached to Car or Cars
- Not Put to Outbound Trk by Customer
- Not Put to Outbound Trk by Shortline

- Not Secured Properly For Movement
- Other Reasons Did Not Pull
- Plant Closed
- Plug Door Open on Car or Cars
- Track Blue Flagged-Still Working
- Unsafe Conditions Exist

Car Can't Be Spotted - Customer Reason

- Customer Instructions or Fax Differ From Work Order
- Customer Request to Weigh First
- Customer Requests No Switch Today
- Customer Trucks or Equipment Blocking Track
- Dock Plates Attached to Car or Cars on Track
- Gate or Switch Locked With Private Lock
- Hazardous Billing or Placards Missing
- Hoses Attached to Car or Cars on Track
- Other Reasons Did Not Spot
- Plant Closed
- Track Blue Flagged
- Track Full-No Room to Spot Car
- Unsafe Conditions

Not Done Reasons - Not Chargeable to Customer

Car Missing From Track or Location
 Car Substituted at Customer Request
 Bad Order—Derailed—Inspection
 Engine Restrictions or Problems

- Axle Restrictions
 - Engine Problems
 - Insufficient Horse Power
 - No Power Available
- Federal Hours of Service Expired
 Instructions From Dispatcher
 Instructions From BNSF Supervisor
 Mutual Agreement With Customer
 Not In Train, Not Switched, Unavailable
 No Overtime, Short On Time
 Reasons Not Customer Responsibility

- Rail Traffic Conditions
- Crew Decision
- Holding For Unit Train
- Joint Facility—Moved By Another RR
- Work Order or Computer Is Not Correct
- Work Performed by Another Train

Substituted Alternate Car

- Empty Substituted
 - Load Substituted
- Track Blocked or Out of Service—Not By Customer**
- By BNSF or Another Railroad
 - By a Different Customer
 - By Other

Unsafe Conditions Exist

- Inclement Weather
- Other

Work Was Already Completed

Done In Other Direction

Reporting Methods

Radio – With the exception of trains using the Work Order Reporting system or when reporting work trains, Voice Train Reporting using the MRAS/PBX system is the preferred method of reporting work. Conductors and engine foremen are expected to report as soon as possible after work is performed at each station. If Voice Train Reporting (VTR) or Work Order Reporting System (WORS) is used to report, it is not necessary to call Customer Support.

Telephone or Cellular Phones – Telephone or cellular phones assigned to conductors and engine foremen may be used when MRAS/PBX or radio communication is unavailable or radio is congested in order to provide timely reporting in the field.

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 TURNABLE - 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, en route, 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 operating 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 en route, 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.

The train crew must have the radio set to the “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 the 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.

Type Detector	Non-Alarm Message	Train Crew Action	Additional Instructions
5(A) or 5(B)	When detector announces "...no defects", "Maintenance Required" or when advised by signal maintainer or train dispatcher that there are no defects.	Proceed.	Report "Maintenance Required" to the train dispatcher, unless "Train Too Slow" is transmitted in the same message. Then, no report to the train dispatcher is required.
5(A)	"Integrity failure"	Stop, Make a walking inspection of both sides of entire train before reaching bridge, tunnel, or structure being protected.	Report integrity failure to train dispatcher.
5(A)	"Train too slow" or Crew is notified by train dispatcher or signal maintainer that TWD is out of service.	Proceed.	None
5(B)	"Train too slow" or "Integrity Failure" or "Maintenance Required" or Crew is notified by train dispatcher or signal maintainer that TWD is out of service.	Proceed.	Report "Integrity Failure" or "Maintenance Required" to the train dispatcher unless "Train Too Slow" is transmitted in the same message. Then, no report to the train dispatcher is required.

Table No. 2 - 8(C) Alarm Message

Type Detector	Alarm Message	Train Crew Action	Additional Instructions
5(A) or 5(B)	"First hot box right/left side axle XXX" or "First dragging equipment near axle XXX" or "First hot wheel right/left from axle XXX to axle XXX" or "First wide load right/left side near axle XXX" or "Shifted load right/left side near axle XXX"	1. As soon as message "...you have a defect" is received, immediately reduce train speed to less than 30 MPH. 2. Stop the train. 3. inspect the indicated axle(s). 4. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 5. Report findings to the train dispatcher. 6. When defective car(s) are set out or continue in train, notify the train dispatcher and Mechanical Help desk.	Detector alarm message may identify more than one defect. Inspect train for all reported defects before proceeding. If detector alarm message does not include axle designation, inspect both sides of entire train.
5(A) or 5(B)	"Excessive Alarms"	1. As soon as message "... you have a defect" is received, immediately reduce train speed to less than 30 MPH. 2. Stop the train. 3. inspect the indicated axle(s). 4. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle regardless of whether a defect is found before reaching the 12th axle. 5. Inspect both sides of the remainder of the train from the last reported defect. 6. Report findings to the train dispatcher. 7. When defective car(s) are set out or continue in train, notify the train dispatcher and Mechanical Help desk.	Detector alarm message may identify more than one defect. Inspect train for all reported defects before proceeding. If detector alarm message does not include axle designation, inspect both sides of entire train.
5(A) or 5(B)	"Hot Box-Train Too Slow" is Transmitted.	Stop and make a walking inspection of both sides of entire train.	Report "Hot Box-Train Too Slow" to Train Dispatcher

Table No. 3 - 8(C) Other Circumstances

Type Detector	Circumstance	Train Crew Action	Additional Instructions
5(A) or 5(B)	Speed varies by more than 10 MPH from actual speed.	1. Stop the train. 2. Make a walking inspection both sides of entire train. 3. Report findings to train dispatcher.	None
5(B) - with recall code	No message or Incomplete message is transmitted.	1. Enter recall code and be governed by message. 2. If still no message or incomplete message, proceed.	Report no message or incomplete message to train dispatcher.
5(A) - with recall code	No message or Incomplete message is transmitted.	1. Enter recall code and be governed by message. 2. If still no message or incomplete message, stop the train. 3. Make a walking inspection of both sides of entire train.	Report no message or incomplete message to train dispatcher.
5(B) - without recall code	No message or Incomplete message is transmitted.	Proceed	Report no message or incomplete message to train dispatcher.
5(B) - Exception Reporting	No Message	Proceed	Do Not Report "No Message" to Train Dispatcher
5(B) - with recall code Exception Reporting	Incomplete Message is Transmitted	1. Enter recall code and be governed by message. 2. If still no message or incomplete message, stop the train. 3. Make a walking inspection of both sides of train.	Report incomplete message to train dispatcher.
5(B) - without recall code Exception Reporting	Incomplete Message is Transmitted	1. Stop the train. 2. Make a walking inspection of both sides of entire train.	Report incomplete message to train dispatcher.

Note: Detector message followed by the word "Out" indicates a complete message. Total axle count is not required for a complete message. If an alarm message is transmitted and it is not followed by the word "Out", the train will be governed by the Train Crew Action for that alarm message.

8(D).Train Inspection

When alarm message requires inspection, inspect the side of the train in the message. The reference to defect locations will be from HEAD END of train, and references to LEFT or RIGHT side are to engineer's left or right side in the direction of travel.

Determine the location of the indicated axle by physically counting axles from the HEAD END of the train, including locomotive axles. DO NOT depend on wheel report information for correct axle count. When alarm message requires, inspect indicated axle(s). If inspection does not reveal a defect, inspect 12 axles forward and 12 axles to the rear of the indicated axle. When this is necessary, inspect all 12 axles in each direction regardless of whether a defect is found before reaching the twelfth axle.

Dragging Equipment/Shifted Load Inspection

When a dragging equipment or shifted load alarm message is received, make a walking (trackside) inspection of the train until the inspection is complete or until an obstruction (bridge without a walkway) prevents further inspection. When obstruction prevents completion of inspection, move train at no more than 5 MPH to complete the inspection per Rule 6.29.2. The train may proceed only after walking inspection confirms there is no dragging equipment or shifted load(s), defective car(s) are repaired or permission is received from the train dispatcher or manager to move the defective equipment.

Overheated Equipment Inspection

When an overheated equipment alarm is received, follow this procedure to inspect equipment:

- Crew member positioned on the ground must count axles.
- Move train at no more than 10 MPH until the indicated axle is near crew member or until inspection is complete.

When a train is stopped by a trackside warning device for hot journal or hot wheel, crew is to immediately contact train dispatcher who will relay the occurrence along with train identification and location to the NOC Mechanical Warm Bearing Desk. The NOC Mechanical Warm Bearing Desk will then contact the train and assist the crew with the process of inspection and identification of the suspect car. Train may not depart inspection location until NOC Mechanical Warm Bearing Desk releases train from inspection and permission to depart is received from train dispatcher. The train crew must report the following to the NOC Mechanical Warm Bearing Desk:

1. The axles were physically counted
2. A heat-indicating crayon or infrared device was used at the indicated axle, and
3. If inspection does not reveal a defect, that 12 axles forward and to the rear of the indicated axle have been inspected.

If a heat-indicating crayon or infrared device is not available, set out the indicated car.

After released by the NOC Mechanical Warm Bearing Desk, contact the train dispatcher for permission to depart inspection location and to report train delay/detector stop information (i.e. axle readout, inspection result, car initial and number, journal number and size, set out location, crayon used, etc.). To contact the Mechanical Warm Bearing Desk, when using the 3 digit radio call-in code, use the 2 digits indicated in the timetable followed by a 5. If using the 1 digit radio call-in code, use 5.

Freight Trains

If no defect is found, train may continue, but crew members must closely observe indicated equipment for the next 25 miles or until inspection by hot bearing detector.

When a train actuates a wayside hot box detector before crew change location, the relieving crew will be advised of the equipment that activated the detector so that they can inspect the car and follow the above procedure if the equipment actuates a subsequent detector en route. **Exception:** If indicated axle is on a loaded, placarded, non-intermodal car containing hazardous material, set out the loaded, placarded, non-intermodal car. (For Key Train instructions see US Hazardous Material Instructions for Rail, Section VII, Key Trains.)

Passenger Trains

If no defect is found after inspecting 12 axles forward and 12 axles to the rear of the indicated axle, inspect both sides of the entire train.

If no defect is found, train may continue, but crew must closely observe indicated equipment for the next 25 miles or until next inspection by hot bearing detector.

8(E). Testing Bearing Temperature

Use a heat-indicating crayon or handheld infrared device to test bearing temperature. Test bearing temperature by stroking the heat indicating crayon on the bearing cup. A liquid smear will remain on an overheated bearing. (Determine if the bearing is hot by using a Dual Temp. 163 degree - 200 degree Fahrenheit, Mark All Thermal Melt, Millennium ordering reference no. 458304011.)

When ambient temperature is 32 degrees Fahrenheit or above, use a 200-degree Fahrenheit heat-indicating crayon to test bearing temperature.

When ambient temperature is below 32 degrees Fahrenheit, use a 163-degree Fahrenheit heat-indicating crayon to test bearing temperature.

Set out equipment with overheated bearings.

If it is safe to move equipment, set out car with an overheated bearing at a location accessible to repair personnel.

Operating Infrared Device

To measure a temperature, point at object and pull the trigger. Unit must be held approximately 1 – 1 ½ feet away from the journal or wheel to be measured. In order to be accurate, the target area must be at least twice as large as the spot size. Target must be free of grease or dirt. Steam, dust, smoke etc. can prevent accurate measurement by obstructing the unit's optics. Use the laser only for aiming.

CAUTION: Laser should never be pointed directly at eye or indirectly off reflective surfaces.

Point Non-Contact Thermometer (Infrared Device) at the bearing cup identified during train inspection and pull the trigger. Use laser for aiming the device. Record temperature displayed on the LCD. If temperature exceeds 180 degrees above ambient (outside) temperature, journal or wheel is considered hot and must be set out for repair. Ambient temperature may be determined by targeting any portion of the railroad car (except the wheel or journal) that has been exposed to outside air temperature. Avoid targeting the shiny surface of the wheel tread when measuring wheel for excessive temperature. Inaccurate readings will result from measuring polished or shiny surfaces. To measure wheel temperature, target the outside area of the wheel.

NOTE: When outside ambient temperature is significantly lower or higher than temperature where device is stored i.e., personal luggage or pocket, thermal shock may occur to the unit when removed from stored area. This may affect the ability of the LCD to give readout. In addition, accuracy of readout can be affected. If outside air temperature is less than 32 degrees Fahrenheit, it is recommended the device be kept in pocket until ready to target the wheel or journal to be inspected.

8(F). Consecutive Alarm Messages

If the same equipment is indicated by two (2) successive hot bearing alarm messages, set out the indicated equipment. When a train actuates a wayside hot box detector before a crew change location, the crew being relieved will advise the relieving crew of the equipment that activated the detector. If the same equipment is indicated by the next detector with a hot bearing alarm message after departing the crew change location, set out the indicated equipment.

8(G). Alarms Indicated on Locomotive or Caboose

When unable to locate a defect indicated on a locomotive or caboose, notify the following:

- Connecting crew members
- Mechanical personnel
- Supervisor

Do not set out a caboose with a generator belt attached to the indicated axle unless a hot bearing, hot wheel or dragging equipment is found.

8(H). Special Conditions

When a hot bearing is found within 25 miles of TWD equipment, a crew member must notify the train dispatcher. The train dispatcher must notify the signal maintainer and request the TWD equipment be inspected.

When blowing or swirling snow conditions may prevent detectors from making a proper inspection, crew members must reduce train speed **to no more than 30 MPH** to minimize this condition.

8(I). High Water Detectors

High water detectors have been placed under certain bridges and in areas where high water might occur.

A. When train is notified of high water by rotating red lights, radio message, signal indication or at a radio readout and no response is received, crew must not proceed over bridge or track until trackside examination by crew member has been made to determine the following:

- The track has not lost its normal alignment,
- The track or bridge does not have sagging surface,
- There is no shoulder ballast or ballast between the ties missing or water running through the tie cribs, and
- Water is not over the rail.

If determination cannot be made, contact train dispatcher for instructions before proceeding.

B. Trains moving against the current of traffic must approach all locations protected by high water detectors prepared to stop unless:

- The track has not lost its normal alignment,
- The track or bridge does not have sagging surface,
- There is no shoulder ballast or ballast between the ties missing or water running through the tie cribs, and
- Water is not over the rail.

If determination cannot be made, contact train dispatcher for instructions before proceeding. Note: When moving against the current of traffic and the location is protected by rotating red light or radio response, be governed by Item A above.

8(J). Slide Detectors

Slide detectors have been placed in certain areas where earth/rock slides might occur.

When a rock slide is indicated by rotating red light or radio message, trains must proceed at restricted speed AND be prepared to stop short of any obstruction through the entire slide detector area.

When train is stopped or moving at restricted speed because of signal indication governing movement through a slide detector, train must ALSO be prepared to stop short of any obstruction through the slide detector area.

Train dispatcher must be promptly notified if slide conditions are observed.

At locations equipped with Radio Readout type detectors, if no response is received, trains must proceed at restricted speed until track at this location is known to be clear of any obstruction. Train dispatcher must be promptly notified if slide conditions are observed.

8(K). Warm Journal Detectors

When a train stop is indicated, the NOC mechanical warm bearing desk will utilize the information that is currently only provided to the NOC, evaluate the severity of the potential failure indicated and will then contact the chief dispatcher who will advise the train dispatcher to contact train crews via radio with instructions on the action required.

Train crews are to contact the NOC Mechanical Warm Bearing Desk. When a running set and release is indicated the warm bearing desk will contact the train crew directly.

Since this is only a potential failure condition that is being predicted well in advance of any actual failure, when notified to take action relative to a "warm" bearing/journal, train may be moved without any additional speed restriction to a convenient location to inspect or set out as directed by the dispatcher in order to minimize the impact on operations. In addition, walking the train is not required and train may also be moved to expedite the inspection and/or set out. These instructions for cars identified with only warm bearings do not supersede any guidelines for handling hot journals or defective cars identified by Trackside Warning Devices or from other visual inspections.

Action required may include:

1. Perform a Set and Release of the Air Brakes:
Perform a set and release of the air brakes (minimum of 10 psi brake pipe reduction) in an attempt to release any sticking brakes at the first convenient location and consistent with good train handling. A "running release" may be performed if engineer determines conditions will allow as per ABTH Rule 103.3, Item C.
2. Stop and Inspect a Specified Car:
Stop to inspect specified car and be governed by specific inspection instructions given in each case.
3. Set Out a Specified Car:
Set out specified car at location as directed by dispatcher.

8(L). Track Integrity Warning System (TIW)

Track Integrity Warning Devices (TIW) check the rail for continuity and report track integrity status, on an exception only basis. These devices will report the Zone Down for a broken rail or track section occupied. These devices do not check switch position or for equipment fouling main track at a switch. Zone signs are located at the beginning of each Zone. Unless otherwise stated, warning will be for the track in the next Zone if down (the next track section).

Track Integrity Radio Message

A track status message will only be broadcast when a Zone is "Down". When approaching a track section in advance of a track section that has a broken rail or is occupied, the following message will be reported:

"BNSF Milepost XXX.X Zone X integrity Down".

When approaching the track section that has a broken rail or is occupied, a white flashing indicator on the equipment housing at the Zone sign will flash as a train approaches and passes. When the train passes the end of the Zone, the following message will be reported:

"BNSF Milepost XXX.X Zone X integrity Down.

When entering the main track and integrity status is needed, a location can be called for current status using the call code. The message will give the current status of track integrity on both sides of the location and report integrity OK or Down. This call code request should be made in advance of fouling main track.

Track Integrity Message and Train Crew Action

Use the following table to determine crew requirements when a track integrity message is received.

Message/ Indication	Train Crew Action	Additional Instructions
Devices announces "BNSF MP XXX.X Zone X integrity OK." (This message will transmit when initiated by hy-rail vehicle or response to call code)	Proceed.	None.
No announcement and indicator is dark.	Proceed.	None.
Device announces "BNSF MP XXX.X Zone X integrity Down."	Proceed at restricted speed with leading wheels to end of Zone, not exceeding 20 MPH until entire train clears Zone. Not required when notified by train dispatcher or signal maintainer that device is out of service.	Report findings to train dispatcher.
Incomplete Message	Proceed. Enter call code for next location. (Note: Zone train currently occupies will be reported Down, no restriction for occupied Zone due to this announcement.)	Report to train dispatcher.
White track integrity warning indicator is flashing on housing at the Zone sign.	Immediately reduce to restricted speed until leading wheels reach end of zone, not exceeding 20 MPH until entire train clears Zone. Not required when notified by train dispatcher or signal maintainer that device is out of service.	Report findings to train dispatcher.

9. Amtrak Instructions

BNSF dispatchers must have General Track Bulletins (GTB) issued at least (1) hour prior to trains departure. If the Amtrak train crew does not have the GTBs 45 minutes prior to trains departure they must contact the dispatcher immediately. If unable to contact the dispatcher for GTBs 35 minutes prior to train departure, train crew must contact the BNSF Passenger Operations Team at 1-800-871-0902.

Dispatcher must be immediately notified when train does not maintain maximum authorized track speed.

Dispatcher must be immediately notified when crews experience rough track conditions stating limits and severity. This same information must be documented on the conductor delay report

No trash may be discarded on BNSF property.

Station and Reporting Times

Station work must be done in an expedient manner to avoid exceeding station dwell times. If station work is anticipated to exceed scheduled dwell time by more than 5 minutes, sufficient advance notice must be given to the dispatcher to eliminate or minimize train delays.

Amtrak Trains Reporting Clear/Releasing Track Warrants

Engineer and conductor are jointly responsible, through job briefing, to ascertain and agree on the exact location that their entire train has passed before reporting past a specific point or clearing their track warrant. When reporting past a specific location:

- Engineer and conductor will job brief and agree on train's location.
- Communication will use the following format:

Crew member will state: (Name), locomotive initial, number, (direction), reports clear of (Milepost/location) (Provide switch briefing when required) - Over.

Dispatcher will then check information against computer system information and if correct, will restate track release information followed by the question, "Is that correct"?

Crew member will state: "Job briefing between conductor (name) and engineer (name) confirm, that is correct. - Over".

Equipment

Unless otherwise provided, equipment that cannot be safely operated at maximum speed must be set out at first available location unless train can arrive at final destination in less time than would be required to make the set out.

- Maximum speed for freight locomotives in Amtrak service is 70 MPH.
- Movement with locomotives between cars is prohibited. Double stretch is required after pick up or set out of cars or locomotives.
- Required hand tools and supplies must be available on locomotive.
- Required switch keys must be in possession of Engineer and Conductor.
- Amtrak may not exchange or discharge passengers between trains except at stations.
- Amtrak may not exchange supplies between trains except at stations unless authorized by train dispatcher.
- Amtrak train garbage/refuse to be off loaded must be loaded into approved containers and only at stations that have assigned Amtrak employees or caretakers.
- Amtrak toilets must be discharged into appropriate containers. Dumping of toilets from Amtrak trains on BNSF right of way is prohibited.

Head End Attendance

The head end of all occupied passenger trains must not be left unattended for any reason while occupying main track or siding. At crew change locations the engineer's job briefing will take place in the locomotive cab or controlling compartment of cab control car. If the outbound crew is not on spot at a crew change location on arrival, the inbound engineer will remain on the head end until the outbound engineer arrives.

Head End Power (HEP) Requirements

- Departure from the originating station with the HEP cables short looped is prohibited.
- In the event of HEP failure, crew members must determine if the train may be handled safely and must make every effort to advance the train to the next siding or scheduled stop before repairs are made.
- All HEP cables must be secured with approved tie-downs.
- Air hoses and HEP cables must be secured no less than 4 inches above the top of the rail.

BNSF Crews Operating Amtrak Trains

When a BNSF crew operates an Amtrak train, a freight locomotive must be used. Amtrak personnel must handle all 480-volt AC power and set up Amtrak locomotives in the trail position. BNSF crews are prohibited from handling, adjusting or performing work between or under cars when Head End Power (HEP) 480 volt AC is energized. A freight locomotive will not be necessary when BNSF engineer is accompanied by an Amtrak qualified engineer or qualified Amtrak supervisor.

BNSF Mechanical Assistance

When mechanical problems develop the train dispatcher must be notified immediately as described in System Special Instructions item #45 and BNSF NOC Mechanical Desk notified if assistance is required. The delay for mechanical problems must be documented properly on the delay report.

Conductor Delay Reports

The conductor delay report is an essential document to both Amtrak and BNSF. Prior to tie-up, engineer or conductor must furnish the dispatcher with complete, legible and accurate conductor delay report. The BNSF Passenger Operations Team must also receive a copy of the delay report (Fax 800-423-9551).

The conductor delay report must be professional, brief, specific, and worded clearly and concisely. Each individual reason for delay must be separated from other delays. The document must include, in order of occurrence, the following:

- Any delay due to the inability to maintain maximum authorized passenger train speed.
- Reasons for delay over dwell times identifying specific cause of delay (passengers, baggage, late bus connections, mechanical issues, etc.).
- Delays associated with field equipment detectors. These delays require that specific information be given, even if no defect is found. Information as to the location of the defect, Car/Locomotive initial and number, axle and journal if applicable, and reason for inspection and defect, if any found.
- Amtrak instructions regarding authorization to hold or delay train, including reason.
- Delays caused by operating with one engineer.
- Delays caused by late General Track Bulletins.
- BNSF Pilot crew name must be recorded on the delay report including from/to locations.

The conductor delay report must be turned in on all trips, including special trains, deadhead moves and trains terminated short of destination.

Signal Awareness Forms

Passenger train conductors and crew members are exempt from special instructions Item 43 unless they are in the controlling unit or the cab room of the controlling cab car and there is more than one crew member in the controlling unit or cab room of the controlling cab.

10. Storage of Cars Within Yard Limits In Non-Signaled Territory

Within yard limits in non-signaled territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by track warrant or track bulletin. This does not modify requirements of Rule 6.13.

11. Shunting the Track**Commodities Insulating Track In CTC And ABS**

Employees should be alert for insulating commodities such as clay, chips, oil, etc., on top of rails. This condition could possibly insulate the track and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

Single Unit Light Engine

When a train sets out all cars en route and becomes a single unit light engine within CTC, manual interlocking, or ABS territory, the train dispatcher/control operator must be notified.

Movements Consisting of Less Than 12 Axles

Train, engine and other such movements consisting of less than 12 axles must approach road crossings at grade equipped with automatic crossing warning devices prepared to stop until it is determined that the warning devices are operating properly.

12. Turnouts Equipped with Two Switch Machines (Moveable Point Frogs/Swing Nose Frogs)

Locations where turnouts are equipped with two switch machines will be identified under individual subdivision special instructions. When dual control switches equipped with two switch machines are operated by hand, the switch machine which operates the switch points and the switch machine which operates the moveable point (swing nose) frog must both be placed in hand operation.

Rule 9.13.1 applies at all locations where turnouts are equipped with two switch machines (moveable point frogs/swing nose frog).

13. In Effect on BNSF Railway

- General Code of Operating Rules, FIFTH EDITION, in effect April 3, 2005.
- Maintenance of Way Operating Rules, in effect October 31, 2004.
- Air Brake and Train Handling Rules, in effect April 29, 2007.
- Train Dispatcher's, Operator's and Control Operator's Manual, in effect April 29, 2007.
- TY&E Safety Rules, in effect October 30, 2005.
- Maintenance of Way Safety Rules, in effect October 30, 2005.
- Employee Safety Rules, in effect October 30, 2005.
- Mechanical Safety Rules, in effect October 30, 2005.
- United States Hazardous Material Instructions for Rail in effect October 30, 2005.
- 2008 North American Emergency Response Guidebook.
- Manual of Instructions for Suburban Operations Employees, for Chicago Suburban Operations, in effect June 22, 2007.
- Canadian Rail Operating Rules, in effect May 28, 2008. (For use in Canada only.)

14. General Code of Operating Rules, Changes and Additions

The following rules apply only on BNSF Railway:

GCOR Rule 1.10, Games, Reading or Electronic Devices—

The following is added:

Crew members using cell phones/laptop computers while on duty are governed as follows:

- All crew members are prohibited from using cell phones/laptop computers when their train or engine is moving. Electronic work order reporting devices and handheld PDA devices are to be considered as laptop computers in the application of this rule.
- Crew members may use a cell phone when their train or engine is stopped provided its use does not interfere with required duties such as train inspections or switching activities.
- If necessary for conductor to report work using a cell phone, this must be done while the train or engine is stopped.

Exception: Crew members of passenger trains may use a cell phone or PDA device for business purposes while the train is moving provided they are not in the controlling unit or the cab room of the controlling cab car.

GCOR Rule 1.46, Duties of Yardmasters—The following is added:

At the end of each shift, the yardmaster must make a transfer, filling in all the required information, including:

- All grade crossings out of service
- Any undelivered Track Bulletin Restrictions
- Any tracks, switches, or other infrastructure out of service
- Any other conditions or issues which may affect the safe and efficient management of the yard.

If the office has more than one shift, the yardmaster being relieved will remain until the relieving yardmaster understands, accepts, and acknowledges the transfer.

The transfer must be documented in Yardmaster Transfer in YDS. If TSS is not available, the transfer must be documented in writing and maintained for 30 days.

GCOR Rule 1.47, Duties of Trainmen and Enginemen—Item C, All Crew Members' Responsibilities, the following is added to Item 2:

Crew members must not use binoculars or similar devices to determine the position, aspect, or indication displayed by a fixed signal.

GCOR Rule 2.14.2, Before Reporting Clear of Authority Limits—Is added as follows:

Before a field employee reports clear of authority limits, and the train dispatcher/control operator accepts the information, the following must occur:

- A clear understanding of the authority being reported clear must be briefed between the field employee and the train dispatcher/control operator.
- The train dispatcher/control operator must have the required form or computer screen displayed for data entry and confirmation.
- The train dispatcher/control operator and field employee must carefully match the verbally transmitted information against the authority form to ensure the information matches and is correct.

GCOR Rule 5.2.2, Signals Used by Employees—Items A and B, No. 3 is changed to read:

3. Flagman providing protection as outlined in Rule 6.19 (Flag Protection) must have a red flag and six red fuseses.

The following sentence is added:

Locomotive flagging kits on BNSF must be equipped with a red flag and six fuseses.

GCOR Rule 5.4.2 A, Restriction Specified in Writing—The second paragraph "Less than Two Miles Ahead of Restricted Area", is changed to read:

Less than Two Miles Ahead of Restricted Area. When the restricted area is close to a terminal, junction, or another area or if restriction is on a siding, employees will display the yellow flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.

GCOR Rule 5.4.6, Display of Flags Within Current of Traffic—This rule is canceled in its entirety.

GCOR Rule 5.4.8, Flag Location—The first paragraph is changed to read:

Flags will be displayed on all main tracks and sidings leading to the track affected.

GCOR Rule 5.6, Unattended Fusee—The first paragraph is changed to read:

If a train approaches an unattended fusee burning on or near its track, the train must stop consistent with good handling.

The third paragraph is changed to read:

After stopping, the train must proceed at restricted speed for 1 mile beyond the fusee.

GCOR Rule 5.8.2, Sounding Whistle—Signal 7 is changed to read:

When approaching public crossings at grade with engine in front sound signal as follows:

- At speeds in excess of 45 MPH, start signal at or about the crossing sign but not more than 1/4 mile before the crossing.
- At speeds of 45 MPH or less, start signal at least 15 seconds, but not more than 20 seconds, before entering the crossing.
- If no crossing sign start signal at least 15 seconds, but not more than 20 seconds before entering crossing but not more than 1/4 mile before the crossing.
- If movement starts less than 1/4 mile from a crossing, signal may be sounded less than 15 seconds before entering the crossing when it is clearly seen traffic is not approaching the crossing, traffic is not stopped at the crossing or when crossing gates are fully lowered.

Prolong or repeat signal until the engine completely occupies the crossing(s).

GCOR Rule 5.11, Engine Identifying Number—The following exception is added:

Exception:

- On track bulletins that advise about excessive dimension equipment, trains may be identified by train symbol.
- On track bulletins and on track warrants that do not convey movement authority, passenger trains may be identified by train symbol.

GCOR Rule 5.13 C, Blue Signal Readily Visible to Engineer—Item 3 is changed to read:

3. The engine must not be moved. The controls must not be changed unless directed by individuals who placed the blue signal protection.

GCOR Rule 6.2, Initiating Movement—The first bullet is changed to read:

Receive a track warrant or general track bulletin.

GCOR Rule 6.3, Main Track Authorization—The following is added:

Overlapping Limits

When a train receives track and time, track warrant or track permit authority joint with an employee or OCS permission joint with an employee, the train must not occupy the overlapping limits until permission is received to enter the overlapping limits from the employees listed on the authority or on the OCS permission.

GCOR Rule 6.3.1 E, Train Coordination - OCS territory—The following new rule is added:

Employees may use a train's permission in OCS territory in the same manner as using a train's authority. Working limits may be established within a train's OCS limits as follows:

- With a train having permission to move in either direction that is not joint, or
- With a train having permission to move in one direction only, working limits must not be established:
 - Behind the train.
 - More than one block in advance of the train or beyond any location that a train or engine could enter the track between the employee in charge of the working limits and the train.

GCOR Rule 6.5, Handling Cars Ahead of Engine—Is changed in its entirety to read:

Cars or engines must not be shoved until the engineer knows who is protecting the movement and how protection will be provided. The employee providing protection for the movement shall not engage in any task unrelated to the movement. When cars or engines are shoved, crew member must be in position and provide visual protection unless relieved by:

- Local instructions for tracks equipped with shove lights/cameras.
- Special instructions specific to tracks involved.
- Rule 6.6 (Picking Up Crew Member).
- Pullout move within an activated Remote Control Zone (RCZ).

Cars or engines must not be shoved to block other tracks until it is safe to do so. When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:

- 20 MPH for freight trains.
- 30 MPH for passenger trains.
- Maximum timetable speed for snow service unless a higher speed is authorized by the employee in charge.

Note: When plowing snow and all employees are on the equipment, one common authority may be used by both maintenance of way employees and the train crew.

GCOR Rule 6.6, Picking Up Crew Member—The following paragraph is added after Item 5:

Before a crew requests and makes a move under this rule, a job safety briefing between crew members must be conducted that includes:

- Confirmation of authority limits
- Location of nearest affected road crossings in direction of movement
- Distance to be shoved
- Confirmation that train is intact, verified either visually or by determining that brake pipe continuity exists using end-of-train device or distributed power telemetry.

GCOR Rule 6.7 A, Entering Remote Control Zone—The 2nd paragraph is changed to read:

When the remote control zone is activated, track(s) within the zone must not be fouled with equipment, occupied, or switches operated until the remote control zone has been deactivated.

The 3rd paragraph is deleted in its entirety.

GCOR Rule 6.23, Emergency Stop or Severe Slack Action—The following is added to the section titled “Inspection of Cars and Units”:

The following trains are relieved of visual inspection required by an emergency application when it is known that the brake pipe pressure has been restored by observing the caboose gauge, end-of-train telemetry device (ETD) or distributed power telemetry before proceeding:

- solid loaded bulk commodity trains,
- any train where emergency application of the brakes occurs at a speed above 30 MPH, or
- any train that is 5000 tons or less

If physical characteristics prevent a complete visual inspection, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection, and must be stopped immediately if excessive power is required to start or keep the train moving.

GCOR Rule 6.29.1, Inspecting Passings Trains—The paragraph “Ground Inspections” is changed to read:

When a train is stopped and is met or passed by another train, crew members must inspect the passing train. The trainman’s inspection must be made from the ground if there is a safe location.

- Dismount equipment on the side opposite approaching train.
- Do not cross adjacent tracks solely for the purpose of inspecting a passing train.
- During inclement weather, crew members may remain in the locomotive cab when inspecting passing trains.

Rule 6.32.1, Cars Shoved, Kicked or Dropped—Is changed in its entirety to read:

6.32.1, Providing Warning Over Road Crossings

When cars are shoved, kicked or a gravity switch move is made over road crossings at grade, an employee must be on the ground at the crossing to provide warning until crossing is occupied. Make any movement over the crossing only on the employee’s signal.

Warning is not required when crossing is equipped with:

- Gates that are fully lowered, or
- Flashing lights or passive warning devices when it is clearly seen that no traffic is approaching or stopped at the crossing. Shoving movements must not exceed 15 MPH over crossing until occupied.

GCOR Rule 6.32.2 C, Power Off Indicators—New rule added: When the power off indicators on the side of signal housings at highway crossings are flashing or not illuminated, immediately notify the train dispatcher.

Rule 7.1, Switching Safely and Efficiently—Is changed in its entirety to read:

While switching, employees must work safely and efficiently and avoid damage to contents of cars, equipment, structures, or other property.

Do not leave equipment standing where it will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine.

On tracks where clearance point is indicated, leave equipment beyond the clearance point.

If the clearance point is not indicated or visible, determine the clearance point by standing outside the rail of adjacent track and extend arm towards the equipment. When unable to touch the equipment, leave equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point. Equipment may be left on a:

- Main track, fouling a siding switch, when the switch is lined for the main track.
- Siding, fouling a main track switch, when the switch is lined for the siding.
- Yard switching lead, fouling a yard track switch when the switch is lined for the yard switching lead, or
- Industry track beyond the clearance point of the switch leading to the industry.

GCOR Rule 7.6, Securing Cars or Engines—The first paragraph is amended to read:

Do not depend on air brakes to hold a train, engine or cars in place when left unattended. Engineer and conductor are jointly responsible, through job briefing, to ensure equipment left unattended is properly secured and a sufficient number of hand brakes are applied to prevent movement. If handbrakes are not adequate, block the wheels.

GCOR Rule 7.7, Kicking or Dropping Cars—The first paragraph is changed to read:

Kicking cars is permitted only when it will not endanger employees, equipment or content of cars. Dropping cars is permitted only on territory where specifically authorized by individual subdivision special instructions.

GCOR Rule 8.9.1, Testing Spring Switch—The second paragraph is changed to read:

Before a train or engine makes a facing point movement over a spring switch, the switch must be tested when any of the following conditions exist.

Rule 8.12, Crossover Switches—Is changed in its entirety to read:

8.12, Hand-Operated Crossover Switches

The normal position of crossover switches is for other than crossover movement. The crossover switches must be left lined in normal position, except when they are in use for crossover movements. Both switches of a crossover shall be properly lined before equipment begins a crossover movement. A crossover movement shall be completed before either switch is restored to normal position, except when one crew is using both tracks connected by the crossover during continuous switching operations.

In Rule 6.14 (Restricted Limits), Rule 6.28 (Movement on Other than Main Track) or non-signaled Rule 6.13 (Yard Limits) territory, crossover switches may be left out of correspondence while providing blue signal or inaccessible track protection. When protection is no longer required the crossover switches connected to a main track or siding must be left lined for other than crossover movement. Crossover switches not connected to a main track or siding must be left in a corresponding position.

In signaled territory, crossover switches may be out of correspondence while performing maintenance, testing or inspection.

GCOR Rule 8.19, Automatic Switches—The following second sentence is added to the first paragraph: When movement authority requires a train to stop at an Automatic Switch location, the stop must be made before any part of a train passes the signal governing movement over the Automatic Switch.

The following paragraph is added: In non-signaled territory, when movement continues beyond a signal displaying a Stop indication, train must move at restricted speed for two miles or until leading wheels pass the next automatic switch signal or opposing distant signal.

GCOR Rule 9.11, Movement from Signal Requiring Restricted Speed—Is changed to read:

When a train passes a signal requiring movement at restricted speed, the train must move at restricted speed until its leading wheels have passed the next governing signal. When leaving block system limits, trains operating on the main track must move at restricted speed for two miles or until the leading wheels pass the opposing distant signal.

GCOR Rule 9.13.1, Hand Operation of Dual Control Switches—The following is added: For other types of switch machines, follow the above procedure using the instructions for operation posted at the switch or by special instruction.

GCOR Rule 9.15.2, Clearing Track Permits—The following 4th bullet is added:

- Position of hand operated main track switches.

GCOR Rule 10.1, Authority to Enter CTC Limits, under the heading "Signal Governing Movement Over a Hand-Operated Switch"—The first sentence is changed to read:

If a signal governs movement over a hand-operated switch that is not electrically locked, the control operator must authorize the train to enter or occupy any track where CTC is in effect before the switch is opened.

GCOR Rule 10.1.1, Leaving the Main Track—New rule added: Unless authorized by track and time, a crew member must notify the control operator when the train clears the main track unless a crew member is in position to prevent a following movement from passing.

GCOR Rule 10.3, Track and Time—The instructions inside the box are changed to read:

Track and time does not authorize trains to occupy the main track within automatic interlocking limits.

GCOR Rule 14.3, Operating With Track Warrants—The following is added to Item 1:

Record the location of the specific point on the track warrant form.

The following is added to Item 2:

Record the location of the specific points on the track warrant form.

GCOR Rule 14.9 A, Transmitting Track Warrants—Is changed in its entirety to read:

A. Transmitting Track Warrants

1. The train dispatcher will transmit the track warrant, followed by a summary of the total number of boxes and individual box numbers included by stating:

"(total number) boxes marked
(Individual box numbers)."

2. An employee will enter all of the information transmitted by the train dispatcher, except the summary. As the summary is transmitted, the employee will check the total number of boxes and individual box numbers copied to ensure all items are included.

3. The employee will repeat the preprinted and written information transmitted by the train dispatcher, followed by a summary of the total number of boxes and individual box numbers included by stating:

"(total number) boxes marked:
(Individual box numbers)."

4. The train dispatcher will check the repeat and, if all information including the summary is correct, will state the following:

"Authority (number) OK (time) (dispatcher initials)".

The employee will enter the OK time and the train dispatcher's initials on the track warrant and repeat them to the train dispatcher, or

If the track warrant includes after arrival, the dispatcher will state the following:

"Authority (Number) with after arrival of (train) at (location)
OK (time) (dispatcher initials)."

The employee will enter the OK time and the train dispatcher's initials on the track warrant and repeat the "After Arrival" information, OK time and dispatcher's initials to the train dispatcher.

Note: The summary information in Items 1, 2, 3 and the after arrival information in Item 4 above will be exempt from pronouncing and spelling numbers as indicated in GCOR 2.14.1, Verbally Transmitting and Repeating Mandatory Directives.

GCOR Rule 14.10, Track Warrant in Effect, is changed to read:

A track warrant is in effect until a crew member reports the train has cleared the limits, or the track warrant is made void. The crew member must inform the train dispatcher when the train has cleared the limits. Before a train reports clear of a track warrant, the track warrant is made void or a portion of track warrant limits are released, a crew member must restore hand operated main track switches to normal position unless relieved by track warrant.

Employees reporting clear of track warrant limits must state:

- Their name or other identification
- Track warrant number being released
- Limits being released

In non-signaled territory or double track ABS territory (outside of restricted limits or yard limits), a crew member will job brief with the train dispatcher about the position of main track switches and those switches operated are locked within the limits being released, referencing completion of the Position of Switch form or stating no entries required.

(The paragraph titled "Time Limit Shown" remains unchanged.)

GCOR Rule 15.2 A, Verbal Permission—the following new item 5 is added:

5. When adjacent tracks will be occupied by men and equipment, add the following:
 “Men and equipment occupying (track).”

GCOR Rule 15.2 B, Repeat Instructions—the following is added to the second paragraph:

The movement must not change direction without permission from the employee in charge.

GCOR Rule 15.12, Relief of Engineer or Conductor During Trip—the first three paragraphs are changed to read:

When a conductor, engineer, or both are relieved before trip is finished, they must contact the train dispatcher and comply with instructions concerning the handling of their track warrants, track bulletins, and other instructions.

When crew members are called to relieve a train at other than the initial station, crew members must contact the train dispatcher before leaving the initial station and determine if any track warrants, track bulletins, or other instructions must be obtained.

GCOR Rule 15.13.1, Voiding General Track Bulletins or Restrictions—the following new rule is added:

To void a bulletin restriction or an entire general track bulletin, train dispatcher may do the following:

“Restriction (number) ____ reading ____ is void.”

An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write “Void” in the margin to the left of the restriction made void.

GCOR Rule 18.0, Occupancy Control System (OCS)

Rule 18.1 OCS for Trains and Engines—In addition to GCOR Rule 6.13 (Yard Limits), the following also applies at locations designated under the individual subdivision special instructions:

Occupying the Main Track

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher.

- Written OCS,
- Proceed indication on a controlled signal, or
- Verbal permission.

Individual subdivision special instructions or general order will designate locations where permission is granted by:

- Controlled Signal Indication. (Movements against the current of traffic may be authorized by controlled signal indication.)
- Verbal Permission. (Movements against the current of traffic may be authorized by verbal permission.)

Written OCS must be used when permission is joint with Maintenance of Way.

OCS does not relieve a train or engine from complying with restricted speed in non-signaled territory.

The employee requesting OCS will state name, occupation, location and train or other identification. The employee will repeat the permission granted. Written OCS must be copied on the prescribed form. If the permission is repeated correctly, the train dispatcher will acknowledge. The train must not move until

the engineer understands the OCS granted. Written OCS record must be retained until OCS is released.

Employees must advise the train dispatcher when they are clear of the limits. Exception: Trains or engines clearing OCS limits at a control point are not required to report clear.

Employees releasing OCS must state the following:

- Their name.
- The OCS number being released, if applicable.
- The track limits being released.
- The time OCS limits released.

Designated Limits

OCS limits must be designated by specifying track, where required, and exact points such as switches, mile posts, or other identifiable points.

Direction of Movement

When trains or engines receive permission to proceed from one point to another, they must move only in the direction specified.

When trains or engines receive permission to work between two specific points, they may move in either direction between those points.

Same Limits with a Train or Engine

Before a train or engine receives permission to occupy the same limits with a train or engine working between two locations, a crew member of each train or engine must be notified. When notified, all movements must be made at restricted speed.

Same Limits with Men or Equipment

Before a train or engine receives permission to occupy the same limits with men or equipment, the maintenance of way employee in charge and a crew member of the train or engine must be notified. When notified, all movements must be made at restricted speed.

Permission Expired

When unable to contact the train dispatcher and OCS permission expires, permission is extended until the train dispatcher can be contacted.

OCS Form

The following is an example of the OCS form:

“OCS” Occupancy Control System

No. _____ 20 _____
 To: _____ At: _____

A. OCS No. _____ is cancelled.
 B1. Proceed from _____ to _____ on _____ track.
 B2. Proceed from _____ to _____ on _____ track.
 C. Work between _____ and _____ on _____ track.
 D. Do not proceed until _____ arrives at _____.
 E. Following _____.
 F. Limits occupied by train or engine between _____ and _____.
 G. Limits occupied by men or equipment between _____ and _____.
 J. This permission expires at _____.
 K. Do not exceed _____ MPH between _____ and _____.
 L. Other specific instructions: _____.

OK _____ Issued by _____ Limits reported clear at _____.
 (Mark X in box of each item instructed.)

GCOR Glossary—the following abbreviations are added:

- ASAbsolute Signal
- CNTConnection
- EBCSEastbound Controlled Signal
- EEEast End
- EXOEast Crossover
- NANot Applicable

NBCS	..... Northbound Controlled Signal
NE	..... North End
NXO	.....North Crossover
RESTRN	.....Restriction
RL	..... Restricted Limits
RP	.....Release Point
SBCS	..... Southbound Controlled Signal
SE	..... South End
SS	..... Station Sign
SW-N	.....Switch No
SW-Y	..... Switch Yes
SXO	..... South Crossover
TFND	.....Track Flags Not Displayed.
WBCS	..... Westbound Controlled Signal
WE	..... West End
WXO	..... West Crossover

GCOR Glossary—New glossary term added:
 General Track Bulletin—A notice containing track bulletin restrictions and other conditions affecting train movement.

15. General Code of Operating Rules and Maintenance of Way Operating Rules, Supplemental Instructions

Several rules in the General Code of Operating Rules and the Maintenance of Way Operating Rules allow and/or require that supplemental instructions be carried in the timetable or special instructions. The following are supplemental instructions that apply to BNSF Railway.

Supplemental GCOR Rule 1.17, Hours of Service Law—
 Apply the following when reporting Hours of Service: Time spent waiting for deadhead transportation must not be counted when determining time on duty for hours of service purposes when relieved of all duties as outlined in GCOR Rule 1.17.

Supplemental GCOR and MWOR Rule 2.14.1, Verbally Transmitting and Repeating Mandatory Directives—Apply the following when verbally issuing a mandatory directive identified by numbers separated with a hyphen:

- State the first number, then state or spell each digit separately for that number.
- State the hyphen as “dash”.
- State the second number, then state or spell each digit separately for that number.

Example: Authority number 407-15; “407; 4, 0, 7 dash 15; 1, 5.”

Employees repeating the initial transmission of the mandatory directive must repeat the number in this same format.

Supplemental GCOR and MWOR Rule 3.3, Time Signals—
 Dial 8-998-8463 (8-WWV-TIME) or 8-435-6000 to obtain coordinated universal time signal.

Supplemental GCOR Rule 4.3, Timetable Characters

- A Automatic Interlocking
- B General orders, notices, and circulars
- C Radio communication
- g Gate, normal position against conflicting route
- G Gate, normal position against this subdivision
- J Junction
- M Manual interlocking
- P Telephone
- R Restricted Limits
- S Railroad crossing protected by permanent stop sign
- T Turning facility
- U Railroad crossing not protected by signals or gates
- X Crossover
- X(2)..... Multiple crossovers
- Y Yard Limits

Supplemental GCOR Rule 5.3.7, Radio Response—In the application of 5.3.7 the following will be used for direction and

distance: Direction will be described in relationship to the front of the locomotive (F stencil). To instruct the engineer move the locomotive forward use “ahead”. To instruct the engineer move the locomotive backward use “backup”. Distance will be communicated using 50 feet as a standard for car length. For continuous moves, communicate at least half the distance plus one car length until the distance is 2 car lengths, then use two cars, one car, 25 feet and the word stop to complete the move (example) 25 CARS, 14 CARS, 8 CARS, 5 CARS, 3 CARS, 2 CARS, 1 CAR, 25 FT, STOP).

Supplemental GCOR and MWOR Rule 5.5, Permanent Speed Signs—the following paragraphs are added:

Reduced speed limits may be designated by Advance Warning sign (diagonally upward), Reduce Speed sign (rectangle) and Resume Speed sign (vertical).

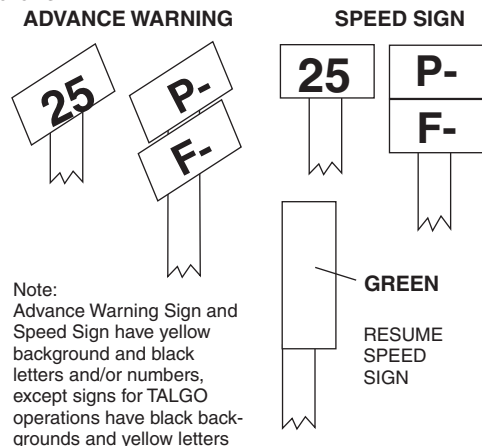
The Advance Warning sign will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a Resume Speed sign or another Speed sign is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a Speed sign displaying a higher speed or a Resume Speed sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed or has cleared the limits of the restriction.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

Permanent speed signs will not be placed for trains moving against the current of traffic unless otherwise indicated.

These signs, as illustrated, apply to train and engine movements as follows:



Figures preceded by letter P apply to passenger trains, except TALGO, if there is a TALGO sign.

Figures preceded by letter F apply to freight trains.

Figures preceded by letter T apply to TALGO passenger trains.

Figures not preceded by a letter apply to all trains.

Supplemental GCOR and MWOR Rule 5.11, Engine Identification Number—the following supplemental instruction is added:

Engines with the following initials stenciled on the side of the locomotive will be identified as NS engines: SOU, NW, PRR, CG, INT, GSF, AGS, CRCX and CR (ConRail).

Engines with the following stenciled on the side of the locomotive will be identified as CSXT engines: CSXT, CSX and CSX Transportation.

Supplemental MWOR Instruction Rule 6.3.1, Track Authority with Standing Equipment.

When track and time or track permit is granted by the control operator/train dispatcher in the same area as standing equipment (tied down train - no crew, cut of cars, etc.), job brief with the train dispatcher or control operator as to the location and status of the standing equipment.

If the standing equipment is a train waiting for a relief crew to arrive, the MW employee in charge must place a red flag:

- On both ends of the standing equipment if the standing equipment will be inside working limits to be established. These flags will be in addition to the working limits flags and will be placed facing the head end and rear end of the train or,
- On the end of the standing equipment closest to the location the track will be occupied if the standing equipment will not be within working limits or working limits will not be established.

Supplemental GCOR Rule 6.26, Use of Multiple Main

Tracks—the following supplemental instruction is added:

Unless otherwise indicated in the individual subdivision special instructions, when using main tracks in westward or southward timetable direction, they will be numbered consecutively from right to left beginning from Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

Supplemental GCOR Rule 6.32.2, Automatic Warning

Devices—the following supplemental instruction is added:

In the application of this rule, a crossing having a broken gate(s) is to be considered as having working devices when the balance of the automatic warning devices are seen to be working.

Movement may proceed over the crossing at 15 MPH without stopping.

Supplemental GCOR and MWOR Rule 15.1, Track

Bulletins—the following supplemental instruction is added:

BNSF Railway may use a general track bulletin instead of a track warrant to deliver track bulletin restrictions. All rules that apply to track bulletins apply to general track bulletins. Additionally, conductor and engineer may receive a general track bulletin instead of a track warrant listing all restrictions affecting their train movement.

Supplemental GCOR Rule 15.2 A, Verbal Permission—the following supplemental instruction is added:

Rule 15.2-A, Verbal Permission, when General Track Bulletins are used, the 1st paragraph is changed to read:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) _____ using Form B Restriction No. _____ between MP _____ and MP _____ (specifying subdivision when necessary).”

Other Supplemental Instructions

Requesting Track and Time—the following supplemental instruction added:

The employee requesting track and time will state name, occupation, exact location and train or other identification. The employee will copy the authority granted on the form provided for that purpose, and repeat from the form the authority granted. If the authority is repeated correctly, the control operator will acknowledge with “That is correct.” The train must not move until the engineer understands the track and time granted. The employee who requests track and time must retain the written track and time record until track and time is released.

When requesting track and time, if communication is lost or an incomplete message is received while the control operator is issuing track and time, or if after repeating the authority to the control operator, the employee does not hear the response from the control operator “That is correct,” the employee must not occupy the track. The employee requesting track and time must contact the control operator as soon as possible and confirm with the control operator that the track and time was not received.

Track Warrant - Protect Open Switch

In non-signaled territory, track warrant authority for trains must end at any open main track switch. Authority may be issued beyond the open switch after the train has stopped at the switch. Immediately contact the train dispatcher for additional authority when the train is stopped at the switch.

In ABS territory, track warrant work between authority for trains must end at any open main track switch. Authority may be issued beyond the open switch after the train has stopped at the switch. Immediately contact the train dispatcher for additional authority when the train is stopped at the switch.

(Note: A train stopped short of the switch for topographical reasons, i.e., road crossings, grade considerations, etc., may be considered as stopped at the switch for application of this process).

Mechanical Issuance—the following supplemental instruction added:

Track warrants issued mechanically through printer or fax print only items checked. The item numbers checked will be listed on the bottom of the track warrant. Notify the dispatcher if:

- The track warrant does not contain all items listed on the bottom,
 - Computer generated line on the bottom listing the items checked is missing, or
 - Track warrant is missing text or is otherwise not legible.
- When contacted, train dispatchers will arrange to provide crews with complete, legible copies and report incident to their supervisor.

After Arrival Authorities—the following supplemental instruction added:

When track warrant requires “After Arrival” of another train, the limits must not be occupied until the train to be met has been identified by engine number and the rear end marker has passed the meeting point.

In non-signaled territory, a train may only be granted “After Arrival” track warrants, after the following requirements have been completed:

1. Dispatcher advises the train that will receive the “After Arrival” track warrant of the identification of train(s) that will be met (by initials and engine number).
2. If a controlled signal does not govern movement at the meeting point, the train that will receive the “After Arrival” track warrant must establish the location of the train(s) that will be met (by initials and engine number), advising the dispatcher that direct communication has been made and the location of the train(s) contacted.
3. If a controlled signal does not govern movement at the meeting point, the train to receive the “After Arrival” track warrant has stopped at the meeting point and has notified the dispatcher that they are stopped.

(Note: A train stopped short of the meeting point for topographical reasons, i.e., road crossings, grade considerations, etc., may be considered as stopped at the meeting point for application of this process).

In non-sigaled territory after the meet has occurred, the train with the "After Arrival" must establish positive radio contact with the train listed in the "After Arrival" to confirm the identity of the passing train. If radio communication cannot be established, the train dispatcher must be contacted to provide the required confirmation. The train identification, time passed, location passed, or current time and location must be written on the track warrant form by both the conductor and engineer of the train being so restricted.

Radio Announcement Approaching Siding/Junctions—the following supplemental instruction added:

In non-sigaled TWC territory, when a train is approximately 2 miles in advance of a siding or junction, a crew member must transmit the following by radio:

"Train identification (initials, engine number and direction) is approaching (location name) at (speed) MPH."

Document Filing—the following supplemental instruction added:

At the completion of each trip, all track warrants reported clear or made void must be turned in with the signal awareness form as directed by the Division General Manager.

Reporting Clear/Releasing Track Warrants—the following supplemental instruction added:

Engineer and conductor are jointly responsible, through job briefing, to ascertain and agree on the exact location that their entire train has passed before reporting past a specific point or clearing their track warrant.

When reporting past a specific location:

- Engineer and conductor will job brief and agree on train's location.
- Engineer and conductor will communicate with the train dispatcher.
- Communication will use the following format:

Conductor will state: Conductor (Name), locomotive initial, number, (direction), reports clear of (Milepost/location) (Provide switch briefing when required) - Over.

Dispatcher will then check information against computer system information and if correct, will restate track release information followed by the question, "Is that correct"?

Engineer will state: "Engineer (name), that is correct. - Over".

Mechanically Transmitted Track Bulletins—the following supplemental instruction added:

Mechanically transmitted track bulletins from TSS provide summary information indicating the total number of lines or restrictions issued. Employees who receive these documents must cross reference the summary with the document to ensure all items are listed.

16. Maintenance of Way Operating Rules, Changes and Additions

Rules listed in Item 4, General Code of Operating Rules Items, of the individual subdivision timetables are in effect for employees governed by the Maintenance of Way Operating Rules when applicable.

MWOR Rule 1.3.1, Rules, Regulations, and Instructions, the following note is added:

Note: When amendments are made to the Maintenance of Way Operating Rules and Engineering Instruction No. 1, employees must have a copy of the general order with their rule books, make notation of the change in their rule book, or obtain a copy the revised page.

MWOR Rule 1.12, Weapons—Is changed in its entirety to read: While on duty or on railroad property, employees must not have firearms or other deadly weapons, including knives with a blade longer than 3 inches. However, railroad police are authorized to possess firearms in the course of their work.

MWOR Rule 2.14.2, Before Reporting Clear of Authority Limits—Is added as follows:

Before a field employee reports clear of authority limits, and the train dispatcher/control operator accepts the information, the following must occur:

- A clear understanding of the authority being reported clear must be briefed between the field employee and the train dispatcher/control operator.
- The train dispatcher/control operator must have the required form or computer screen displayed for data entry and confirmation.
- The train dispatcher/control operator and field employee must carefully match the verbally transmitted information against the authority form to ensure the information matches and is correct.

MWOR Rule 5.4.2 A, Restriction Specified in Writing, the second paragraph "Less than Two Miles Ahead of Restricted Area", is changed to read:

Less than Two Miles Ahead of Restricted Area. When the restricted area is close to a terminal, junction, or another area or if restriction is on a siding, employees will display the yellow flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.

MWOR Rule 5.8.2, Sounding Whistle—The 3rd sentence is changed to read: The use of horns at railroad crossings by all roadway machines and hy-rail equipment is optional at the discretion of the operator.

Whistle signal 7, the second sentence is changed to read: If the movement exceeds 45 mph, start the signal at the crossing sign or not more than 1/4 mile before the crossing if there is no sign. Prolong or repeat the signal until the engine occupies the crossing.

MWOR Rule 6.2.1, Train Location, is changed to read:

Employees who receive authority to occupy the track after the arrival of a train or to follow a train must ascertain the train's location by one of the following methods:

- Visual identification by observing the train pass.
- Direct verbal communication with a crew member of the train.
- Receiving information about the train from the train dispatcher or control operator.

An electronic device cannot be used to verify the train has passed the point where the track will be occupied.

MWOR Rule 6.3.1, Main Track Authorization, the first sentence of the section titled "Overlapping Authority" is changed to read:

When an employee receives "joint" authority, the employees must not occupy the overlapping limits until employees and/or trains listed on that authority are contacted.

MWOR Rule 6.3.1, Track Occupancy, the second bullet under "Working Limits" is changed to read:

When receiving an authority that is "joint", display red flags if working limits are established within overlapping authority limits. Prior to occupying any overlapping authority limits that are "joint," all working limits (including your own working limits) within the overlapping authority limits must be documented on the "Working Limits" form.

MWOR Rule 6.3.1, Main Track Authorization, the following new paragraph is added:

Confirmation of Limits Prior to Granting Authority

Following a verbal request for authority, the following will apply:

1. If authority can be granted as requested, the train dispatcher or control operator will restate the limits to requesting employee for confirmation.
2. If confirmation is received from the employee, the train dispatcher or control operator will issue the authority with no change in the confirmed limits.
3. If unable to grant authority with limits as requested, the train dispatcher or control operator will state limits that can be given, asking employee if usable.
4. If changed limits are usable, the train dispatcher or control operator will require the employee to repeat the changed limits to confirm understanding before issuing.

If the authority issued is different from that discussed with the train dispatcher or control operator, employee must not repeat the authority until a confirmation of the limits requested is identical to the authority being issued.

MWOR Rule 6.3.2, Protection on Other Than Main Track, the following second paragraph is added after the second bullet:

Protection by red flag and Western-Cullen-Hayes portable derails (LightWeight model "TS" Portable Derail and Model TSX – Portable Two-Way Derail) may only be used when it is known that on-track equipment or railroad cars are the only type of equipment that these particular models of portable derails will be protecting against. These models of portable derails may not be used to protect against locomotives. When protection is required against locomotives use Western-Cullen-Hayes portable derails model "LP-TS" which are painted red.

MWOR Rule 6.3.3, Visual Detection of Trains, the Statement of On-Track Safety Form is amended as follows:

The first sentence of the form is changed to read:

A lone worker using individual train detection or a lookout using train approach warning to establish on-track safety must complete this form prior to fouling a track.

The following requirements are added to the form:

Name of Lone Worker/Lookout: _____

Designated Place of Safety: _____

Method of Warning: _____

MWOR Rule 6.3.3 B, Lookouts, the following is added as the new 1st sentence:

Lookouts must complete the form entitled "Statement of On-Track Safety" prior to anyone fouling the track. The completed form must be in the employee's possession when used to establish on track safety.

MWOR Rule 6.5, Handling Cars Ahead of Engine—is

changed to read: When cars or engines are shoved and conditions require, a crew member must take an easily seen position on the leading car or engine, or be ahead of the movement, to provide protection. Cars or engines must not be shoved until the equipment operator knows who is protecting the point of the movement and how protection will be provided. The employee providing protection for the movement shall not engage in any task unrelated to the movement. Cars or engines must not be shoved to block other tracks until it is safe to do so. When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:

* 20 MPH for freight trains and on-track equipment.

* Maximum timetable speed for snow service unless a higher speed is authorized by employee in charge.

MWOR Rule 6.29.1, Inspecting Passing Trains, is changed to read:

Except as provided in Engineering Instruction 1.1.4(E), employees must inspect passing trains. The inspection must be made from the ground if there is a safe location.

- Dismount equipment on the side opposite approaching train.
- Do not cross adjacent tracks solely for the purpose of inspecting a passing train.
- During inclement weather, employees may remain in equipment when inspecting passing trains.

If any of the following conditions are detected, notify crew members on the passing train by any available means:

- Overheated journals,
- Sticking brakes,
- Sliding wheels,
- Wheels not properly positioned on the rail,
- Dragging equipment,
- Insecure contents,
- Signs of smoke or fire,
- Headlight or marker improperly displayed,
- Any other dangerous condition.

When trains or engines are passing, remain clear of tracks to prevent being struck by objects that may fall or protrude from the train.

Note: Take articles that fall from cars to a secure area and report them to the supervisor and/or train dispatcher.

MWOR Rule 6.32.1, Cars Shoved, Kicked or Dropped—Is changed to read:

MWOR Rule 6.32.1, Providing Warning Over Road Crossings

When cars are shoved over road crossings at grade, an employee must be on the ground at the crossing to warn traffic until the crossing is occupied. Make any movement over the crossing only on the employee's signal.

Such warning is not required when it is clearly seen that no traffic is approaching or stopped at the crossing. Shoving movements must not exceed 15 MPH over crossing until occupied. MW employees must not kick or drop cars.

MWOR Rule 6.32.2 D, Power Off Indicators, is changed to read:

When the power off indicators on the side of signal housings at highway crossings are flashing or not illuminated, immediately notify the train dispatcher.

MWOR Rule 6.50.2, Approaching Road Crossings—Has been changed in its entirety to read: On track equipment must approach all grade crossings prepared to stop and to yield the right of way to vehicular traffic. If necessary, flag the crossing to protect movement of on-track equipment. The use of horns at railroad crossings by all roadway machines and hy-rail equipment is optional at the discretion of the operator.

MWOR RULE 6.50.4, Hy-Rail Vehicle Movement Over Spring Frogs and Self-Guarded Frogs—Is changed in its entirety to:

MWOR Rule 6.50.4, Hy-Rail Vehicle Movement Over Spring Frogs, Self-Guarded Frogs, Lift Frogs, and Flange-Bearing Diamonds

Do not move hy-rails through the spring side of spring rail frogs or the low speed route(s) of lift frogs or flange-bearing diamonds, or make a facing point move through self-guarded frogs, except as outlined below:

- The hy-rail must stop before moving through the spring-rail frog, the self-guarded frog, or the low speed route(s) of the lift frog or flange-bearing diamond.
- When available, an employee must remain on the ground to guard against derailment and direct the hy-rail operator through the spring side of the frog.

Spring switches must be lined and locked for the route to be used before moving through the switches.

Hy-rail operators must look to ensure that switches are properly lined for movement before passing through the switches. When operating a hy-rail over a power operated switch, power operated derail, self-guarded frog, or low speed route(s) through a lift frog or flange-bearing diamond, do not exceed 5 MPH. Additionally, hy-rails must reduce to one half of their maximum authorized speed when operating over all other hand operated switches and frogs.

When operating a hand operated switch for hy-rail movement, return and lock it in the normal position after the hy-rail has passed the switch. When the train dispatcher or control operator is unable to line a dual-control switch for the desired route, hy-rail operators must first receive permission to operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control Switches).

MWOR Rule 6.51, Maintaining a Safe Braking Distance—The second bullet point under “On-track equipment operators must:”, after the word “Exceptions” is changed to read: On track equipment may be “bunched” to make movements over short segments of track such as railroad crossings at grade (diamonds), moveable structures and control points. A job briefing must establish the procedure with all involved employees. Machines must be at least 50 feet apart during such movements. At grade crossings where, due to traffic volumes, it is determined that separation of 50 feet or more may allow aggressive highway vehicle operators to drive between machines, the interval may be reduced to not less than 25 feet, as long as environmental conditions are consistent with safe travel on the rail, and machines do not exceed walking speed.

MWOR Rule 6.53, Getting On and Off Equipment—Is changed to read:

Employees must not get on or off work equipment while it is moving.

Exception: In an emergency, or where designated by special instructions or general order, employees may get on or off work equipment while it is moving. In addition, employees may get on and off the following equipment while it is moving in work mode: Tie Laying Machines, THS-2000 Tie Insertion Machine, High Speed Undercutters, 09-3X Production Tamper, Ballast Distribution Systems 100 & 200, and Rail Heaters. Work mode means when the equipment is engaged in its normal operation, moving less than 1 MPH, and not while traveling to a work site.

MWOR Rule 6.7, Remote Control Zone—The following is added to Item A:

Note: Lone workers using individual train detection or work groups utilizing a lookout may perform minor work and routine inspections within an active remote control zone (RCZ).

MWOR Rule 7.1, Switching Safely and Efficiently—Is changed to read: While switching, employees must work safely and efficiently and avoid damage to contents of cars, equipment, structures, or other property.

Do not leave cars or on-track equipment standing where it will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car, engine or on-track equipment. On tracks where clearance point is indicated, leave cars and on-track equipment beyond the clearance point.

If the clearance point is not indicated or visible, determine the clearance point by standing outside the rail of adjacent track and extend arm towards the equipment (cars, engines or on-track equipment). When unable to touch the equipment, leave equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point.

MWOR Rule 8.2, Position of Switches—The 5th paragraph is amended to read:

When operating a main track switch, switch point lock or derail, the employee in charge must record the following information on the form entitled Position of Switches/Derails:

- name and location of the main track switch, switch point lock or derail used,
- time and initials of employee operating the main track switch, switch point lock or derail,
- time and initials they are finally restored to the proper position.

This record must be retained for 5 days after tour of duty is completed.

MWOR Rule 8.12, Crossover Switches—Is changed entirely to read:

MWOR Rule 8.12, Hand-Operated Crossover Switches—The normal position of crossover switches is for other than crossover movement. The crossover switches must be left lined in normal position, except when they are in use for crossover movements. Both switches of a crossover shall be properly lined before equipment begins a crossover movement. A crossover movement shall be completed before either switch is restored to normal position, except when one crew is using both tracks connected by the crossover during continuous switching operations. In Rule 6.14 (Restricted Limits) or Rule 6.28 (Movement on Other than Main Track), crossover switches may be left out of correspondence while providing blue signal or inaccessible track protection. When protection is no longer required the crossover switches connected to a main track or siding must be left lined for other than crossover movement. Crossover switches not connected to a main track or siding must be left in a corresponding position.

In signaled territory, crossover switches may be out of correspondence while performing maintenance, testing or inspection.

MWOR Rule 8.14, Conflicting Movements Approaching Switch—the following exception is added:

Exception: On a dual control crossover switch that has been upgraded per Signal Instruction Manual, part TP-103C, FRA signal switch tests can be independently performed by Signal Department employees on the dual control switch of the crossover not affected by approaching movements.

MWOR Rule 10.3, Track and Time—is changed to read:

The control operator may authorize people or equipment to occupy a track or tracks within specified limits for a certain time period. Authority must include track designation, track limits, and time limit. The people or equipment may use the track in either direction within the specified limits, until the limits are released, without providing flag protection.

Limits designated by a switch extend only to the signal governing movement over the switch unless otherwise designated.

Track and time does not authorize maintenance of way employees and on-track equipment to occupy the main track within automatic interlocking limits.

Reporting Clear of Track and Time

An employee verbally reporting clear of track and time must state:

- Their name and the name of the employee the authority was issued to if different.
- The track and time limit number being reported clear.
- The track limits being reported clear.

Releasing Portion of Limits

When an employee informs the control operator that the authority is released between two specific points, the authority is considered void between those points. This track release must begin at the outer limit of the authority.

MWOR Rule 14.3, Operating With Track Warrants—the following is added to Item 2:

When employee informs the train dispatcher that the authority is released between two specific points, the authority is considered void between those points. This track release must begin at the outer limit of the authority. Record the location of the specific points on the track warrant form.

MWOR Rule 14.12, Voiding Track Warrants—the second paragraph is amended to read:

In addition, before reporting clear of a track warrant, the track warrant is made void or a portion of track warrant limits is released, the employee must restore hand operated main track switches to normal and will job brief with the train dispatcher about the position of main track switches and those switches operated are locked within the limits being released, referencing completion of the "Position of Switch/Derail" form or stating no entries required.

MWOR Rule 15.2 A, Verbal Permission—is changed to read:

When granting verbal permission, begin the communication using the following words:

"Foreman (name and/or Gang No.) ____ using Form B restriction No. ____ between MP ____ and MP ____ (specifying subdivision when necessary)."

1. To permit a train to pass a red flag without stopping, add the following:

- "(Train) may pass red flag located at MP ____ without stopping on (Track)."

Unless otherwise restricted, the train may pass the red flag at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- "(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) on (track)."

Unless otherwise restricted, the train may proceed at speed specified.

- "(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) but not exceeding ____ MPH between/at (specifying location) on (track)."

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- "(Train) must proceed at restricted speed but not exceeding ____ MPH on (track) (specifying distance when necessary)"

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

4. To require a train to stop at a designated location within the limits, add the following:

- "(Train) must stop at (location) for additional instructions."

5. When adjacent tracks will be occupied by men and equipment, add the following:

- "Men and equipment occupying (track)."

MWOR Rule 15.2 B, Repeat Instructions—the following is added to the second paragraph:

The movement must not change direction without permission from the employee in charge.

MWOR Rule 15.2 G, Verifying Track Bulletin Form B—is changed to read:

Employees must verify with the train dispatcher that the Form B is in effect. Additionally, the employee must record or cross-check all of the verification information on the form entitled "Request/Verification of Track Bulletin Form B" or with a copy of the Form B. The verification information must be retained until the track bulletin Form B has expired and track flags have been removed.

MWOR Glossary

Abbreviations—the following are added:

RP Release Point

TFND Track Flags Not Displayed.

The following definition is added:

Correspondence of Crossover Switches—Correspondence of crossover switches means both crossover switches are lined for the crossover or both are lined for the straight tracks.

17. Air Brake and Train Handling Rules, Changes and Additions

ABTH 100.4, Operative Brakes—Is changed entirely to read:

These requirements apply to air brake tests and inspections:

- Unless the brakes fail en route, the air brakes on all cars must be operative unless being moved for repairs and they are properly tagged. As per GCOR Rule 1.33, Qualified Mechanical Inspectors will provide three tags on cars given to train crews to be moved to repair facilities. Cars with defective air brake equipment will be tagged on each side and the third tag will be retained on the locomotive.

EXCEPTION: Scale test cars are not required to be equipped with air brakes, but if they are equipped they must be operable.

- Cars discovered with air brakes that fail en route and are cut out are tracked utilizing our system database and do not require the application of defect tags on the car. When required to cut out the air brakes on a car en route, contact the NOC Mechanical Desk and be governed by the manager's instructions regarding where to set the car out making a notation of this on the blank spaces provided on the TRAIN PROFILE. If subsequent crew(s) will be required to move the car with the air brakes cut out to its set out location, this written information must also be provided to any relieving crew(s) or left in the controlling locomotive cab form holder for the relieving crew(s). (Reference ABTH Rules 102.7 and 102.9 on procedures for handling cars with cut out air brakes.)
- Train documentation that is produced for subsequent crews may also reflect information regarding cars with the air brakes cut out moving to a location to be set out for repairs.
- At least 85 percent of the cars in a train must have operative brakes under all circumstances.
- When departing terminals, engineers must allow their trains to be inspected where required.

ABTH Rule 100.10.1, Trains Designated as "Extended Haul"

—The 1st bullet is changed to read: Train may not make more than one pick up and more than one set out between Initial Terminal (Class 1) and/or Intermediate (Class 1A) inspection points. This excludes any set out of defective equipment discovered en route.

ABTH Rule 101.2 B, Conducting a Locomotive Daily Inspection—At Ground Level, below item 1. add the following exception:

Exception: All locomotives with inoperative sanders must be reported as defective and must be repaired within 7 or 14 days, depending on class of service, but such locomotives may be operated under power until repaired as follows:

- 1) Road service - Locomotives discovered with inoperative sanders on freight trains may be operated out of their original terminal to destination provided the first powered wheel set in the lead, locomotive consist has operative sanders.
- 2) Yard switching service - Locomotives used in yard switching operations discovered with inoperative sanders may continue to be used under power only if that terminal is not equipped with sander servicing facilities. If sander servicing facilities are available, locomotive may only be used under power until next time the locomotive daily inspection is due.

ABTH Rule 101.6, Locomotive Air Brake Test—Is amended in its entirety as follows:

A. Location of Test

Conduct a locomotive air brake test when:

- Making up a locomotive consist.
- Adding locomotive to a consist
- Other than rear locomotive(s) is removed from consist, or
- Locomotive consist is rearranged.

B. Procedure for Conducting Locomotive Air Brake Test, change entirety to read:

From the ground, observe that the locomotive brakes apply and release from one side of the locomotive consist during these procedures:

Note: If a hand brake has been applied on the locomotive(s) being tested, observe only the pistons at the opposite end of that locomotive(s) with the hand brake applied to determine brake applications and releases.

1. With the independent and automatic brake valve handles in RELEASE, apply the independent brake.
2. After observing that the brakes apply on each locomotive, release the independent brakes.
3. When the brakes are released on all locomotives, apply the automatic brakes by making a 10-psi brake pipe reduction.
4. After the brakes apply on all locomotives, actuate and observe that the brakes release.
5. Reduce brake pipe pressure an additional 10 psi and determine that all brakes reapply.
6. Cut out the automatic brake.
7. Observe gauges and verify that equalizing reservoir indicates no leakage and that brake pipe leakage does not exceed 5 psi per minute.
8. Move automatic brake valve handle to RELEASE position and cut it in.
9. Determine that all brakes release.

Note: Upon successful completion of the test, re-apply the independent brakes.

ABTH Rule 101.6.1, Single Person Helper Air Brake Test—Change item 3 to read:

3. Check independent release by placing the automatic brake handle in suppression position, wait for brake pipe exhaust to stop, then release and bail the independent brake. Fully apply then fully release and bail the independent brake. Observe that brakes are released on each locomotive.

ABTH Rule 101.6.2, Air Brake Test Required When Changing Controlling Units Within the Same Locomotive Consist—Delete this entire rule.

ABTH Rule 101.13, Moving Locomotive—At part A, Item 1, reorder the bullets to read:

- a. Ensure locomotive air brakes are applied on each locomotive during visual inspection.

- b. Determine that sufficient main reservoir pressure is present.
- c. Verify that hand brakes are released on all locomotives.
- d. Ensure air hoses are coupled between all locomotives in consist including brake pipe, main reservoir, actuation, and application and release.
- e. Position cutout cocks and valves for MU operation.

Change Part A, Item 2 to read:

2. Perform these steps as soon as operating conditions permit when changing operating ends of a locomotive consist previously tested as per ABTH 101.6 or 101.6.1 or during the initial movement of a locomotive consist.

ABTH Rule 101.19, Changing Operating Ends—Change entire rule to read:

Change operating ends on a locomotive consist by cutting out the operating controls on the controlling end of the locomotive consist and proceeding immediately to the opposite end of the locomotive consist and restoring control.

A. Cut Out Operating Controls

To cut out operating controls, do the following:

1. Place the throttle in IDLE.
2. Place the reverse lever in NEUTRAL and remove the handle.
3. Fully apply the independent brake.
4. Make a 20-psi brake pipe reduction.
5. Cut out the Independent brake and move the handle to RELEASE.
6. Cut out the Automatic brake and move the handle to HANDLE OFF/ CONTINUOUS SERVICE.
7. Place the generator field switch in the OFF position.
8. Disarm 2-way ETD, if equipped.

B. Restore Operating Controls

To restore operating controls, position equipment on the control stand as follows:

1. Replace the reverse lever.
2. Place the independent brake valve handle in FULL APPLICATION.
3. Cut in the independent brake.
4. Place the automatic brake valve handle in RELEASE.
5. Cut in the automatic brake.
6. Place the generator field switch in the ON position.
7. Place the engine run switch in the ON position.
8. Place the control/fuel pump switch in the ON position.
9. Conduct the test as specified in Rule 101.13 Moving Locomotive.

ABTH Rule 101.20, Changing to Opposite Controls in the Same Cab on Dual Control Locomotives—Under New Controlling Brake Valve (Opposite Side of Locomotive), change item 6 to read:

6. Conduct the test specified in Rule 101.13 Moving Locomotive.

ABTH Rule 102.12.1, Manned Helper Entrained or Coupled at Rear of Train—Part B, is changed to read:

1. Increase brake pipe reduction by at least 8 psi, but not to exceeding a full service reduction.

Note: If train will be continuing on a descending, heavy/mountain grade, release and recharge brake system before conducting the helper air brake test if helper test cannot be conducted without exceeding a 15-psi brake pipe reduction.

2. Helper crew will visually inspect brakes on helper consist to ensure application.
3. After obtaining the desired reduction, release the train brakes and determine there is at least 5 psi brake pipe increase at the rear of the train as indicated by a gauge or device.

ABTH Rule 102.12.6, Distributed Power/Helper Limitations and Placement—is canceled and reissued as:

1. Rated Powered Axle Limitations

Unless individual subdivisions special instructions specify otherwise, the following rated powered axle (RPA) limitations apply to each DP/helper consists:

(Use Locomotive Data Table to determine powered axle ratings)

- All trains (excluding unit bulk commodity trains) - 16 RPA or less on rear and 24 RPA, cut in.
- Solid, empty unit bulk commodity trains - 12 RPA or less on rear or cut in.
- Solid, loaded unit bulk commodity trains - 24 RPA or less on rear or cut in. (Bulk commodity trains = coal, grain, potash, taconite, molten sulphur, etc.)

2. Maximum power differential allowed.

On trains operating with a single DP/helper consist, the total operative locomotives of the lead consist must not exceed the remote DP/Helper consist by more than 16 rated powered axles.

3. DP/Helper Train make Up Restrictions

- a. All DP/helpers locomotives must be placed ahead of:
 1. All TTOX (single unit 2 axle equipment) and TTFX (4-unit solid drawbar connected 2-axle per unit equipment), regardless of weight.
 2. 2-axle scale test cars.
 3. Cars designated "Rear end only".
 4. Occupied caboose.
 5. Multiplatform (2 unit), solid drawbar-connected gondola cars with initials AMGX.
- b. DP/Helper locomotives consists rated at 8 powered axles or less are exempt from DP/Helper train make up instructions outlined in Item 3 below.
- c. Except for empty unit bulk commodity trains, which may be operated with 12 rated powered axles, when DP/helper locomotive consist powered axle rating is between 9 and 24 powered axles, the following cars may not be placed:
 - Within 10 cars/platforms AHEAD of a DP/helper consist if on rear of train, or
 - Within 5 cars/platforms AHEAD of a cut in DP/helper consist.
 1. A conventional car (non multi-platform) weighing less than 45 tons.
 2. A multi-platform car having a single empty platform.
 3. A car 45 feet or less in length coupled to a car 80 feet or longer in length.

Note: Does not apply to multi-platform cars except those with individual platforms exceeding 80 ft. in length. Examples: Twin flat cars and AutoMax cars.

4. Any 80 foot or longer flat car with a single trailer/container, regardless of weight.

Note: This includes twin flat cars (solid-drawbar connected flat cars, TTEX and RTTX series) with a single trailer/container on either platform.

4. Additional heavy grade train make up restrictions

In addition to above make up requirements, on heavy grades listed below, the above cars must not be:

- Within 5 cars/platforms BEHIND a cut in DP/helper consist if trailing tonnage behind helpers exceeds the following tonnages when operating over specified locations.

Location	Training Tonnage Behind DP/Helper
Glorieta Subdivision (MP 775.0 - MP 842.0)	2,500 tons
Raton Subdivision (MP 639.0 - MP 660.0)	2,500 tons
Cajon Subdivision (MT 2, MP 56.6 - MP 62.8)	3,500 tons
Gateway Subdivision (MP 178.0 - MP 188.0)	3,500 tons
Mojave Subdivision (MP 331.3 - MP 381.3)	3,500 tons
Scenic Subdivision (MP 1694.5 - MP 1731.3)	3,500 tons
Stampede Subdivision (MP 41.0 - MP 58.5)	3,500 tons

5. Position Requirements for Cut-In DP/Helper Consists

A single DP/helper consist exceeding 8 RPA that requires cutting in due to lack of proper train make up at the rear of train or due to exceeding the maximum rated powered axles allowed as outlined above must be cut in at 300 tons per axle exceeding 8 RPA, but no closer to the head end than mid-train, by car count. This cut in location may vary by 5 cars either forward or to the rear of the train as long as train make up requirements next to DP/helper consist outlined above is met.

Two DP/helper consists may be used on bulk commodity trains only and must be positioned with one DP/helper consist at the rear and the middle DP/helper consist within 20 car lengths of mid-train, by car count.

Limiting Tractive Effort When Using Manned Helpers with Trains Not in Compliance with Train Make-up Guidelines:

Trains may be helped from the rear of train with a manned helper only (no DP) when exceeding axle limitation guidelines above if train is disabled and not in compliance with train make up restrictions for DP/Helper service as outlined above. Tractive effort limit when exceeding 8 rated powered axles and helping trains not in compliance with DP/Helper train make up guidelines as follows:

DC Locomotives:

- 8 rated powered axles - no restriction
- 10 rated powered axles - 1,000 amps
- 12 rated powered axles - 950 amps
- 14 rated powered axles - 900 amps
- 16 rated powered axles - 850 amps

AC Locomotives

Limit total tractive effort of AC consist to 100,000 lbs. Total AC locomotive consist tractive effort is determined by multiplying tractive effort indicated on display of controlling locomotive and multiplying by the total number of operative AC locomotives in the consist.

Example: A controlling unit of a two-unit AC locomotive consist should not be allowed to produce more than 50,000 lbs. of tractive effort.

ABTH Rule 103.8.4, Emergency Brake Application—Report to Train Dispatcher, is changed to read:

When a train is stopped by an emergency brake application, whether it is induced by the engineer or other employee controlling the move, or by an undesired emergency brake application, a crew member will communicate the following information to the train dispatcher:

1. The milepost location where the emergency brake application occurred.
2. Brief report of who/what caused emergency application and factors involved.

ABTH Rule 105.1, Preparing for Distributed Power Service—Adding Cars to DP Trains En Route, the two bullets are changed to read:

- DP power train increases its total length, or
- It's train consist is changed and/or rearranged.

ABTH Rule 105.5.2 A, Second Attempt of Train Check—The first paragraph is changed to read:

If the train was started and is moving when the train check fail is received, stop the train and retry the train check (See Rule 105.5.1).

ABTH Rule 105.8.2, Remote Unit Communication Interruption—The first and second paragraphs are cancelled and reissued as follows:

When radio communication is interrupted, the last throttle command and brake pipe pressure being maintained by the DP remote(s) remain in effect. A 20-psi brake pipe initial reduction (with no split in the reduction) or 20-psi greater reduction (if brakes were already applied before the communication interruption occurred) is necessary as a signal to the remote(s).

WARNING: If the brake system is not fully charged at the time of a communication interruption, make a brake pipe reduction (with no split in the reduction) sufficient to reduce brake pipe pressure at least 10 psi below the last brake pipe reduction.

ABTH Rule 106.1, Regulating Horsepower per Ton—The exception is changed to read:

Exception: On trains with symbols beginning in "Z", "Q" or "P", isolate or shut down excess units to as close to but not below scheduled HPT. All intermodal, manifest trains and loaded bulk commodity trains operated with distributed power are exempt from HPT limitations for fuel conservation.

Item 4, is changed to read:

4. Empty unit trains, i.e., coal, taconite, grain, potash and sulphur must not operate with more than 9,000 working horsepower (HP) on line.

ABTH 106.2, Isolating or Shutting Down Locomotives En Route—Item 1, is amended to read:

1. Temperature 40 degrees F or above - locomotive must be shut down; do not drain. (This includes EMD locomotives equipped with automatic engine start/stop systems.)

Exception: Due to modifications made to the automated engine start/stop systems on GE locomotives, GE locomotives equipped with AESS are to be ISOLATED ONLY - DO NOT shut down.

ABTH 106.4, Shut Down Procedures—Item 4, the second bullet is amended to read:

- EMD locomotives - GP28, GP38, GP50, GP60, SD60, SD70, and SD75

ABTH 108.0, Electronically Controlled Pneumatic Brakes (ECP)—The entire chapter (Rules 108.1 through 108.8, pp. 105—120) is deleted in its entirety.

18. Safety Rules, Changes and Additions

Maintenance of Way Safety Rules Amendments

MW Rule S-1.2.6, Warning Signs—The following is added:

Apply an orange Out of Service tag (form #488159042) to equipment that is not to be operated/used until repaired. The employee applying the tag is required to complete the documentation portion of the tag and affix the tag to the affected equipment in a conspicuous location. The employee initiating this action is also responsible for notifying the appropriate supervisor as indicated on the tag.

Following risk assessment and implementation of identified precautionary measures, personnel tasked with conducting

service or repairs may operate equipment tagged as out-of-service in order to identify or troubleshoot problems. After the employee completes the service or repair, the employee is required to complete the documentation portion of the tag, sign and forward the tag to the supervisor originally contacted by the employee who applied the tag.

The yellow Roadway Maintenance Machine (RMM) Safety tag is used in accordance with the requirements of FRA 49 CFR, Part 214, Subpart D, Roadway Maintenance Machine Safety. This tag is to be affixed to the vehicle/equipment in a conspicuous location and is used solely to identify a non-complying condition on on-track work equipment or on a hy-rail vehicle. The Machine Operator's Daily Log Book provides complete details, including allowable time frames for the completion of identified problems. The employee initiating this action is responsible for notifying their supervisor, the local roadway equipment mechanic or the local roadway equipment supervisor.

- After the completion of corrective actions, the mechanic tasked with making repairs is required to complete documentation in the Machine Operator's Daily Log. The RMM Safety tag may then be removed and discarded.
- Place an orange Out of Service tag onto on-track work equipment or hy-rail vehicles to supplement the RMM Safety tag when:
 - Identified repairs are not completed within the time frame specified in FRA 49 CFR, Part 214, Subpart D.
 - The responding mechanic identifies a condition, not initially identified, that is serious enough to warrant immediate removal from service.

MW Rule S-2.9, Protection from Manganese During Frog Repair—Is changed to read:

Whenever you are air arcing (gouging) on "frogs," you must wear respiratory protection to reduce potential exposure to metal fume, including manganese. Additionally, the Smoke Cannon local exhaust ventilation system must be used.

MW Rule S-2.10, Protection from Silica-Containing Dust—Is changed to read:

You must wear a respirator during the following operations when visible dust is generated:

- Maintenance of Way activities when visible dust is produced. This includes, but is not limited to, ballast dumping, scarifying, brooming, etc.
- Taconite handling and related maintenance operations when working within Belt Buildings and other locations where visible dust is present.

MW Rule S-3.1.1, General—The following 4th bullet is deleted entirely:

- Test Structures (metal buildings, flood light towers, etc.) with live power circuits, before touching them, to make sure they are not energized.

MW Rule S-3.2.2, Protective Gloves—Is changed to read:

S-3.2.2 Voltage Rated Protective Gloves

When working on energized circuits of 50 volts (AC or DC) or more, wear voltage rated rubber gloves with leather protector gloves of the appropriate length over the rubber gloves. Rubber gloves shall not be worn without leather protectors. Gloves shall be tested by an accredited facility prior to first issue, and every 6 months thereafter. If the insulating equipment has been tested

and not issued for service, it may not be placed into service unless it has been tested within the previous 12 months. Defective gloves shall be removed from service immediately.

MW Rule S-6.2.1, General Requirement—The second bullet is changed to read:

- Set up a suitable screen marked “Do Not Watch the ARC” at welding sites to shield those not engaged in the welding operation.

MW Rule S-7.5, Banding Material—Is deleted in its entirety.

MW Rule S-7.8.14, Drift Pin—Number 2 is changed to read: Surround the striking surface with a protective collar or coating.

MW Rule S-9.13.1, Scissor Lifts—The following 3rd bullet is deleted entirely:

- If required by local or state law, a safety belt or harness must be worn that meets the same requirements as stated below in S-9.13.2. Safety belts may only be used for fall restraint in scissor lifts.

MW Rule S-9.13.2, Boom-Mounted Baskets or Buckets—The first bullet is changed to read:

- A harness equipped with a lanyard that restrains personnel within the platform must be worn to prevent personnel from being ejected out of the platform.

MW Rule S-11.5.1, Banding Material—The first bullet is changed to read:

- Wear cut-resistant or leather gloves to protect your hands from sharp edges of banding.

MW Rule S-11.5.2, Sharp Edges/Slivers - Metal—New rule added:

As a part of risk assessment activities, identify and address any potential contact with sharp metal edges or burrs when working with metal.

Do not handle sharp metal pieces or slivers with a bare or gloved hand. Use an appropriate tool; e.g., pliers, vice grips.

Do not slide a bare or gloved hand along rail or metal components during inspection activities.

After removing slivers from rail, or when handling other metal scraps, be sure to appropriately dispose of the material. Do not leave such materials on the track structure, in right-of-way areas, or in shop, where others may be exposed to injury.

MW Rule S-11.5.3, Sharp Edges/Nails - Wood—New rule added:

As a part of risk assessment activities, identify and address any potential contact with splinters, rough edges, or nails when working with wood products.

Do not slide a bare or gloved hand along wood edges during inspection activities.

Verify that nails are removed or safely bent over on scrap lumber temporarily maintained at job-sites.

MW Rule S-12.8, Backing—Is replaced by the following:

MW Rule S-12.8, Backing

MW Rule S-12.8.1, Vehicles

Position the vehicle, when possible, to avoid backup movement.

Before backing, inspect areas to the rear to verify that no personnel or obstructions are in the path of movement.

When backing vehicles, including vans, but other than automobiles and pickup trucks:

- Position someone near the back of the vehicle to guide movement, when available.
- Sound the horn three short blasts in vehicles not equipped with backup alarms.
- Stop if the person guiding movement disappears from view.

MW Rule S-12.8.2, Off-Track Mobile Construction Equipment
Establish a “circle of safety” around off-track equipment operations.

The dimensions of this safety zone are communicated during the job safety briefing. Personnel are not to enter the “circle of safety” without first communicating with the equipment operator.

A co-worker is to be designated in job safety briefings to guide backing movements where risk assessment has identified potential overhead or underground hazards

MW Rule S-14.1.2, Seat Belts—The 1st bullet is changed to read:

- The field of view is obstructed and it is necessary to stand to obtain a clear view of the surroundings, or

MW Rule S-16.25, Hydraulic Tools—New rule added:

Inspect, maintain, and use hydraulic tools in accordance with manufacturer recommendations.

- Visually inspect hydraulic tools, hoses and connectors prior to daily use.
- Pull back any protective hose sleeves to help ensure a thorough inspection.
- Defective equipment is to be conspicuously labeled as defective, and immediately removed from service.
- Comply with lockout/tagout procedures during the inspection, service and maintenance of hydraulic tools.
- Do not handle pressurized hoses with a bare or gloved hand. Use an appropriate tool.
- Do not place pressurized hoses against the body.
- Manage hoses during set-up and use, so as to not create a tripping hazard, or allow hose contact with sharp edges or hot surfaces.

MW Rule S-21.1, PPE Requirements—The 1st sentence is changed to read:

All BNSF employees, contractors and their agents, visitors, and vendors must wear the following equipment while on BNSF property or in the performance of their duties.

MW Rule S-21.1, PPE Requirements—The 1st bullet is changed to read:

- Hard hats which meet the specifications (ANSI Standard Z89.1, Type I, Class E & G) found in the BNSF Safety and Health Equipment Catalog.

MW Rule S-21.1, PPE Requirements—The 6th bullet is changed to read:

- Enhanced visibility work wear is to be worn in accordance with the below-listed specifications. Enhanced visibility work wear is defined through this rule as an ANSI Level II or III garment that is orange in color, with retro-reflective striping.

Acceptable items of enhanced visibility work wear: vest, tee-shirt, jacket, sweatshirt or rain suit.

- Tee shirts, sweatshirts, polo shirts may not be worn as outer garments when performing, or within the established “circle of safety” of hot work operations, or when exposed to energized electrical systems or equipment above 50 volts.
- Vests, other than those specifically rated for electrical work, may not be worn when exposed to energized electrical systems or equipment above 50 volts.
- ANSI Level III work wear is required to be worn when highway flagging operations are performed on roadways where posted speeds exceed 55 MPH.

At least one item of enhanced visibility work wear must be worn when:

- working in right-of-way areas, including when foul of track,
- working within 50’ of operating mobile construction equipment, including cranes and boom trucks,

- performing highway flagging operations, or otherwise exposed to vehicular traffic while on-duty; e.g. vehicle breakdowns along roadways,
- involved in work train operations,
- at derailment site,
- at intermodal facilities.

The wearing of a “high visibility” hardhat, without the hardhat being supplemented by the wearing of an enhanced visibility garment, does not meet enhanced work wear requirements. “High visibility” hardhats are to be replaced when they become faded or dirty to the point where enhanced visibility is lost.

MW Rule S-21.1, PPE Requirements—The 1st bullet under the Exceptions, that part reading:

- in enclosed work equipment cabs when windows are completely closed.

Is changed to read:

- in enclosed work equipment cabs (not including locomotive cabs) when windows are completely closed.

MW Rule S-21.1, PPE Requirements—Exceptions is changed to read:

- Personal protective equipment (PPE) is not required to be worn:
 - when performing office tasks in office areas;
 - when inside highway vehicles when windows are completely closed; or
 - when inside passenger-carrying rail cars.
- A hard hat is not required to be worn:
 - by Train, Yard, and Engine (TY&E) employees except when performing work service with Maintenance of Way, at derailments, or as directed by supervisor;
 - when operating roadway equipment with enclosed cabs; or
 - when inside highway vehicles or hy-rail vehicles.
- Safety glasses and lenses:
 - Employees must wear safety glasses provided by BNSF unless exempted by contractual agreement.
 - When exempted by contractual agreement, personal safety eye wear must also meet the below-listed requirements.
- No other tinting other than as prescribed in the BNSF Prescription Safety Glasses Policy (indoors: Grey #1 and Rose #1 and #2) (outdoors: Grey #1, #2 and #3, and Rose #1 and #2) is permitted.
- Mirror-like lenses, amber “shooter” lenses, or lenses that are intended to correct a color vision deficiency are prohibited.
 - Safety glasses are not required when inside highway vehicles or hy-rail vehicles when windows are completely closed.

MW Rule S-21.2.2, Safety Boots—The 6th bullet is changed to read:

- Minimum ASTM F2412-05, ASTM F2413-05-75 pound (100 pounds in Canada) impact and compression class toe.

MW Rule S-21.2.4, Anti Slip Winter Footwear—New rule added:

Employees will wear anti slip winter footwear when working in icy and or snowy conditions. Only BNSF approved winter footwear may be worn.

MW Rule S-21.3, Respirator Selection and Use—Is changed to read:

Refer to the Respiratory Protection Chart to determine which task requires use of respirators. Your supervisor, safety manager, or the Industrial Hygiene group may specify additional tasks or activities not listed that require the use of respirators. If you have questions about the appropriate respirator selection, contact Industrial Hygiene.

MW Rule S-21.3.1, Respiratory Protection Program—Is changed to read:

All BNSF employees who use a respirator must comply with the practices and procedures outlined in the Respiratory Protection program. When you are required to wear a respirator, you must:

- Be trained and fit-tested annually for the specific make and model of the respirator used.
- Be medically qualified annually.
- Not have any facial hair, including stubble of more than one day, within the respirator to face seal area.
- Inspect your respirator prior to use.
- Clean and properly store respirator following use.

Voluntary Respirator Use

When a respirator is not required for an activity, but you wish to voluntarily wear a respirator you must:

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Be trained and fit-tested annually for the specific make and model of the respirator used.

- Be medically qualified annually.
- You must not have any facial hair, including stubble of more than one day, within the respirator to face seal area. This requirement applies at the time you are fit tested and when your work group is performing jobs that require a respirator to be on. Inspect your respirator prior to use.
- Clean and properly store the respirator following use.

Filtering Facepiece Models

For voluntary use of a filtering facepiece respirator, the user must comply with the prohibition on facial hair in the sealing area, and must be provided with Appendix D to the OSHA Respirator Standard (29 CFR, 1910.134). This document is entitled: Mandatory Information For Employee Using Respirators When Not Required Under the Standard. This document is available from the BNSF IH Department intranet home page.

MW Rule S-21.30, Personal Protective Equipment and Clothing Chart—Is amended in its entirety. †

MW Rule S-21.31, Eye and Face Protection Chart—Is amended in its entirety. †

MW Rule S-21.32, Work Glove Chart—Is amended in its entirety. †

MW Rule S-21.33, Respiratory Protections Chart—Is amended in its entirety. †

†BNSF Amended PPE Charts:

The BNSF Maintenance of Way Safety Rule book with the amended PPE charts is available on the BNSF Living Rule Book intranet website at the following address:

<http://bnsfweb.bnsf.com/departments/ttc/Timetable/livingrulebook.html>

MW Rule S-27.15, Respiratory Protection—Is changed to read:

The Respiratory Protection program was developed for BNSF people to prevent inhalation of airborne contaminants which could cause irritation, respiratory problems, or other illness. The program offers a selection of respiratory protection devices and provides training on the each device’s proper use, limitations, and maintenance. Fit testing is provided for all devices to verify adequate seals for particular devices. Individuals required to wear respiratory protection are also evaluated medically to verify their physical fitness to use a respirator.

TY&E Safety Rules Amendments**TY&E Rule S-1.2.10, “Bill of Rights” Relative to Employees Riding in Transport Vehicles**—Right 5 is changed to read:

Providers and BNSF drivers are prohibited from making a backing movement with BNSF occupants as passengers. If a backing maneuver is necessary, the driver will back the vehicle prior to passengers entering the vehicle or after passengers have exited the vehicle. Expect the driver to request assistance when backing where required due to vision limitations or other conditions. When providing assistance and before a backing movement begins, perform a safety briefing to ensure that all employees remain clear of the expected movement. Advise the driver when employees are clear of the expected movement and remain clear of the expected movement.

TY&E Rule S-13.1.1, Going Between Cars or Locomotives Coupled to Locomotives—Is changed entirely to:

S-13.1.1, Going Between Cars or Locomotives— Going between or working on the end of rail equipment means an employee has placed all or part of their body where it could be struck by rail equipment if the equipment were to move.

Note: Operating the uncoupling lever is not considered going between rail equipment.

Before crew members go between or work on the end of rail equipment on any track, they must:

- Wait for movement to stop and slack to adjust.
- Ensure that all crew members have a clear understanding of the work to be performed.

Where engines may be working at both ends of a track or tracks, crews switching must have a clear understanding of movements to be made.

If a locomotive is not coupled to the rail equipment:

- A crew member must notify all members of the crew by radio, that the crew member will be going between or working on the end of rail equipment on any track.
- Members of the notified crew must acknowledge by radio that they understand a crew member will be going between or working on the end of rail equipment.

If a locomotive is coupled to the rail equipment:

- After ensuring movement has stopped and slack has adjusted, the crew member must either announce by radio, “Going between,” or give the prescribed hand signal.
- The crew member at the controls of the locomotive must fully apply the independent brakes, center the reverser, and then acknowledge the radio transmission or the hand signal:
 - If using a radio response, acknowledge, “Set and centered”
 - If using hand signals, sound one long whistle signal.
- The brakes must remain applied with the reverser centered or removed, and the locomotive must not be left un-attended until the crew member requesting protection gives a radio or hand signal to move or announces by radio, “In the clear.”

Prescribed hand signals to indicate Going Between Cars or Locomotives:

- By day:
 - Give a stop signal.
 - Raise arm farthest from the rail equipment straight above the head.
 - Point the arm nearest the rail equipment at a 90-degree angle toward the rail equipment.
- By night:
 - Give a stop signal.
 - With the arm extended forward parallel to the ground, move the light from left to right.

When stepping from between rail equipment, be alert for movement on adjacent tracks or vehicles moving on the walkway or roadway.

Do not go between uncoupled locomotives or cars when clearance between them is less than 50 feet.

TY&E Rule S-13.2.2, Operating Uncoupling Lever—Is changed entirely to: When operating the uncoupling lever on a rail car:

- Face the direction of the movement.
- Use your hand nearest the equipment to operate the lever.
- Watch for pinch points.
- Place your hand on the portion of the uncoupling lever designed as the handle.
- Use constant, steady pressure when operating the uncoupling lever.
- Do not run while operating the uncoupling lever.
- Do not use your feet to operate the uncoupling lever.

When operating the uncoupling lever on a locomotive:

- Do not operate the uncoupling lever of a moving locomotive from the ground.
- From the ground, use the lower uncoupling lever.
- From the locomotive step, use the upper uncoupling lever.
- Place your hand on the portion of the uncoupling lever designed as the handle.
- Watch for pinch points.
- Use constant, steady pressure when operating the uncoupling lever.
- Do not use your feet to operate the uncoupling lever.

TY&E Rule S-21.1, PPE Requirements—The 1st sentence is changed to read:

All BNSF employees, contractors and their agents, visitors, and vendors must wear the following equipment while on BNSF property or in the performance of their duties.

TY&E Rule S-21.1, PPE Requirements—The 1st bullet is changed to read:

- Hard hats which meet the specifications (ANSI Standard Z89.1, Type I, Class E & G) found in the BNSF Safety and Health Equipment Catalog.

TY&E Rule S-21.1, PPE Requirements—The 1st bullet under the Exceptions, that part reading:

- in enclosed work equipment cabs when windows are completely closed

Is changed to read:

- in enclosed work equipment cabs (not including locomotive cabs) when windows are completely closed.

TY&E Rule S-21.2.2, Safety Boots—The 6th bullet is changed to read:

- Minimum ASTM F2412-05, ASTM F2413-05-75 pound (100 pounds in Canada) impact and compression class toe.

TY&E Rule S-21.2.4, Anti Slip Winter Footwear—New rule added:

Employees will wear anti slip winter footwear when working in icy and or snowy conditions. Only BNSF approved winter footwear may be worn.

TY&E Rule S-21.3, Respirator Selection and Use—Is changed to read:

Refer to the Respiratory Protection Chart to determine which task requires use of respirators. Your supervisor, safety manager, or the Industrial Hygiene group may specify additional tasks or activities not listed that require the use of respirators. If you have questions about the appropriate respirator selection, contact Industrial Hygiene.

TY&E Rule S-21.3.1, Respiratory Protection Program—Is changed to read:

All BNSF employees who use a respirator must comply with the practices and procedures outlined in the Respiratory Protection program. When you are required to wear a respirator, you must:

- Be trained and fit-tested annually for the specific make and model of the respirator used.
- Be medically qualified annually.
- Not have any facial hair, including stubble of more than one day, within the respirator to face seal area.
- Inspect your respirator prior to use.
- Clean and properly store respirator following use.

Voluntary Respirator Use

When a respirator is not required for an activity, but you wish to voluntarily wear a respirator you must:

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Be trained and fit-tested annually for the specific make and model of the respirator used.

- Be medically qualified annually.
- You must not have any facial hair, including stubble of more than one day, within the respirator to face seal area. This requirement applies at the time you are fit tested and when your work group is performing jobs that require a respirator to be on. Inspect your respirator prior to use.
- Clean and properly store the respirator following use.

Filtering Facepiece Models

For voluntary use of a filtering facepiece respirator, the user must comply with the prohibition on facial hair in the sealing area, and must be provided with Appendix D to the OSHA Respirator Standard (29 CFR, 1910.134). This document is entitled: Mandatory Information For Employee Using Respirators When Not Required Under the Standard. This document is available from the BNSF IH Department intranet home page.

TY&E Rule S-27.15, Respiratory Protection—Is changed to read:

The Respiratory Protection program was developed for BNSF people to prevent inhalation of airborne contaminants which could cause irritation, respiratory problems, or other illness. The program offers a selection of respiratory protection devices and provides training on the each device's proper use, limitations, and maintenance. Fit testing is provided for all devices to verify adequate seals for particular devices. Individuals required to wear respiratory protection are also evaluated medically to verify their physical fitness to use a respirator.

19. Train Dispatcher's, Operator's and Control Operator's Manual, Changes and Additions

Rule 40.25, Emergency Brake Application—Report to Train Dispatcher, is changed to read: When a train is stopped by an emergency brake application, whether it is induced by the engineer or other employee controlling the move, or by an undesired emergency brake application, a crew member will communicate the following information to the train dispatcher:

1. The milepost location where the emergency brake application occurred.
2. Brief report of who/what caused emergency application and factors involved.

Report this emergency braking information to the appropriate parties by using one of the following methods, listed in order of preference of use:

- Enter as a CAD "OT" delay with a "UE" or "IE" inspection result code.
- Enter as a TSS Train Stop Event (TSE) "OT" delay with a "UE" or "IE" inspection result code.

Rule 41.3, Track Bulletin Restrictions in Effect—The last sentence is amended to read:

Refer to TDOCOM Rule 41.5.2 regarding restrictive track bulletin restrictions.

Rule 41.8.9, Track Removed From Service—Under 'Double Track' where it now reads: MAKE ALL MOVEMENTS ON OUT OF SERVICE TRACK AT RESTRICTED SPEED UNLESS OTHERWISE DIRECTED BY (name or title of employee). Change it to read: MAKE ALL MOVEMENTS ON OUT OF SERVICE TRACK AT RESTRICTED SPEED.

Under 'Single Track' where it now reads: MAKE ALL MOVEMENTS ON OUT OF SERVICE TRACK AT RESTRICTED SPEED UNLESS OTHERWISE DIRECTED BY (name or title of employee).

Change to read: MAKE ALL MOVEMENTS ON OUT OF SERVICE TRACK AT RESTRICTED SPEED.

Rule 42.3, Train Occupying Overlapping Limits with Trains Non-ABS Territory—The 3rd item is changed to read:

3. Train(s) authorized by work between authority with limits that overlap other trains authorized by work between authority must each receive a joint restriction with limits the same as their work between limits, and must not receive the warrant unless past the last station prior to the beginning of the work between limits. (For example, if one train is working between MP 0 and MP 10 and a second is working between MP 5 and MP 15, the first train's joint limits must be MP 0 and MP 10 and the second train's joint limits must be MP 5 and MP 15.)

Rule 42.14, Track Release Time—Is amended in its entirety to read: This track release time may be different than the time the information was received.

When using CTWC and an employee reports that the train or on-track equipment has passed a specific point or has released between two specific points within the authorized limits, as outlined in GCOR or MWOR Rule 14.3 (Operating with Track Warrants), enter the track release time in the system as the exact time the train or on-track equipment no longer occupied the limits being released.

Do not accept a report of passing a specific point or a release between two specific points from a train without having communication with both conductor and engineer.

The conductor is to give name, locomotive initial, number and direction all by or the two specific points between which authority is being released, including position of main track switch briefing and reference to completion of position of switch form in DT-ABS or non-signal territory.

Enter the track release time into the system and respond with the following:

- Name of the maintenance of way employee or train releasing a portion of the track warrant.
- Track warrant number being partially released.
- Location being reported past or track warrant limits that were released.
- Time track warrant was partially released.
- The question, "Is that correct, over?"

For example: "BNSF 9912 East with track warrant 889-2 all past MP 125; Is that correct, over?" or "BNSF 9912 releasing that part of track warrant 889-2 between MP 110 and West Siding Switch hope at 1013; Is that correct, over?"

Do not complete the release process until confirmation is received. If a train, the engineer must give name and confirm correctness of the partial release.

Rule 42.19, Protect Open Switch—In the paragraph titled "Restore to Normal Position - Non-signal Territory" change the first bullet point to read:

- the reporting employee (other than train crew member) has traversed the switch in main track to main track movement with on-track equipment or has made a walking inspection of the switch points, and is physically at the switch.

Rule 44.10.2, Hand Operation of Duel Control Switches—Change the second bullet to read:

- Apply track block to affected tracks. Note: If track block is not available, set the signals governing entrance to the limits to display Stop indication and apply available blocking devices.

Rule 45.9, Granting Track and Time/Track Permit with Standing Equipment in Limits—Is changed to read:

When track and time or track permit is granted in the same area as standing equipment (tied down train - no crew, cut of cars, etc.), job brief with the track and time/track permit holder as to the location and status of the standing equipment.

If standing equipment is a train waiting for a relief crew to arrive, instruct the track and time/track permit holder to place a red flag:

- on both ends of the standing equipment if the standing equipment will be inside working limits to be established, or,
- on the end of the standing equipment closest to the location the track will be occupied if the standing equipment will not be within working limits or working limits will not be established.

Rule 46.6, Granting Track and Time/Track Permit with Standing Equipment in Limits—New rule added:

When track and time or track permit is granted in the same area as standing equipment (tied down train - no crew, cut of cars, etc.), job brief with the track and time/track permit holder as to the location and status of the standing equipment.

If standing equipment is a train waiting for a relief crew to arrive, instruct the track and time/track permit holder to place a red flag:

- on both ends of the standing equipment if the standing equipment will be inside working limits to be established, or,
- on the end of the standing equipment closest to the location the track will be occupied if the standing equipment will not be within working limits or working limits will not be established.

Rule 50.1, Responsibilities of Dispatcher Being Relieved—The last two paragraphs are changed to read:

Sign the transfer when it is prepared and ready for relieving dispatcher. After signing the transfer, you will be responsible for the position until the relieving dispatcher signs the transfer page. Remain until the relieving dispatcher accepts and signs the transfer. At this point, time the transfer and relinquish dispatching duties to the relieving dispatcher.

Log off the CTC control equipment, CAD and TSS prior to departure from workstation.

Rule 50.2.5, Time and Sign—The last sentence reading: "The dispatcher being relieved will sign and time the transfer at the exact time duties are relinquished." is deleted. (The intent of this sentence now included in 50.1.)

Rule 51.2, Maintain Records—The last bullet point is amended to read:

- Notification lists of train crews notified of crossing warning malfunction, activation failure or disabling by other than Form C restriction or track condition message.

Rule 53.1.2, Track Conditions—Change the last sentence to read: Passing over a broken rail requires permission from a qualified Engineering Department employee (ex. MW or Signal) at the location.

20. United States Hazardous Material Instructions for Rail, Changes and Additions.

Section II, Required Documentation—Item 6 (H) Additional Entries, No. 9 is changed to read:

9) FRA Movement Authority (for example, "FRA 0109123"),

DOT Exemption/DOT Special Permit (for example, "DOT-E 9271 or DOT-SP 9271"), Special Approval Number (for example, "SA 920403"), or Competent Authority Number (for example, "CA 9701001")

Section III, Inspection—Item 2(e), Inspecting Intermodal Cars, No. 3 is changed to read:

(3) Intermodal tanks must be placed so that the bottom outlet valves are pointed toward the ends of the well car.

Section IV, Placards and Markings—Item 2, Placard Requirements, Item b is changed to read:

b. For non-bulk packages (capacity less than 119 gallons or 882 pounds) placards are required when transporting quantities of 1001 lbs. (454 kg) or more of these hazard classes: Note: Placards may be displayed for quantities less than 1001 lbs. of these materials, as long as they are appropriate for the shipment.

Section V, Switching—Add the word "BNSF" to the heading so it reads: "BNSF Switching Chart".

Add "SCH1**" to the bottom of both group D and Group E.

Add "IH Inhalation Hazard" to the list of SCHI codes at the right of the switching chart.

Under How to Use this Chart, change item a., (1) to read:

(1) Identify the SCHI codes, placards and/or markings applied to the car, either from information on the shipping papers or from observation.

Under How to Use this Chart, change item b. to read:

b. Find the applicable section on the chart, based on the SCHI code, placard or marking applied, the load/empty status, and the car type.

Under the NOTE: section to the lower right of the switching chart add:

** During flat switching operations, loaded tank cars with SCHI code IH must be shoved to rest.

During humping operations, loaded tank cars with SCHI code IH must not be allowed to be set free or humped into a clear track. They must not be cut off until all preceding cars are in the clear of the lead. No cars may be cut off to follow an IH car until the lead is known to be clear of the IH car."

Section VI, Train Placement—Figure 11, Position of Train Chart, under Instructions, Item 4 is changed to read:

4. Must not be next to loaded flat cars (including loaded System Wheel Cars), except closed TOFC/COFC equipment, multilevels, and other specially-equipped cars with tie-down devices for handling vehicles.

Section VII, Key Trains—2. Key Train Definition, Item a is changed to read:

a. One (1) or more loads of spent nuclear fuel (SNF) or high level radioactive waste (HLRW) moving under the following Hazardous Materials Response Codes (STCC) - 4929142, 4929143 and 4929144.

Section VII, Key Trains—3. Identifying Key Trains, a new item d is added:

d. Unless relieved of the requirement to do so by the BNSF train dispatcher, the crew operating a Key Train on a foreign railroad must, at the earliest opportunity, notify the other railroad's train dispatcher that the train is a Key Train as defined by BNSF's US Hazardous Material Instruction for Rail.

Appendix A, Exception DOT-E 9271—The first paragraph is changed to read:

The following is provided in compliance with the DOT exemption to the regulations as noted. The exemption applies only to car separation requirements for Division 1.1, 1.2, 1.3 and 1.4 explosives.

21. Hy-Rail Limits Compliance System (HLCS)

Properly trained operators of on-track equipment equipped with Hy-Rail Limits Compliance System (HLCS) must use the system if operational. A pre-authority briefing between the dispatcher and the operator of on-track equipment must be conducted to determine whether or not the vehicle is equipped with HLCS, and if so, what the vehicle number is. If HLCS equipment is not operational, this fact must be communicated to the dispatcher. This briefing is required:

- Before initial authority is obtained each calendar day during the Confirmation of Limits Briefing that occurs just prior to copying authority,
- Before first authority is obtained following dispatcher shift change,
- When moving from one dispatching district to another,
- When changing vehicles.

The HLCS vehicle number must be recorded on the authority form.

When problems are experienced with HLCS (e.g. tracking issues, radio problems etc.), or the system is not operational, contact telecommunications at (817) 593-5900, choose option 1, and then option 2 to open a trouble ticket. If you receive an exceed alarm (red warning light) immediately contact the dispatcher for that territory.

Employees may test HLCS to verify that they are setting on within the authorized limits. After receiving authority from the dispatcher, notify the dispatcher that you will be testing the HLCS for authority compliance before setting on the track. Place the hy-rail vehicle within 15 feet of the track to be occupied. Do not foul the track. Verify that the thumb wheel switch is in the proper position for the track the authority exists on. Activate the HLCS by engaging the steering wheel lock or placing the toggle switch in the on position indicating the vehicle is in the on-rail position. Note: This test can only be conducted off the track and will be used to verify that you are within the authorized limits, not that you will be setting on the correct track in multiple main track territory.

22. Automatic Cab Signals

Cab signal equipment must be cut out except on suburban equipment on the Chicago Subdivision.

23. Remote Control Operations**23(A) Remote Control Operating Instructions**

- a. Employees assigned to a remote control crew are governed by these instructions and must have a current copy accessible while on duty. Remote Control Operators (RCO) will be issued an Operator's Manual, which governs the operation of a Remote Control System. All rules or instructions contained in other company publications will remain in effect unless specifically exempted in these instructions.
- b. Prior to operating a Remote Control Transmitter (RCT), a job safety briefing must be held among all crew members. All remote control crew members must be informed and clearly understand which crew member will be controlling the movement. Before the control of the Remote Control Transmitter is transferred from one crew member to another, the receiving Remote Control Operator must be notified and acknowledge that he/she is in a position to assume control.
- c. A crew member must not go between or work on the end of rail equipment coupled to a remote control locomotive or when a remote control locomotive is on the same track until each member of the crew has been informed of the work to be performed. The Remote Control Operator must ensure that the Remote Control Transmitter's speed control is in the STOP position and the directional control is in neutral. The primary Remote Control Operator must acknowledge that he/she

understands that another employee will be going between equipment by announcing via radio "set and centered." When the primary operator will be the employee that will be going in between or working on the end of rail equipment, they must still comply with this requirement and not go in between until each member of the crew acknowledges their understanding. The speed and direction controls must not be repositioned or control of the Remote Control Transmitter transferred to another operator until the crew member requesting protection gives a radio or hand signal to move or announces by radio "in the clear".

- d. Each Remote Control Operator must have in their possession an operative holstered hand-held radio equipped with a microphone.
- e. Each remote control locomotive must have a tag placed on the control stand indicating the locomotive is being used in a remote control mode. The tag must be removed and secured with the Remote Control Transmitter when the locomotive is placed in manual mode.

23(B) Setup and Testing

Prior to operating a Remote Control System, the Remote Control Operator must ensure the equipment is properly setup and tested in accordance with prescribed procedures. If two Remote Control Transmitters are to be utilized in a "shared" or "pitch and catch" operation, both must be tested.

23(C) Operating the Equipment

- a. Only qualified operators or students who have been trained in remote control operations may operate a Remote Control Transmitter.
- b. A Remote Control Operator shall control only one locomotive consist at a time with a Remote Control Transmitter and shall not operate simultaneously any other locomotive.
- c. When using "shared" or "pitch and catch" operations, the procedure for changing operators is specified in the operators' manual.
- d. Operation of the Remote Control Transmitter must not be performed from a moving motorized vehicle.
- e. Dropping of cars is prohibited during remote control operations except at locations specifically authorized by special instructions.
- f. When using a remote control locomotive in "shared" or "pitch and catch" operations to make a coupling, the Remote Control Operator located at the coupling must be the primary operator.
- g. When initiating a remote control movement the primary remote control operator must visually determine direction the equipment moves, or a crew member must visually determine direction the equipment moves and confirm direction with the primary remote control operator. If no confirmation is received, the movement must be stopped immediately.

23(D) Securing Equipment

- a. Remote control locomotives and Remote Control Transmitters must not be left unattended unless secured and/or disabled. For remote control system purposes, "unattended" means remote control locomotive is not set up (linked) to an operating Remote Control Transmitter in the possession of a crew member.

When leaving equipment for meal period, break, etc., the Remote Control Operator will secure remote control locomotive as required and turn the Remote Control Transmitter power off.

When ending tour of duty, the Remote Control Operator must place the locomotive in the MANUAL mode unless being relieved by another Remote Control Operator. If another Remote Control Operator is relieving a Remote Control Operator, a job/safety briefing must be held between the employees.

b. Spare Remote Control Transmitters must be stored with power off and battery removed.

23(E) Remote Control Area

a. Division Timetable Special Instructions will designate areas of remote control operations. Signs advising that remote control operations may be in effect will be posted at access locations to Remote Control Areas.

b. The Remote Control Operator in control of a remote control locomotive must be notified of any track removed from service or working limits established for the protection of another craft. The Remote Control Operator must conduct a job/safety briefing with all members of the crew.

23(F) Remote Control Zone (RCZ)

Signs advising that Remote Control Zones may be in effect will be posted at access locations to Remote Control Zones. Remote Control Zone limits do not include tracks within CTC or interlocking limits (CTC or Interlocking rules apply).

23(G) RCO Terms

Remote Control Area - Area designated by special instructions for remote control operations.

Remote Control Transmitter (RCT) - is interchangeable with the term Operator Control Unit (OCU).

“Shared” or “Pitch and Catch” - Process used for changing primary control of Remote Control Transmitters between crew members. Change of control may only be performed while remote control locomotive is stopped.

24. Switch Tender Instructions

The train dispatcher and switch tender are required to have a job briefing before a switch tender acts on instructions from the train dispatcher. Following a shift change, another briefing is required between the train dispatcher and switch tender, which will include discussion of pending instructions and determination if the instructions are still correct.

When communicating concerning approaching train movements, use engine initials and number and direction. Do not use only train symbols or blanket terms such as “westbound or eastbound trains.”

The dispatcher will issue specific instructions to the switch tender. The switch tender must repeat the instructions to the train dispatcher and receive confirmation of being correct, before acting on the instructions.

For example: After confirming with the train dispatcher that BNSF 1234 West will be the next train to line from Main Track 1 to Main Track 2 at Robinson Spur, the switch tender is then to call the BNSF 1234 West and verify the train has authority from Main Track 1 to Main Track 2 at Robinson Spur. After verification has been received from the BNSF 1234 West, and after the switch tender has visually identified the BNSF 1234 West, the switch tender will line the route for the movement. After the movement is clear of the switch, the switch must be lined and locked in the normal position.

When necessary for the train dispatcher to change routing instructions to the switch tender after authority has been granted to a train, it is the responsibility of the dispatcher to communicate directly with the switch tender. Another authority over the switch that the tender is in charge of cannot be issued until the dispatcher has informed the switch tender of the change.

When a switch tender is at a remote location, away from a depot and/or base station radio, the switch tender must check with dispatcher when arriving at such location to confirm they can clearly communicate. If the switch tender becomes aware of

any radio communication problems, the train dispatcher must be notified. The chief dispatcher will make particular arrangements when communication problems are evident.

While in charge of a switch, the switch tender must not leave the switch unattended unless it is lined and locked for normal movement.

The train dispatcher’s transfer must include switch tender locations and pending instructions from the train dispatcher to the switch tender.

25. FRA Random Drug Testing

TY&E employees selected for FRA Random Drug Testing must show the start time of the Random Drug Test (RDT) in the remarks column of their timeslip. Start time of RDT begins when a supervisor notifies the employee that they are selected for RDT. A stop time on RDT is necessary only if different from their off-duty time.

26. Verification of Rules Examination

Employees required to pass rules examination must have a current rules examination card when issued, or engineer’s certificate in their possession while on duty.

27. Cars Set Out Bad Order

When a car is set out between terminals account bad order, it should, if possible, be left where it can be driven to by truck for making repairs. If the car setout is a military shipment, immediately contact the Resource Operation Center, Ft Worth at (817) 234-7200 or (800) 832-5452, Option 3.

28. Grade Crossing Accidents

The following information is designed to serve as post grade crossing accident guidelines. It is designed to provide the utmost in safety for you and your crew.

After the accident has occurred and the train is stopped:

A. Ensure the safety of crew members, accident victims, and the public.

B. Meet the requirements of GCOR Rule 6.23.

C. Contact the dispatcher or any other available radio contact and advise:

1. Exact location; and
2. What emergency services are needed. Be sure to include alternate routes for the emergency vehicles if your train is blocking road crossings.

D. Assess the damage to the vehicle and train to determine if there is any danger to your crew or the public.

E. Assign a crew member to monitor a radio to provide further information for emergency assistance.

F. If it is safe, render assistance to accident victims. It is important not to move the victim unless a life threatening situation exists.

G. Turn “off” the vehicle’s ignition and inform the investigating officer you did so. Otherwise, do not disturb the accident scene. Do not move the train unless it presents a safety problem, such as emergency vehicles needing to get to the accident through a blocked crossing, etc.

H. Only give information to:

1. The investigating officer; or,
2. Authorized company managers.
 - a. Cooperate with the investigating officer. Answer the officer’s questions and provide as much information as you can recall.
 - b. Record the badge number and name of the investigating police officer at the scene. Witness with the officer

that the headlight is on, and that the whistle and bell on lead unit are in proper working order. Also, note that the crossing warning devices are functioning.

I. Assign a crew member to verify the accuracy of the train list. Save all train lists, track warrants, track condition messages, and other pertinent documents for the proper BNSF managers.

J. Ascertain that no part of your train is derailed and that it will be safe to proceed once released by the investigating officer.

K. Personal counseling will be available to any crew member who might experience post-accident trauma.

29. System Work Train Policy

The conductor is in charge of and will be responsible for all work train movements. The safety of the overall train operation is the responsibility of the entire train crew. The engineer shall receive train movement instructions only from a member of the train crew except in cases of emergency.

When Maintenance of Way, Signal, Structures, Mechanical or other work groups are involved with the activities of the work train, a coordinator from such group must be designated. The train crew will communicate with the designated coordinator concerning all train movements and work activities.

An initial job briefing will be conducted before commencing work and additional job briefings must be held at intervals not to exceed four (4) hours until the end of the tour of duty. In addition, when there is a change in assignment or a significant delay in activities has occurred, a job briefing must be conducted prior to commencing work. Employees who subsequently work in the vicinity of a work train after such job briefings have been held, must not commence work until they have received a job briefing from the designated coordinator regardless of authority received to occupy the area. The conductor is responsible to ensure that no work activity begins until the required job briefings are complete.

Job briefings must include applicable operating rules, safety rules, special instructions and any other work-specific information. The designated coordinator is responsible for communicating impending train movements to the work groups under his control.

All employees assigned to a work train and/or its activities are responsible to be on the lookout for train or track car movements at all times. Lookouts will be utilized when necessary and all movements must be fully protected.

30. Track Condition Messages

Track condition messages may be issued by train dispatchers to cover restrictions on or near tracks.

Restrictions shown on a track condition message may be cancelled verbally by the train dispatcher.

Authority can be given by a train dispatcher or supervisor to enter a track shown to be out of service on a track condition message.

When a track warrant indicates a track condition or train message is to be received, conductor is responsible for securing those messages necessary for movement of their train. Track condition messages must be retained and complied with on all trips made during the tour of duty on which they were received.

31. Securing Track Warrants/General Track Bulletins

When reporting for duty at initial terminal, a crew member will secure track warrants, track bulletins, and track condition messages or general track bulletin, unless otherwise instructed.

A relief crew member must contact the dispatcher before departing to determine if additional documents are required, and advise if all crew members are present and ready to depart.

If the identifying unit is not shown correctly on the address line, contact the train dispatcher and correct the address line before departing the initial station.

32. Engineer Training Assistance Hotline

For questions concerning Engineer Training, locomotive equipment or air brake systems, call BNSF Technical Training Center in Overland Park—(913) 319-3996.

33. Excessive Wind, Tornado, Flash Flood, Cold Weather and Earthquake Instructions Excessive Wind Instructions

When wind warnings in excess of 50 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds. Light engines and loaded bulk commodity unit trains handling coal, grain, ore, taconite, ballast, molten sulfur, or potash may continue to operate without restriction.

When notified that winds are forecast to be in excess of 50 MPH, all trains and equipment affected may proceed at 20 MPH to a staging location (e.g. siding or location with double crossovers) as directed by the train dispatcher to allow trains not affected by the wind warning to pass. After stopping, if field employees including a crew member on an affected train observes that local weather conditions are not as severe as the wind warning indicated, and would not impact their safety or that of the train, crew will advise the train dispatcher of local conditions. With Chief Dispatcher authority, the train dispatcher may then grant permission for the train to operate at maximum authorized speed.

Tornado Watch and Warning Instructions

Tornadoes are the most violent of all storms. Paths of destruction range from a few hundred feet in width to more than a mile and extend the length of a city block to 300 miles. The greatest potential for such storms usually exists from April through September.

A "tornado watch" means atmospheric conditions are such that tornadoes may develop. A tornado watch is generally issued 4-6 hours before the conditions may occur.

During a tornado watch, all train movements and yard activities will continue, keeping alert for any signs of weather change. The danger signs to look for are severe thunderstorms, hail, roaring noise, a funnel cloud, or combination of the above. When a crew knows they are in a watch area, the radio on a locomotive or a packset should be used to monitor instructions and information to and from the train dispatcher. In the event a crew spots a funnel cloud, the train dispatcher should be immediately notified, consistent with the crew's safety.

If a train or yard assignment has an occupied caboose, upon being notified of a tornado watch, the occupants of the caboose should immediately move to the locomotive consist. While in the process of moving to the locomotive, if the tornado watch turns into a "tornado warning," or a funnel cloud is spotted, those affected should seek shelter in a nearby ditch, ravine, culvert or in a depression. If none of these are available, lie face down on the ground with hands over the head away from the caboose or cars in the train.

A "tornado warning" means a tornado has been sighted or verified by the National Weather Service or by persons associated with official weather spotters. The train dispatcher will keep trains and crews apprised of limits of tornado

warnings. Train crews are to follow instructions as follows: During a tornado warning, all train movements and yard activities must stop. Any train en route will stop and employees should seek appropriate shelter consistent with the safety of all involved, avoiding the stopping of a train on a high bridge, across railroad and highway crossing at grade, or anywhere the presence of a train could be a hindrance.

After the tornado warning has expired:

- If determination is made that the path of the tornado crossed the tracks at the location or in the immediate vicinity of the train, crew members must inspect their train before moving to determine if any damage or derailment has occurred to the train or if the track structure has been damaged.
- All trains within or entering the tornado warning limits may proceed, prepared to stop when approaching bridges, culverts, or other points likely to be affected until relieved by the dispatcher. The train dispatcher must be advised immediately of damage or unexpected conditions.
- The train dispatcher must restrict trains as prescribed in the second bullet, until an inspection has been completed by division employees or all of the limits of the tornado warning have been traversed by a train and it is confirmed by the train crew(s) that no damage or unexpected conditions were observed.

Flash Flood Warnings

Weather information received by BNSF from WeatherData, Incorporated, is categorized as a "Warning" when it describes conditions that require immediate action by the train dispatcher to notify train crews of imminent danger. These warnings are immediately distributed to the relevant train dispatchers.

When WeatherData, Incorporated, issues a "Flash Flood Warning," the dispatching center will immediately advise all involved trains of the specific conditions. When crews of these trains are so advised and are not operating through areas which have been designated by the Division Engineer as being "critical," passenger-carrying trains will be operated at a maximum of 50 MPH through the limits identified in the warning, and freight trains will be operated at a maximum of 40 MPH through those limits. These restrictions will remain in effect until the track has been inspected.

Division Engineers will identify "critical" areas by subdivision, segmented by milepost locations based upon their susceptibility to flooding or their history of being prone to washouts or side-scour wash. In identifying these locations, consideration should be given to shallow-foundation bridges, availability of operable culverts, and other conditions as necessary.

If the "Flash Flood Warning" limits include locations identified as being "critical," all trains will be further limited to restricted speed within the critical locations until the track structure has been inspected on a priority basis at the request of the dispatching center. These temporary speed restrictions must remain in place until the track has been inspected and local personnel have assessed the need for modifications to the speed restrictions as conditions warrant.

Local Observations

When local maintenance personnel become aware of current conditions that might produce flash flooding that could result in damage to BNSF track or structures, they will:

- Immediately place the speed restriction described above on the affected route.
- Inspect the track for washouts, side-scour wash, surface irregularities, and/or water over the rail.
- Carefully inspect bridge foundations and drainage structures,

with careful attention to bridges with mud sills, for erosion behind dump planks and head walls, erosion around piers and footings, and obstructions from drift and debris.

- If water level, turbulence, or other conditions make a thorough inspection impossible at the site of such a bridge, operations of all trains will be reduced to no more than restricted speed until it is possible to make a proper inspection.
- If, during the initial track inspection, there is any doubt about the safety of train operations over bridges, a qualified Structures employee must be called at once, and any speed restrictions that have been placed on bridges will not be lifted until authorized by the Structures employee.
- Track and bridge foremen must continue to patrol past their respective territories if an adjoining territory is likely to have been damaged, and such damage might not have been discovered.

Cold Weather Restrictions:

The correlations that exist between rail service failures, temperature, train axle load, track and equipment conditions, and train speed are complex and involve many factors including equipment and track component design and material properties, their relative wear conditions, and the rail/wheel interaction for various traffic mixes and operating conditions.

In order to maximize safety with regard to extreme temperatures and temperature changes, rail laying temperatures and weather extremities across our railroad have been considered. In that effort, the railroad has been divided into two regions as follows:

Region 1 contains the following divisions:

California/LA, Southwest, Kansas, Springfield, Texas, Gulf, Northwest, and Chicago.

Region 2 contains the following divisions:

Twin Cities, Montana, Colorado, Powder River, and Nebraska.

Cold Weather Train Speeds:

The Engineering Department has identified two factors which require Cold Weather Train Speeds, as follows:

Low Temperature Threshold:

In Region 1, this threshold is 0 degrees Fahrenheit.

In Region 2, this threshold is -20 degrees Fahrenheit.

Temperature Differential Threshold:

In Region 1, this is any temperature of 50 degrees Fahrenheit or warmer that falls to 10 degrees Fahrenheit or colder within 24 or fewer hours.

In Region 2, this is any temperature of 40 degrees Fahrenheit or warmer that falls to 0 degrees Fahrenheit or colder within 24 or fewer hours.

Low Temperature Threshold:

Unless further restricted by individual subdivision Special Instructions, be governed by the following:

When ambient (air) temperature drops below the Low Temperature Threshold (0 degrees Fahrenheit in Region 1 and -20 degrees Fahrenheit in Region 2), trains must not exceed the following speeds:

In non-signalized territory:

40 MPH for all trains.

In block signal system limits:

40 MPH for trains exceeding 100 tons per operative brake and key trains.

50 MPH for trains less than 100 tons per operative brake.

65 MPH for passenger trains, Z-symbol intermodal trains, or single-level loaded intermodal trains.

If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted due to this requirement.

These restrictions remain in effect until the ambient (air) temperatures rise above the Low Temperature Threshold.

Temperature Differential Threshold:

The train dispatcher will make notification to trains that temperature has exceeded the Temperature Differential Threshold. When so notified, trains must observe Cold Weather Train Speeds, by Region, as shown above. The Engineering Department will perform a track inspection, reporting results to the train dispatcher. If no further restrictions result from the track inspection, the train dispatcher will verbally notify the trains affected.

Be aware that Cold Weather Train Speeds may still be required due to Low Temperature Threshold. In other words, once track inspection is completed following a Temperature Differential Threshold, the ambient (air) temperature may still be below the Low Temperature Threshold, requiring that Cold Weather Train Speeds must still be observed.

However, if the ambient (air) temperature is above the Low Temperature Threshold and no further restrictions resulted from track inspections, observance of Cold Weather Train Speeds is not required.

Determining Ambient Temperature

When referring to Item 1(D) of a specific subdivision timetable for operating instructions account extreme air temperatures, be governed by the following:

- Ambient air temperature readings may be obtained by train crews utilizing any local means available such as field personnel, track side warning detectors, yardmasters, temperature displays from such sources as banks, etc.
- When unable to determine the ambient air temperature utilizing local methods, contact the train dispatcher who will determine ambient air temperature at the closest available location utilizing the Internet website Weatherdata.com or other available means.

Earthquake Instructions

When an earthquake is reported, the train dispatcher will do the following: (See Decision Table, next column)

1. If the magnitude or epicenter are unknown, instruct all trains within 150 miles of the reporting location to “proceed at restricted speed due to earthquake conditions.” An acknowledgment must be obtained from each train or engine receiving these instructions.
2. Once magnitude and epicenter are known, the following inspection criteria will apply:
 - If magnitude is less than 5.0, no inspection is required.
 - If magnitude is 5.0 or greater, response will depend on the group of states and provinces within which the epicenter is located and the following criteria will apply within the designated radius from the epicenter.

Magnitude Range	Criteria for Response	Group 1 Radius	Group 2 Radius	Group 3 Radius	Group 4 Radius
Less than 5.0	No Inspection Required	N/A	N/A	N/A	N/A
5.0 to 5.49	Trains proceed at restricted speed until signals have been inspected.	30 Miles	40 Miles	70 Miles	70 Miles
5.5 to 5.99	Trains proceed at restricted speed until signals, track and bridges have been inspected.	30 Miles	40 Miles	70 Miles	70 Miles
6.0 to 6.49	Trains proceed at restricted speed until signals, track and bridges have been inspected.	N/A	N/A	N/A	150 Miles
	Trains stop until signals, track and bridges have been inspected.	50 Miles	80 Miles	150 Miles	80 Miles
6.5 to 6.99	Trains proceed at restricted speed until signals, track and bridges have been inspected.	N/A	N/A	N/A	220 Miles
	Trains stop until signals, track and bridges have been inspected.	70 Miles	140 Miles	220 Miles	140 Miles
7.0 to 7.49	Trains proceed at restricted speed until signals, track and bridges have been inspected.	N/A	N/A	N/A	400 Miles
	Trains stop until signals, track and bridges have been inspected.	100 Miles	300 Miles	400 Miles	300 Miles
7.5 and above	Trains stop until instructed to proceed after inspection of track, signals and bridges completed.	As Directed*	As Directed*	As Directed*	As Directed*

* Radius at discretion of command center but not less than for magnitude 7.0 to 7.49

Group 1: California and Baja California, Mexico
Group 2: Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah and Wyoming; Alberta, Canada; and Sonora and Chihuahua, Mexico
Group 3: Area east of Group 2
Group 4: Oregon, Washington and British Columbia, Canada

34. Duplicate Mile Posts

On subdivisions where duplicate mile posts exist, an alpha suffix has been added (i.e. MP 345X, MP 420Z). This alpha character may not be on the physical mile post sign at this time. When the alpha suffix is indicated in track warrant, track bulletins and other documents, reference must be made to the individual subdivision's timetable for station locations of the mile posts indicated.

35. Switching Business Cars

The following instructions will be complied with in regard to movement of these cars in other than assembled trains. Business cars must be handled as outlined in accordance with General Code of Operating Rules 7.3 and 7.9.

- a. Air Brakes—The business car air brake system must be connected to the locomotive and the automatic air brake used in controlling movement during switching.
- b. Coupling—When coupling into business cars, business car equipment or when it is coupled to other equipment, the movement must be stopped approximately 50 feet from point at which the coupling will be made. All movements to accomplish coupling must be governed by a crew member on the ground using hand signals. Business cars must not be cut off while in motion and no car moving under its own momentum should be allowed to couple to them.
- c. After Coupling—Once the coupling is made to the business car, the couplers must be fully compressed and stretched to know the couplers are locked before making air, electrical or communications connections.

- d. When cars are to be coupled to the observation end of BNSF Business Car 30 (Glacier View) and Business Car 32 (William B. Strong), the car next to the business car must be an empty flat, gondola or other type of car with a low profile.
- e. 480 Volt electrical cables between business cars or any other car so equipped will be considered to be energized until applicable lockout/tagout procedures confirm connections are de-energized. All connections and disconnects are to be performed by Authorized Mechanical Personnel Only.

36. Instructions for Handling Continuous Rail

(Excluding articulated loads of 80 ft. length rail or less) Rail trains loaded with continuous welded rail must not be kicked, nor allowed to be struck by other kicked cars; and, must be handled through all turnouts with extreme care. Before a switching move is made, an air brake inspection and test as prescribed by Rule 100.11 must be performed.

Switching movements must be made using automatic air brakes to control slack in either a bunched or stretched condition. Extreme care must be used when stopping movements to avoid injury to employees or damage to equipment. Use of locomotive brake must be avoided, when possible, to stop the movement. When exceeding 12 rated axles of power during shoving movements, use only the minimum amount of tractive effort necessary to begin movement.

Except during necessary switching moves and train makeup, or when moving as a work train under supervision of maintenance of way, suitable cars must be placed at each end of the "rail" cars to act as a buffer and idler. Rail cars equipped with barrier plates or cars labeled "Buffer/Idler" in addition to other cars taller than the height of the top rails on a loaded train meet this requirement. Tunnel cars equipped with barrier doors eliminate the need for buffer cars if doors are closed and secured. (Tunnel cars numbered BNSF 920119 through BNSF 920173 have these barrier doors). Trains handling rail trains should not be required to make setouts or pickups en route. Two loaded rail trains must not be moved together in same train, unless authorized by the manager of the rail facility or his representative. When a two loaded rail train movement is authorized, the maintenance representative will designate which rail train will be placed at the head end. The other rail train must then be positioned in the train immediately at the rear of the first or head end of rail train separated by a suitable buffer car.

Full-length rail strings, when loaded, will have their lengths constructed so that the ends will fall between the green stripes painted on end ramp cars. When the rail train is stretched or bunched, and during transit, rail ends must be between the red stripes painted on end ramp cars, or else the train must be held until released by the general roadmaster or his representative. A white stripe will be applied across top of all rails between tie-down stands on center car of the rail train so it can be determined at inspection points whether rail has slipped or shifted.

Loaded Rail Trains

1. Trains without Rail Movement Detectors (RMD):
 - must be handled in special service.
 - must not be required to make setouts and pickups en route.
 - must have suitable cars placed at each end of loaded rail train to act as buffer and idlers except during necessary switching moves and train makeup, or when moving as a work train under the supervision of maintenance of way.

2. Trains with Rail Movement Detectors (RMD)

May be handled in trains other than special service under the following conditions:

 - Rail train must be on head end.
 - Train length limited to 64 cars.
 - Should not be required to make setouts and pickups en route.
 - Suitable cars placed at each end of loaded rail train to act as buffer and idlers.
 - If cars other than loaded rail train are included in movement, and RMD (i.e. strobe lights) becomes inoperative en route, a maintenance representative (a rider) must accompany each train during transit, unless rail train is then moved in special service. When the RMD is inoperative, each time the train stops, the rider must inspect the cars carrying the continuous welded rail for shifted, bowed, or broken rail, and to ensure that each base clamp (tie-down block) is tight. Defective strobe lights must be reported to the train dispatcher, who will notify the manager of rail facility so that the problems can be documented and repairs can be arranged as soon as possible.
 - Strobe lights at each end ramp car must be observed frequently en route. When strobe lights are observed to be flashing, the train must be stopped and all cars carrying continuous welded rail must be inspected to determine any rail movement. If movement is found, observe and complete the following:
 - a. If adjacent track or standard clearances are not fouled, train may be moved to clear main track not exceeding speed of 10 MPH.
 - b. If adjacent track or standard clearances are fouled, protection must be provided and train must not be moved until inspected by proper personnel.
 - If no movement is found, cancel flashing strobe lights by depressing the reset button at the control box for three seconds. The train may proceed at authorized speed.

The RMD consists of electrically activated screens/gates, four amber-colored strobe lights, and associated controls. There are two 12-volt absolute batteries, charged by an array of solar cells mounted between the tunnel stand strobe lights, to power the system. RMDs are installed on all rail train ramp cars, which are placed at each end of a rail train. If a rail string becomes loose and makes contact with the screen, strobe lights will commence flashing. The strobe lights are mounted on the ramp cars, positioned at the uppermost corners toward each end. Two are mounted on each side of the adjustable ramp stand, and the other two are mounted on each side of the tunnel stand.

The "ramp or tunnel" strobe lights operate in a parallel mode with a common activation (redundancy); thus each set will flash independently.

To check that strobe lights are operational, use a metal rod, bare wire or other metal object to make simultaneous contact between the screen and any rail in the load or other metal ground. After observing the lights flash, depress the reset button, which is located on the control box, for three seconds to turn off and conserve batteries. The lights should flash approximately 60 times per minute; and fully charged batteries will operate them for about sixteen hours.

The RMD system is inspected and tested at rail complexes before rail trains are released for movement. When second-hand welded rail is picked up and loaded in the field, the RMD system will be inspected and tested by the rail train supervisor before train is released for movement.

Routing of rail trains from the Rail Welding Facility, Pueblo, CO, to points west should be via Amarillo, TX, instead of the northern route through Raton, NM; unless train has stop(s) to deliver rail between La Junta, CO, and Belen, NM. When a rail train is to be routed via the northern route, loading parameters of welded rail strings will be held more restrictive to allow a greater degree of safety for movement through tight curves and mountains.

Unless under special service, the 6x12 rail train (center tie-down car number ATSF 187023, ordinarily consisting of 32 cars rail and 2 buffers) should always be routed through Amarillo, TX, because of its greater amount of slack due to the increased number of cars and limited ramp car length.

At designated intermediate inspection points, make mechanical inspection of cars in compliance with FRA requirements. Manager Rail Complex in Laurel, Pueblo, or Springfield must be advised if any mechanical repairs are needed.

Open End Gondola Consist (Any Ownership)

Maximum authorized speed for trains handling short lengths of continuous welded rail in open end gondola consist is 45 MPH.

Open end gondola consist loaded with continuous rail must not be kicked; nor allowed to be struck by other kicked cars.

Loaded open end gondola consist should be handled within 25 cars of the head end of trains. Loading of rail into open end gondola consist shall comply with the following instructions:

1. Continuous lengths of welded rail will not be loaded more than one layer high.
2. Width of layer will not exceed 67 percent of the inside width of the narrowest gondola.
3. Rail will be centered width wise in open end gondola consist. If practical, spikes, cleats or blocks will be driven into bearing timbers (raised fashion) to prevent walking of load near sides. Rail lengths will be spotted lengthwise from outboard ends of open end gondola consist to allow sufficient distance to exist for clearance (i.e. to exceed the amount of coupling slack). Amount will be determined by number of cars in consist.
4. Continuous lengths of rail will be supported upon timbers with a minimum size of 4" x 4" hardwood. These timbers will be spaced equally throughout load in sufficient number to prevent rail from contacting floor of cars or bottom flanges used for gondola end retention, and provide friction necessary to limit rail shifting.
5. Couplers of cars will be gagged and locked to prevent accidental opening.
6. Outboard ends of open end gondola consist will have ends installed or stacked timbers arranged into a barricade with a minimum height that exceeds the height of rail.
7. Continuous welded rail lengths will be loosely banded (to allow the required linear movement of the individual lengths of rail when consist is negotiating a curve) to keep all pieces grouped together.

Empty Rail Train Blocks (Any Ownership)

When handling empty 'rail train' blocks, all cars weighing 50 tons or less, by car count, must be placed behind all cars weighing more than 50 tons per car.

37. Handling of FRA Track Geometry Inspection Cars

Federal Railroad Administration (FRA), Office of Safety manages high-speed railbound track geometry inspection cars (identified as either the FRA T-16, T-17, T-18, T-19 or T-20 Geometry Car) that measure track geometry for compliance with the Federal Track Safety Standards nationwide. The T-17,

T-18 and the T-19 may be operated self propelled. The T-16 and the T-20 must be towed. Hereafter the term FRA Geometry Car refers to all vehicles except where otherwise specified.

1. Each train dispatcher and train crew or pilot will be governed by these instructions.
2. Prior to each day's survey, the Survey Director will conduct a safety briefing to all occupants of the FRA Geometry Car on general safety, applicable operating and protection procedures.
3. Whenever the T-17, T-18 or T-19 FRA Geometry Cars are operated, including through a designated "yard or restricted" limits and 'other than main track' territories, the railroad will provide either a Locomotive Engineer/Pilot, Traveling Engineer or Road Foreman to pilot the vehicle. The T-17, T-18 and the T-19 Geometry Cars will be governed by applicable operating rules when operating in either signal or non-signal system territories (except that auto routing and automatic clearing features will not be used and all dual control switches will be blocked). Absolute block protection or alternate protection methods, controls or authority (including within "yard or restricted" limit territory), will be applied to protect the T-17, T-18 and the T-19 Geometry Cars against following and opposing trains or on-track equipment. The absolute block will not be required for the T-16 and T-20 when being towed and operating as a train.
4. FRA T-17, T-18 and the T-19 Geometry Cars will operate as a train. Authorization will not be issued to the FRA T-17, T-18 and the T-19 Geometry Cars within the same or overlapping limits of another train or on-track equipment, except to facilitate the FRA T-17, T-18 and the T-19 Geometry Car's disabled movement, if necessary, and in accordance with the railroad's operating rules. The FRA T-17, T-18 and the T-19 Geometry Cars will not be operated by lineup, movement of track cars or similar on-track equipment authorities.
5. The Survey Director, prior to the FRA Geometry Car operation, will communicate directly with the train dispatcher and train crew or pilot, to insure that all operating rules, in effect on the route to be traveled, are understood and confirm the FRA Geometry Car is being dispatched as a train. Reference to applicable operating documents will be made to confirm such information, prior to departure. The Survey Director will be stationed in the immediate vicinity where the FRA Geometry Car method of operation, procedures and movement can be monitored.
6. All mandatory directives will be transmitted and received in compliance with railroad rules and instructions. For purposes of this instruction, all references to assigned crew member apply only to the train crew or pilot. The FRA Geometry Car operator relies on the train crew or pilot to identify relevant railroad physical characteristics, movement authority limits and authorized speeds, a sufficient distance in advance.
7. In automatic block signal system or traffic control system territory, the FRA Geometry Car should not be stopped on sand or other similar rail surface conditions affecting the shunting of the track circuit. If such a stop cannot be avoided, the FRA Geometry Car will be moved immediately a sufficient distance to clear that affected portion of the rail.
8. Interlocking machines will be operated manually for the FRA Geometry Car movements (automatic clearing and routing features will not be used). The control machine operator will be kept informed of the progress of the FRA Geometry Car from one control point to another. An interlocking control operator will not change the position of any switch or indication of any signal, until informed that the FRA Geometry Car is clear of the interlocking or a section thereof. Where provided, electrical or mechanical blocking devices will be used on switch and

signal controls. If the FRA Geometry Car is stopped within the limits of any interlocking, the control operator or dispatcher will be notified of the stop and the precise location. The FRA Geometry Car will not be stopped within the limits of automatic interlocking or a non-interlocked, at grade, railroad crossing.

9. The FRA T-17, T-18 and the T-19 Geometry Cars are equipped with operating controls at either end. When appropriate, instructions will be given to the FRA Geometry Car operator to change ends and operate from the rear of the FRA Geometry Car. Any reverse movement will be conducted, in accordance with the railroad's operating rules.
10. In the event the FRA T-17, T-18 and the T-19 Geometry Car operators are to be relieved for any reason, the Locomotive Engineer/Pilot may be utilized (if agreeable) to continue FRA Geometry Car operations to the day's final tie-up point. If the Locomotive Engineer/Pilot is not willing or prohibited from operating the FRA Geometry Car, the survey should be stopped at a suitable point short of the scheduled tie-up or a locomotive will be requisitioned for tow-in. This contingency is one that will be addressed at the beginning of the survey to allow for ample planning.
11. Self propelled FRA Geometry Car will approach all highway-rail grade crossings equipped with automatic warning devices prepared to stop, until it is determined that the warning devices activate and the FRA Geometry Car occupies the crossing. On ground protection against highway vehicles will be provided when automatic warning devices fail to fully activate, the FRA Geometry Car interferes with the normal function, or when prescribed by railroad rules or instructions.
12. The maximum operating speed of the T-17, T-18 and the T-19 is 90 MPH when self-propelled, and 110 mph when towed by a locomotive. The vehicle is not equipped with automatic cab signal, automatic train stop, or automatic train control systems. FRA T-17, T-18 and the T-19 Geometry Cars cannot negotiate curves greater than 20-degrees. Additionally, due to truck center length, the center of car swing-out clearance is limited on curves greater than 13-degrees, therefore may restrict safe movement. The maximum authorized speed of the T-16 and T-20 is 125 MPH and is not restricted by special track work.
13. Neither FRA nor contractor employees will operate a railroad switch or derail and will rely upon a railroad employee to perform that function. Protective devices (*i.e.*, blue signal, derails and locking devices, owned by FRA) will be applied by contractor employees after receiving authority for placement from the appropriate railroad representative. A 'blue signal' will be displayed on or near the FRA Geometry Car control stand at a readily visible location and the 'key' removed when on ground instrument verification (i-v's) checks are made. Similarly, positive protection (brakes placed in emergency position and surrendering of the locomotive reverser) will be imposed by FRA when the FRA Geometry Car is towed by a locomotive.
14. Except within a locomotive servicing area or car shop area, the FRA Geometry Car may be repositioned by the FRA at anytime on a track or portion of a track that is exclusively occupied by the FRA Geometry Car and protected by FRA owned devices. Within a locomotive servicing area or car shop area, a 'railroad's blue signal rules' will be in place and complied with, to protect 'anyone' on, under or about the FRA Geometry Car. The FRA Geometry Car may be repositioned, only after the movement is authorized by the railroad employee-in-charge of the workmen and approved by the FRA.
15. When unoccupied and at the request of FRA, FRA Geometry Car protection will be provided by the railroad. Additionally, the FRA Geometry Car will not be relocated or coupled to other rolling equipment without permission by the FRA. To prevent undesirable access, a remotely controlled or manually op-

erated switch providing entrance to the track occupied by the FRA Geometry Car will be aligned against movement to that track. Where provided, electrical or mechanical blocking devices will be used on the switch and signal controls. Additionally, the switch will be secured with an effective locking device, exclusive to FRA. The switch stand's operating mechanism will be equipped with a visible all-weather display tag warning any users, "**Out of Service-Do Not Operate.**" If a switch cannot be aligned and locked, as described, derails capable of restricting access will be used instead of an effective locking device. The placement (Protective devices, owned by FRA, will be placed not less than 150-feet from each end of the FRA Geometry Car, where appropriate of front and rear "portable train control" signs will be displayed in the center of the track, adjacent to derails, marking the presence of the FRA Geometry Car. The warning sign will consist of 16x24-inch red placard, signifying rolling equipment cannot pass. A FRA Geometry Car wheel will be securely chocked to prohibit movement on its own.

38. Inhalation Hazard Car Handling Instructions

Any train carrying one or more loaded tank cars with a SCHI code of "IH" as identified on train list, must comply with the following:

1. When stopped by a trackside/wayside warning device, the indicated car (hazmat or not) must be set out.
2. When moving, trains experiencing an emergency application of the brakes whether intentional or not, must be protected as prescribed by rule 6.23 and as supplemented in the current System Special Instructions all Subdivisions. In addition, the entire train must be inspected for derailed or defective cars. If the train is stopped at a location where it cannot be safely inspected (for example: on a bridge), the train may be moved, at the discretion of the appropriate supervisor or train dispatcher, to the nearest location where it can be SAFELY inspected, but at no more than 5 MPH.

The following are requirements for handling tank car shipments containing materials that require the notation "Poison (Toxic)-Inhalation Hazard" and "Inhalation Hazard" operating in non-signalized track warrant control territory on the following subdivisions:

- Amory Subdivision - Between Amory and Columbus
- Beatrice Subdivision - Between Crete and Beatrice
- Conroe Subdivision - Between Silsbee and Somerville
- El Paso Subdivision - Between Belen and El Paso
- Gateway Subdivision - Between Klamath Falls and Keddie
- Great Falls Subdivision - Between Great Falls and Shelby
- Laurel Subdivision - Between Great Falls and Laurel
- Marshall Subdivision - Between Willmar and Sioux City
- Oregon Trunk Subdivision - Between Chemult and Bend
- Phoenix Subdivision - Between West Williams Jct. and MP 181.2
- Silsbee Subdivision - Between Beaumont and Silsbee
- Sioux City Subdivision - Between Sioux City and Ashland
- Sweet Grass Subdivision - Between Shelby and Sweet Grass
- Zap Line Subdivision - Between Beulah and Mandan

Work Order documents and other TSS commands will identify shipments with the "IH" SCHI code.

The train list and profile for train crews will carry the banner wording of "IH TRAIN" when moving on the restricted subdivisions and carrying two or more loaded poison (toxic) inhalation hazard tank cars and/or inhalation hazard tank cars. Note: On the Phoenix Subdivision between MP 172.5 and Phoenix, the following instructions will be in effect if the train is carrying one or more loaded poison (toxic) inhalation hazard tank cars and/or inhalation hazard tank cars. The two or more loaded tank car requirement will remain in effect between West Williams Jct. and MP 172.5.

The following instructions are in effect on the subdivisions or part of the subdivisions listed above:

- The route must be evaluated prior to an IH Train operating on the subdivisions indicated above. The IH Train must be the next movement on these subdivisions after the evaluation. If an authority is granted after the route evaluation has been performed, and the IH Train has not passed location where track will be entered, another route evaluation must be performed prior to authorizing the IH Train.
- The Transportation Service Plan gathers cars to run on specified days. On days scheduled to operate with TIH/PIH cars, a train should not be reduced to one TIH/PIH car in an effort to avoid the required Track Evaluation.
- Maximum speed of IH Trains is 35 MPH.
- When meeting any other train, the IH Train will hold the main track. When meeting another IH Train, the IH train with the most Poison (Toxic)-Inhalation Hazard and Inhalation Hazard shipments will hold the main track.
- A train on a siding to meet an IH Train must be stopped before the IH Train on the main track passes. Conductors of the IH Trains will be advised by the dispatcher of meeting points and the conductors will verify that the train in the siding is stopped before the IH Train has passed.
- MW employees must not operate main track switches when using individual train detection (lone worker or lookout for minor work or routine inspection). Authority must be obtained to operate main track switches.
- When MW employees are working with a Form B Track Bulletin, after the route is evaluated for the IH Train movement, main track switches must not be operated and maintenance must not be performed on the track until the IH Train has passed.

Unless relieved of the requirement to do so by the BNSF train dispatcher, the crew operating a TIH/PIH train on a foreign railroad must, at the earliest opportunity, notify the other railroad's train dispatcher that the train is a TIH/PIH train.

39. Rule of the Week /Dispatcher Daily Job Briefings

All TY&E, Engineering and Mechanical employees must review the requirements of the Rule of the Week. Train dispatchers must review the Dispatcher Daily Job Briefing distributed by e-mail. Please direct any questions you may have to your immediate supervisor. You should be prepared to discuss the requirements of the Rule of the Week or the Dispatcher Daily Job Briefing with your supervisor. These rules/briefings will be included in Operations Testing procedures.

40. Rear End Restricted Cars

Cars restricted to "rear end only" may be in train up to five cars ahead of rear car. Certain cars may require extreme rear end movement because of mechanical deficiencies.

41. Car Identification B-End

Conventional Equipment: The "B" end of the car is the end where the hand brake is located. Face the "B" end of the car. The left side of the car is to your left and the right side of the car is to your right as you face the "B" end. Count axles from the "B" end beginning with No. 1 being closest to you and No. 4 being farthest away. If the defective journal or wheel is the third axle away from the "B" end of the car on the left side as you face the equipment you will report it as "L3."

Articulated Equipment: The important thing is to locate the "B" end of the car. Each segment or unit of such cars is identified by a letter. This letter and the car number are shown on small

badge plates located on each segment or unit of the car. The end segments are designated "A" and "B." The interior segments or units are designed (beginning at the "B" end) by the letters "C" through "E" on the five unit or segment cars. Locate the "B" end of the car as indicated by the stencil. Do not rely on the location of the hand brake. Many of these cars are equipped with a hand brake on each end.

Face the "B" end of the equipment. The left side of the car is to your left and the right side of the car is to your right as you face the "B" end of the equipment.

Count axles from the "B" end beginning with No. 1 being closest to you. The axles on this type of equipment are numbered consecutively from No. 1 through No. 9 and then by the alphabet with axle "10" identified by the letter "Z," axle "11" by the letter "Y," axle "12" by the letter "X," etc., going backwards through the alphabet.

If the defective journal or wheel is the ninth axle away from the "B" end of the car on the right side as you face the equipment, you will report it as "R9." If it is the fourteenth axle away from the "B" end of the car on the right side as you face the equipment, you would report it as "RV." Remember, on this equipment, axles "1" through "9" are identified numerically. Axles "10" through "14" are identified alphabetically beginning with the letter "Z" working backwards. Each axle is stenciled on most multi-segment or unit equipment on the truck side. Use the stencil when available to verify your identification.

42. Gravity Switch Moves

Unless otherwise restricted, a gravity switch move can be utilized where car(s) must be repositioned on the opposite end of the engine. Not more than five cars may be handled at one time in this manner, and only with sufficient hand brakes manned by crew member(s) to ensure that the movement can be controlled. Riding the hand brake on shiftable loads must be avoided. When making this move, the hand brake(s) to be used to control the movement must be tested to ensure proper operation. Hand brakes may then be released to allow car(s) to gravity roll into desired track. Crew member(s) must ride the car(s) and use the hand brake(s) to control speed and to stop. Such cars must not be allowed to couple to other equipment while this method of switching is being used. Other methods of handling such moves, historically referred to as "dropping of cars," are prohibited, except at specific locations where authorized.

43. Signal Awareness/Position of Switch Form

Subdivision-specific signal awareness/position of switch forms are available at on-duty points. In addition to observing and calling signals as required by GCOR Rule 1.47, the conductor must fill out one of these forms in ink while operating on BNSF and foreign railroads. Foreign railroads operating on BNSF are allowed to use their own signal awareness/position of switch forms when approved.

All block signal names or aspects, yellow or yellow/red flags and trackside warning detector exceptions must be recorded.

Record the following:

- CLEAR signals - Name or aspect.
- All other signals - Name or aspect of the signal, the train speed and time signal passed.
- Flags - Name and location of each flag, the train speed and time flag passed.

When speed indicator is not visible to the conductor, the engineer must call out the speed, in addition to the signal name or aspect, if other than CLEAR. Should the conductor be unable to record a signal aspect due to other activities, this fact must be noted on the form, including the reason.

When operating on an Approach or Diverging Approach signal indication, the engineer must notify the conductor when the train speed has reduced to the required speed. The conductor must note the time the train has reduced to the required speed on the signal awareness form and repeat the time to the engineer. A job safety briefing between the conductor and engineer must confirm understanding that the train may be required to stop at the next signal.

- In non-signaled territory or Double Track ABS territory (outside of restricted limits or yard limits) a crew member must record:
- name and location of hand operated main track switches, switch point locks, and derails operated
 - name and location of hand operated main track switches left in reverse position
 - time and initials of employee operating the main track switch, switchpoint lock or derail
 - time and initials they are finally restored to the proper position on the Signal Awareness/Position of Switch form
 - entry of appropriate box number when switch is left in reverse position.

Information must be recorded on the form as soon as practical after initially changing the position of the switch, switch point lock or derail. The time the switch, switch point lock or derail is restored and secured must be recorded on the form and initialed by the conductor and engineer before the crew departs that location. If not practical for both the conductor and engineer to initial the form, after a job briefing, the person filling out the form can enter the other initials on the form. Initialing each entry serves as a cross check to indicate switch, switch point lock or derail position has been briefed between crew members.

In addition, in non-signaled territory or Double Track ABS territory (except in restricted limits and yard limits), after a crew member lines a hand operated main track switch, the crew member must communicate with the engineer by radio using the following format, while physically at the switch location:

- “(Crew member title and name) has lined (switch at MP location or name of switch and station name) to the (normal/reverse) position.”

Before movement may occur, the engineer must respond using the following format:

- “Engineer (name) understands (employee title and name) has lined (switch at MP location or name of switch and station name) to the (normal/reverse) position.” If radios become inoperable, all crew members must job brief regarding use of hand operated main track switches, switch point locks, and derails before use, with notation of inoperable radio made on the Signal Awareness/Position of Switch form.

At the completion of each trip all forms must be turned in as directed by the Division General Manager. Additionally in non-signaled and double track ABS territory, the Position of Switch form must be signed by the conductor and a copy turned in with all track warrants.

Standard forms:

Signal Awareness Form (Location to Location)										
Date: _____		Conductor: _____			Engineer: _____					
Train Symbol: _____										
Block System Limits										
Signal-Location Detector-Exception	Signal Name						*Speed	*Time passed	Flag Location and Name	
	Clear (Mark X)	Approach Medium (Mark X)	Approach (Mark X)	Stop and Proceed (Mark X)	Stop (Mark X)	Other (Mark X)		Time at required speed		
Examples:										
CP 5325	X									
CP 5332			X				40 MPH	1545	1548	
WSS Anna		X					60 MPH	1715		
TWD MP 566.5	Exception - Main 1, Hot Journal, Axle 45, Right side									
* It is not required to indicate speed and time for CLEAR signals. The following abbreviations may be used: AL - Approach Limited, AA - Advance Approach, AR - Approach Restricting, DC - Diverging Clear, DAD - Diverging Approach Diverging, DAM - Diverging Approach Medium, DA - Diverging Approach, R - Restricting, Y - Yellow Flag, Y/R - Yellow/Red Flag										
Position of Switch/Flag Location										
Subdivision(s):										
Flag Location	Flag Name	MPH	Switch/Derail/ Switch Point Lock Name and Location		Time/Initials Operated	Time/Initials Restored	Engineer's Initials	Conductor's Initials		
Examples:										
MP 21	Y	30	W House Track SW Bess		1800 LGW	1935 LGW	KDW	DET		
			ESS Anna		2100 LGW	Box 21	KDW	DET		
The following abbreviations may be used: Y - Yellow Flag, Y/R - Yellow/Red Flag										
Conductor Signature: _____										

44. Report of Unsafe Motorist/Trespasser

The Report of Unsafe Motorist/Trespasser Program is designed to capture information on near collisions between trains and vehicles, trespassers or pedestrians. When an incident occurs, employees should make a report by one of the following methods:

- Pre-addressed/Postage-paid postcard (Form SAF51680)
 - Fill in as much information as possible. Note: A license number is not necessary for the report to have value.
 - Place in company or US mail for handling.
- Call 1-800-697-6736 - Accident Reporting Center
 - Monday-Friday, 6 AM to 5:30 PM
 - Saturday-Sunday, Closed
 - Provide as much information as possible. Note: A license number is not necessary for the report to have value.
 - If voice mail - Leave information for processing.
 - Intranet - For convenience, a form is available on-line via the BNSF Intranet in “Safety and Rules/Grade Crossing Safety” which can be filled in and sent on-line ; the website is http://bnsfweb.bnsf.com/departments/safety/Unsafe_Motorist_Trespasser/unsafe_questions.html

Emergencies must not be reported on the Accident Reporting Center number. Emergencies must be reported as follows:

- Radio/telephone contact with train dispatcher.
- Radio/telephone/verbal contact with local BNSF resource protection personnel or to the Resource Protection Command Center at 1-800-832-5452.

45. Network Operations Center Notification Requirements

BNSF timetable special instructions for individual subdivisions provide a table of radio call-in tones for contacting the train dispatcher, Mechanical Help Desk and Service Support. Tone call-in numbers may be a single digit or as many as three digits as outlined by timetable special instructions, depending on radio systems.

Procedures for Contacting Help Desks

- Train Dispatcher—Train crews should continue to contact the train dispatcher as required by current instructions for all delays. When reporting mechanical defects on locomotives, cars, or other equipment such as an ETD, the dispatcher must be contacted initially in order to manage delays relative to these defects.
- Mechanical Help Desk—After initially recording and providing general information about defective locomotives, cars, or an ETD to the train dispatcher, the Mechanical Help Desk must be communicated with concerning the defect. Crew will report specific details concerning the defect and be governed by that supervisor's instructions concerning handling of the defect.

The Mechanical Help Desk may also be contacted by phone at: Operations North—(817) 234-6258, Co. Line (8) 234-6258 Operations South—(817) 234-2300, Co. Line (8) 234-2300

- Signal Desk—Signal Help Desk (SC) radio tone call-in references are no longer valid, and all signal defect/trouble reports should be reported directly to the train dispatcher.
- Service Support—In addition to reporting via radio to Service Support at Fort Worth, the following phone numbers and fax numbers may be used:
 - Train reporting
 - BNSF company line—(8) 593-7610
 - Toll-free line—(800) 549-4601
 - BNSF fax line—(8) 593-7615
 - Fax toll-free line—(800) 234-1341
 - Interchange reporting
 - BNSF company line—(8) 593-7640
 - Toll-free line—(800) 206-3846
 - BNSF fax line—(8) 593-7645
 - Fax toll-free line—(800) 223-6757

46. Special Car Handling Instructions

One or any combination of two of the following codes may be shown on train lists to designate special car handling requirements. These same codes may also appear in the Special Instruction Column of switch lists and yard inventories.

CODE DESCRIPTION

- AG.....Armed Guard Service
- AVAnnual Volume
- BH.....Bad Order Home Shops
- BN.....If Bad Order Notify Shipper
- BTBare Table Flat
- B1Bad Order
- B2Cleaned (swept), Holes in floor 1 in. to 6 in.
- CA.....Moving to a Customer Demand
- CC.....To Be Cleaned and Conditioned
- CD.....Condemned Car (See Note 1)
- CICustoms Inspection
- COCoload Manifest Car
- CR.....Empty Coal Car Moving as Revenue
- CS.....Customer Storage
- CU.....Customer Stage
- CY.....Certification That This Equipment is for Recycling
- DB.....Distributed Van Bad Ordered
- DH.....Do Not Hump

- DIRedistribute at Destination
- DK.....Do not couple to double shelf coupler cars
- DN.....Shipper's Authority Required for Diversion
- DODelivery Order Shipment
- DR.....Drop Yard
- DS.....Do not spot for loading other than hazardous last contained.
- DTDistributed Intermodal Equipment
- DU.....Do Not Uncouple
- DVUnit has been diverted
- EC.....Speed Restriction 55 MPH
- EH.....Embargo Hold
- ELEmpty Container Mechanical Lock
- EMHold for Equipment Management
- ER.....Return Empty Via Reverse Route
- ESExpedited Service
- EWHold Early Warning
- FAAutomobiles Headlights Facing A-End (Opp. of Brake End) of Autoveyor
- FBAutomobiles Headlights Facing B (Brake End) of Autoveyor
- FM.....Fumigate Car Now
- FPFumigation Placards Applied
- HA.....Cars Held for the Customer in Bond Pending Customs Authority
- HB.....Hold for Billing—Mini Waybill Indicating Industry to Bill
- HC.....Hold for FMC Redistribution
- HD.....Cars Held for Customer Diversion
- HE.....Head End Only
- HFCar Held for BNSF Rail Clearances (High Wide)
- HGCars Held for BNSF Pending Customer File Information
- HH.....Cars Held for Overload Condition
- HIHold for Inspection
- HJCars Held for a Foreign Railroad After Being Offered by BNSF for ICD
- HK.....Empty Non-Private Cars Held on BNSF Track and No Car Order Exists
- HLExcessive Dimension
- HMMoving in ISO Tank Container
- HN.....Cars Held for Specified Local Conditions, **Restricted Usage
- HOCars Held for Consignee to Surrender Original BOL or Indemnity Bond
- HR.....Cars Held for Customer Furtherance Instructions After Arrival at Destination
- HS.....Empty (Non-Private) Cars Held on BNSF Trackage Awaiting Placement
- HTHeat Car
- HV.....High Value Shipment
- HX.....Cars Held Waiting for Waybill Information from Connecting Carrier
- IBIn BNSF Bond
- ICInspection Requested at Port of Entry into Canada by Canadian Customs
- IDIn Bond Beyond BNSF Destination
- IEInterchange Error
- IHInhalation Hazard
- IM.....Inspection was Requested by Mexican Customs at Port of Entry into Mexico
- INHold for Inspection
- ISIn Shipper's Bond
- IUInspection was Requested by US Customs at Port of Entry into USA
- LCCar Trip Leased to Consignee
- LDLocal Distribution Empty

LGLoaded to Gallonage Capacity
 LOLocal Orders
 LQLoaded to Full Cubic Capacity
 LSHandle in Local Service Only
 LUUnload in Laredo proper
 LVLoaded to Full Visible Capacity
 LXCleared for export via Laredo
 L1Customer Location 1
 L2Location 2 - East Plant
 M8Inspect 8 axle or greater span bolster car for ride quality components
 MBMake Bill of Lading
 MCMeasure Car Now
 MDMixed Destination Intermodal Units
 MIRequires mechanical inspection, do not move on train.
 MN 5A running reefer unit set at -5 degrees Fahrenheit
 MR 28A running reefer unit set at 28 degrees Fahrenheit
 NCNon-credit Patron
 NDDo Not Divert
 NHNo Hit—Car Distribution
 NLIMDL van or container requires Nava Lock device
 NMNon Misc. Credit Patron—Car held account charges due
 NPNo Placards Required
 NTDo Not Transfer Contents
 OIOils Marine Pollutant
 ONOil Notation
 PDPrivately Owned Equipment Subject to Demurrage
 PHHold for Pool Destination
 PJMechanical Project Job
 PRProspective Loading Empty
 PTHold for Pre-Trip
 QDHold for Queue Demand
 RERear End Only
 RIRail Inspection Service
 RJHold for Rejected
 RLRevenue Locomotive - Check for Alignment Control
 RPRail Controlled Private
 RSRule 7 Reject Candidate
 SCEquipment Scrapped
 SDCar Sold
 SEHold for Seasonal Storage
 SFFeed Now
 SHOPSL Hold
 SOShipper's Order
 SRRail Surveillance Required
 SSSurplus Storage
 STMove on special train only, requires single car train movement.
 SWSwitch Only Empty Furnished by Foreign Road
 SXSpeed Restriction Exception to Sys Special Inst. - OK to Run at Train Speed
 TBCar Control Distributed Bad Order
 TGTransp. Code G—contaminated commodity service. Cars should not be placed at industry other than so designated.
 TSTransit Shipment
 TUTurn This Car Now
 ULUnload from left side of car. Left side of car determined by facing the "B" (brake) end of car.
 UPUnloaded as Placarded
 URUnload from right side (from brake end)
 VAVehicle Headlights Facing A-End (Opp. of Brake-End)
 VBVehicles Headlights Facing B-End (Brake End)

WAWeigh After Spotted and Released
 WBWeigh This Car Both Before and After It Goes to Spot
 WHWeigh
 WIWaive Inspection
 WLWeigh Light
 XMCleared to Cross from US to Mexico
 2525 MPH Speed Restriction (See Note 2)

Clean and Condition Codes for Empty Cars

CODE	DESCRIPTION
F1	Washed, Food Grade
F2	Cleaned (Swept), Food Grade
F3	Dirty, Food Grade
F4	Cond/Repairs, Food Grade
F5	"Not Observed", Food Grade
F6	Rinse, Food Grade
F7	Inspected, Food Grade
P1	Washed, Processor Grade
P2	Cleaned (Swept), Processor Grade
P3	Dirty, Processor Grade
P4	Cond/Repairs, Processor Grade
P5	"Not Observed", Processor Grade
P6	Rinse, Processor Grade
P7	Inspected, Processor Grade
S1	Washed, Standard Grade
S2	Cleaned (Swept), Standard Grade
S3	Dirty, Standard Grade
S4	Cond/Repairs, Standard Grade
S5	"Not Observed", Standard Grade
S6	Rinse, Standard Grade
S7	Inspected, Standard Grade
S0	Washed and Sanitized

Other Codes

There are a number of SCHI codes that begin with a number followed by alpha character which are used to identify alternate storage locations. Example:

1AHold Storage Arkcity

Codes B1 through B9 mechanical codes reference the type of repairs needed for bad order cars.

Other codes for hazardous materials can be found in the US Hazardous Material Instructions for Rail.

Note 1. The 'CD' Condemned Car code will be inserted by the computer when the car is so registered in UMLER (Universal Machine Language Equipment Register). This does not relieve employees of the responsibility of reporting these codes when appropriate.

Note 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. When such speed or speeds are shown, trains must not exceed the lowest speed so indicated. This does not relieve employees of the responsibility of reporting the proper code on work order(s) on all cars which for any reason have speed restrictions.

When cars are subject to two special handling instructions, both codes should be reported. If subject to move with more than two, report the two most restrictive and protect other special handling requirements by an administrative message to those offices and/or individuals to whom the train is addressed.

When a car on a train list has the "HL" Car Code, and no clearance wire is received, contact your local CS&S office and obtain a clearance wire for the car. If unable to obtain a clearance wire, the car must be set out.

Car kind codes M3E (Hi Tri-Levels) and M3F (articulated Hi Tri-Levels) must not be operated on any Branch Line or any location listed below:

- Barstow Subdivision—Barstow to Bettendorf via Crescent Bridge
- Beatrice Subdivision
- Bellingham Subdivision—USA Canada Border to Burlington
- Chicago Subdivision—BRC overpass between MP 6.70 and MP 6.73 (Handle on Mains 4 and 5 only)
- Columbia River Subdivision
- Gateway Subdivision
- Hannibal Subdivision—Burlington to West Quincy
- Helena Subdivision
- Hi Line Subdivision
(Exception: Car kind M3F may operate on this subdivision.)
- Kettle Falls Subdivision—Danville, WA, to San Poil
- Kootenai River Subdivision
(Exception: Car kind M3F may operate on this subdivision.)
- Laurel Subdivision
- Lester Subdivision
- New Westminster Subdivision
- Omaha Subdivision—Handle on Main 1 only at Omaha Depot
- Oregon Trunk Subdivision—Fallbridge to Bend
- Scenic Subdivision
- Silsbee Subdivision—Beaumont to Brooks
- Sioux City Subdivision
- Stampede Subdivision
- Stockton Subdivision—Port Chicago to Richmond
(Exception: Car kind M3F may operate on this subdivision.)
- Mitchell Subdivision
- Wayzata Subdivision
- Wymore Subdivision—Table Rock to Wymore

Car kind M3E and M3F may operate over all other Main Line Subdivisions without clearance wire to protect movement even if car has "HL" code on the train list. (See Item 7[f])

FTTX flatcars departing GM Plant, Oklahoma City destined for Kansas City (NS) may operate over Red Rock, Arkansas City, La Junta, Douglass, and Emporia Subdivisions without clearance wire to protect movement even if car has "HL" code on the train list. Mechanical inspection is not required on these cars in Oklahoma City.

47. Train Make-Up Instructions

Trailing Tonnage Restrictions:

1. The following cars must not be ahead of more than 2,500 trailing tons:

- All loaded or empty 2-axle cars (series TTOX and TTFX)

2. The following cars must not be ahead of more than 3,000 trailing tons (long car/short car):

- Any car 80 ft or longer coupled to any car 45 ft or shorter.

Exception: Next to locomotive crane 45 ft. or less if coupled to boom car 80 ft. or longer.

Note: Item 2 does not apply to multi-platform cars except those with individual platforms exceeding 80 feet. (Examples: Twin flat cars and Automax cars)

3. The following cars must not be ahead of more than 5,500 trailing tons:

- Multi-platform spine cars, regardless of how loaded.

Total Train Tonnage Restrictions:

4. Trains greater than 5,500 total tons:

The following cars must not be within the first 10 cars/platforms:

- Any conventional car (non-multi-platform) weighing less than 45 tons.
- Any 80 ft. or longer flat car with a single trailer/container, regardless of car weight.

Note: This includes twin flat cars (solid-drawbar connected flat cars TTEX & RTTX series) with a single trailer/container on either segment/platform.

- Multi-platform cars with any empty platforms. Note: All multi-level, multi-platform autorack cars referred to as "AutoMax" cars, are considered to have loaded platforms in the application of this rule, regardless of whether car is loaded with vehicles or not.

Additional subdivision restrictions (excludes solid empty bulk commodity trains):

- On Glorieta (MP 775.0 - MP 842.0) and Raton (MP 639.0 - MP 660.0) Subdivisions the following additional restrictions apply:

Trains greater than 2,500 tons and less than 3,000 tons, the cars listed above must not be within the first 10 cars/platforms. Trains 3,000 tons or greater, the cars listed above must not be within the first 15 cars/platforms.

- On Cajon (Main 3, MP 56.6 - MP 62.8), San Diego Northern RR (MP 250-255), Gateway (MP 178.0 - 188.0), Mojave (MP 331.3 - MP 381.3), Scenic (MP 1694.5 - MP 1731.3) and Stampede (MP 41.0 - MP 58.5), additional restrictions apply:
Trains greater than 3,500 tons and less than 4,000 tons, the cars listed above must not be within the first 10 cars/platforms.

Trains 4,000 tons or greater, the cars listed above must not be within the first 15 cars/platforms.

Note: Unless otherwise authorized, all trains destined Cajon or Mojave Subdivisions will be made up in compliance with above guidelines for Cajon Subdivision (Main 3, MP 56.6 - MP 62.8) and Mojave Subdivision MP 331.3 - MP 381.3).

5. Trains greater than 7,000 tons:

The rear 1/4 of the train must not weigh more than 1/3 of the total weight.

Exception: This does not apply to:

- trains made up entirely of cars weighing a minimum of 45 tons each.
- solid loaded or solid empty unit bulk commodity trains.
- trains made up entirely of intermodal equipment.

NOTE: If a train is determined to be out of compliance with these train make-up rules and the maximum authorized speed exceeds 45 MPH, the speed must immediately be reduced to 45 MPH and the train dispatcher notified.

The train must not exceed a maximum speed of 45 MPH until it reaches the location specified by the train dispatcher to correct the condition.

Detoured Foreign Trains

If a foreign line train operating on the BNSF for purposes of detour is in compliance with BNSF train make-up instructions, the train may be operated at maximum speed that would be permitted if train was a BNSF train. If train does not comply with BNSF train make-up instructions, train is authorized to operate on BNSF at a maximum speed of 45 MPH.

Train Length

When complying with Special Instructions covering speed and other train restrictions where calculations of train length and/or tons per operating brake are involved, the locomotive consist should be excluded unless specifically stated otherwise.

Military Train

Unit military trains containing shipments on cars with end of car cushioning as shown on the train profile (EOC) shall have no more than total of 80 cars in the train. If train exceeds 60 cars, train is restricted to 45 MPH.

Exceptions

Trains which are exempt from the above train make-up instructions will be identified on Division General Order.

47(A). Additional Train Make-up Instructions for DP Trains:

The following train make up and locomotive power restrictions apply to all distributed power trains (DP), excluding bulk commodity unit trains, operated over the subdivisions listed below and are in addition to those found under ABTH Rule 102.12.6 Distributed Power/Helper Limitations and Placement and System Special Instructions, item 47, Train Make-Up Instructions.

1. All DP manifest trains, regardless of tonnage, operating on: Birmingham, Ft Scott, Ft Worth, Galveston, Lampasas, Needles, Phoenix, Seligman, Thayer North and Thayer South and Wichita Falls Subdivisions:

Are prohibited from handling any loaded steel shipments with end of car cushioning (EOC), identified by car kind code GOS or GRS. The car initial and number for these cars is BN 686000-686864, BNSF 529000-533999 and BNSF 534080-538999.

2. DP Power requirements for the following territories:

Territory 1 - Gateway, Fallbridge, Oregon Trunk, Seattle and Scenic Subdivisions

Territory 2 - Needles, Seligman, Phoenix, Wichita Falls, Ft Worth, Lampasas, Galveston, Birmingham, Ft Scott, Thayer North and Thayer South Subdivisions

a. DP power requirements for DP Manifest Trains:

- 1 DP remote locomotive (8 rated powered axles) on rear or cut in train:

Territory 1 - Maximum of 9,000 tons;

Territory 2 - Maximum of 11,000 tons

- 2 DP remote locomotives (14-16 rated powered axles) on rear or cut in train:

Territory 1 - Maximum of 11,000 tons;

Territory 2 - Maximum of 13,000 tons

- 3 DP remote locomotives cut in train only (22-24 rated powered axles):

Territory 1 - Maximum of 13,000 tons;

Territory 2 - Maximum of 15,000 tons

b. DP power requirements for DP Intermodal Trains Southern Transcon - Chicago to Los Angeles or Southern California ports:

- 2 DP remote locomotives (14-16 rated powered axles) on rear or cut in train:

- A mid-train DP remote consist of 2 locomotives, in addition to rear DP remote consist of 2 locomotives may be utilized when train exceeds 10,500 tons.

Note: The maximum power differential allowed on lead DP consist should not exceed 16 rated powered axles of the total rated powered axles of each DP remote consist(s).

3. Additional Train Make up requirements for DP Manifest Trains operating on Territories 1 and 2 based on DP remote locomotives used.

With 1 DP remote locomotive on rear or cut in train:

- a. Minimum weight of cars - all cars within the first half of train and 5 cars ahead of remote locomotive, whether on rear or cut in train must weigh a minimum of 45 tons.

With 2 DP remote locomotives (14-16 rated powered axles) on rear or cut in train or 3 DP remote locomotives (22-24 rated powered axles) cut in train:

- a. Minimum weight of cars - all cars between lead consist and remote consist must weigh not less than 45 tons.
- b. End of car cushioning - Must not exceed 20 cars with end of car cushioning between lead and remote consist. (Applies to Territory 2, only)

4. Train Make Up requirement for Intermodal Trains equipped with DP (Southern Transcon - Chicago to Los Angeles or Southern California ports).

a. Double stack and autorack equipment ONLY may be handled ahead of the remote consist(s).

b. No empty platforms are allowed within the first 10 platforms ahead of the remote consist(s).

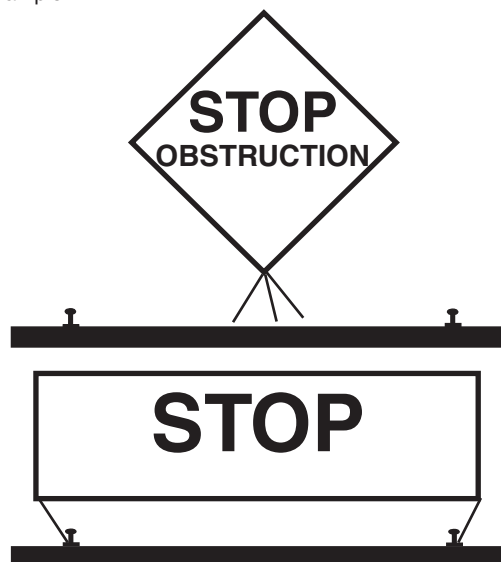
c. All other intermodal equipment (spine cars, intermodal flat cars, twin flats) must be placed behind the remote consist(s).

d. Length - Must not exceed 10,000 feet, excluding locomotives.

48. Operations Testing

When operations testing is performed to test for compliance with the following rules, a banner with red reflectorized border and lettering on a white background may be stretched across the track. It will display "STOP" or "STOP OBSTRUCTION". In addition, a banner displayed square on point, colored high visibility orange or white and retroreflective with the words "STOP OBSTRUCTION" may be used. It will be placed between the rails of the track and is considered a STOP signal.

Example:



These banners are considered a stop signal and a simulation of on-track equipment. Whenever required by an operating rule, stop all train, engine, and on-track equipment movements short of the "STOP" or "STOP OBSTRUCTION" banner.

Examples of operating rules where the “STOP” or “STOP OBSTRUCTION” banner may be used as a stop signal are:

- GCOR & MWOR Rule 6.27 Restricted Speed.
- GCOR Rule 6.28 Movement On Other Than Main Track, or
- MWOR Rule 6.50 Movement of On-Track Equipment.

Expect to find the “STOP” or “STOP OBSTRUCTION” banner erected at any location, or at any time the rules above restrict movement.

49. Engineer Responsibilities and Certification

In the application of the following guidelines, the term “engineer” applies to Train Service Engineers, Student Engineers, Locomotive Servicing Engineers/Hostlers, Remote Control Operators (RCO), and Student Remote Control Operators.

PRIOR TO BEGINNING EACH SHIFT OR TOUR OF DUTY, ALL ENGINEERS MUST ENSURE THEIR CFR PART 240 CERTIFICATE IS IN THEIR POSSESSION AND IT IS VALID. IF THERE IS ANY DOUBT ABOUT THE VALIDITY OF THEIR CERTIFICATE, CERTIFIED EMPLOYEES MUST CONTACT A SUPERVISOR PRIOR TO OPERATING A LOCOMOTIVE.

1. General Responsibilities

Engineers are responsible for and must maintain their certification.

- a. Engineers must be certified in the appropriate class of service to operate a locomotive.
- b. Engineers must certify according to federal regulations (49 CFR Part 240) and BNSF Railway certification requirements and programs.
- c. Engineers must possess their class of service certificate and display it at the request of a company manager or FRA representative while on duty.
- d. Engineers must report to his or her supervisor responsible or certification within 48 hours:
 - a conviction for operating a motor vehicle while under the influence or impaired by alcohol or a controlled substance.
 - any conviction for refusal to undergo testing by a law enforcement officer who wants to determine whether the engineer is operating a motor vehicle while under the influence of alcohol or a controlled substance.

Note: State-sponsored diversion programs, guilty pleas, and completed state actions to cancel, revoke, suspend, or deny a driver's license are considered convictions under this rule.

2. Engineer Certification Requirements for Operating Locomotives

Certified engineers may operate locomotives under the following conditions:

- a. A certified locomotive servicing engineer may not operate locomotives coupled to cars.
- b. A certified locomotive servicing engineer may operate locomotives within a yard or terminal area for hostling purposes.
- c. Only certified Train Service Engineers, Student Train Service Engineers, Remote Control Operators, and Student Remote Control Operators may operate locomotives coupled to cars.
- d. Certified student Engineers and Student Remote Control Operators utilizing a Remote Control Transmitter may operate locomotives within the limits of their class of service under the direct supervision of an Engineer Instructor or Remote Control Operator Instructor. Prior to operating a locomotive in a yard or over a road territory for the first time, a certified Engineer or Remote Control Operator must have made at least one trip observing the territory. Engineer Instructors must have a minimum of six months of experience on the road territory over which they are supervising Certified Student Engineers.

e. Certified Student Remote Control Operators may operate a locomotive using a Remote Control Transmitter under the direct supervision of a Remote Control Operator Instructor.

Note: An RCO Operator must have a minimum of 30 tours of duty as a Certified Remote Control Operator before training a student.

- f. Certified Train Service Engineers and Locomotive Servicing Engineers, including Train Service Engineers/Locomotive Servicing Engineers that have been cutback to train service, and Remote Control Operators who have not had their evaluation and certificate signed prior to October 1 of each year, must advise their respective Road Foreman of Engines or Designated Supervisor of Remote Control Operators (DSRCO) of this fact. Should a new Road Foreman or DSRCO be assigned or a Engineer or Remote Control Operator change work locations after October 1; the Train Service Engineer/Locomotive Servicing Engineer or Remote Control Operator must again report to the new Road Foreman of Engines or DSRCO that certification evaluation is due.

3. Maintaining Locomotive Engineer Proficiency for Skills, Route Familiarization and Special Equipment

Certified employees must maintain proficiency as an engineer as it pertains to:

- Skills Proficiency,
- Route familiarization and
- Special or unique equipment.

a. Skills Proficiency

An Engineer who has not operated a locomotive in the last 6 months, including under the provisions of Rule 1.47, Item B, Engineer Responsibilities, of the General Code of Operating Rules, must inform crew management of this fact when called to perform service as an engineer and that he/she may only be used as an Engineer/RCO if another qualified Engineer/RCO acts as a mentor (this includes a member of the crew who is qualified as an engineer/RCO or a supervisory engineer/RCO). If seniority limitations or any situation results in a qualified locomotive Engineer not performing the skills of an Engineer for a period of 6 months, that individual must immediately contact his/her Road Foreman of Engines or Supervisory Remote Control Operator (DSRCO) or other supervisor to determine the number of trips required, if any, and routes, for the purpose of maintaining the Engineer's skills proficiency. Exception: The period is extended to 12 months for RCO if they are also certified as a train service engineer.

b. Route Familiarization

Route familiarization is required in order to perform service as a certified train service engineer without the assistance of a pilot. Once initially qualified on a specific route by making the required number of familiarization trips as specified by the Road Foreman of Engines, route familiarization is maintained by observing the route when performing service in any capacity (engineer or trainman) every 12 months. Other methods of maintaining route familiarization may also be available as specified by the Road Foreman of Engines.

Exception: Route familiarization as outlined above on the heavy and/or mountain grades of the subdivisions listed below, in any capacity, is required every six (6) months:

Cajon, Mojave, Gateway, Scenic, Stampede, Glorieta, Raton, Pikes Peak and Hi Line subdivisions.

Train service engineers assigned to new routes or who become unqualified on current assigned routes are required to contact their Road Foreman of Engines (or other supervisor) who will advise the number of trips, if any, required to qualify or requalify on that route. If and when an engineer is qualified at

the completion of these trips, the Road Foreman of Engines or other supervisor will then authorize the train service engineer to perform service on that route without a pilot. Route familiarization (and the use of a pilot) is not required when the movement to be made does NOT include a section of track with an average grade of greater than 1% over 3 continuous miles and:

1. The train is on other than main track; or
2. The maximum distance the locomotive or train will be operated will not exceed one mile; or
3. The maximum authorized speed for any operation on the track does not exceed 20 MPH; or
4. Operations are conducted under operating rules that require all movements to proceed at a speed that permits stopping within one half the range of vision of the locomotive engineer.

Note: Remote Control Operators must check local yard instructions for yard familiarization requirements.

4. Special Equipment Proficiency

Distributed power and electronically controlled pneumatic brake systems require the engineer to have continued experience in order to maintain an adequate level of proficiency. If after the engineer is initially qualified on this equipment and a period of 12 months occurs without any experience operating this equipment (whether or not as assigned engineer), the Road Foreman of Engines or other supervisor must be contacted and the engineer must be governed by his/her instructions concerning requirements to become re-qualified on this equipment.

There are several systems of RC equipment. A certified RCO must receive initial training on unfamiliar equipment before operating it. Once initial training is received the operator only needs to maintain qualification as an RCO on any system.

5. Route Familiarization Pilots

A person acting as a route familiarization pilot may not be an assigned member of the crew. In addition,

a. Train Service Engineers

1. When a pilot is required account engineer has NO previous experience on the route, the pilot must be a certified train service engineer.
2. When a pilot is required account engineer requires re-familiarization on a route where previously qualified, any person with route familiarization may be used as a pilot.

b. Remote Control Operators

1. When a pilot is required account the Remote Control Operator has NO previous experience on the Main Track, the pilot must be a Remote Control Operator.
2. When a pilot is required account the Remote Control Operator requires re-familiarization on a Main Track where previously qualified, a Remote Control Operator member of the same crew with route familiarization may be used as a pilot. In addition this crew member must be positioned at the same location as the individual requiring re-familiarization.

Exception: A pilot is not required if the Remote Control Operator has operated over the territory in another certified class of service.

Note: The requirements for the sections 'Skills Proficiency, Route Familiarization, and Special Equipment Proficiency' do not apply to any individual restricted to yard service as a train service locomotive engineer or locomotive servicing engineer unless otherwise instructed.

Appendix A - Track Flagging Examples

The figures in the appendix provide examples for protecting temporary speed restrictions and people or equipment working on or near the track. When reviewing these examples, keep in mind the following:

- The examples provided do not cover every situation.
- The distances shown are those specified by the rule.

In multiple main track territory, when a restriction is placed on a crossover, no track flags will be displayed after the restriction is specified by track bulletin or track warrant. This information must be included on the track bulletin or track warrant.

Yellow and yellow-red flags will be placed 2 miles before each restriction with the exception of at foreign line junctions, areas where flags cannot be placed 2 miles in advance and in certain situations at crew change points.

In situations in multiple main track or at sidings, when a train passes a yellow or yellow-red flag and a restriction is specified 2 miles in advance on track bulletin or track warrant, if the train takes a different route from the restricted track, this will not be considered as an unspecified restriction. Crew members must determine the track affected by comparing the flag location with the information contained in the track bulletin.

Single Main Track

Diagram 1.

Diagram 2.

Display of Green Flags with Overlapping Yellow Flags

Track flagging for temporary speed restrictions when a series of locations requiring reduced speeds are so closely spaced that the green flags will overlap the yellow flags.

Only one green flag will be placed at the leaving end of the last location.

Diagram 3.

Single Main Track (Sidings at the 2-mile point)

Diagram 4.

Diagram 5.

Restriction on Siding

Speed restrictions on sidings will be short flagged. Location of short flag must be indicated in track bulletin or track warrant.

Diagram 6.

Diagram 7.

Train crews would determine the track affected by the information contained in their track bulletin.

Speed Restriction on Main Track Where Siding is Adjacent

Diagram 8.

Diagram 9.

Train crews would determine the track affected by the information contained in their track bulletin.

Speed Restriction When Flag Cannot Be Placed 2 Miles in Advance

Location of short flag must be indicated in track bulletin or track warrant.

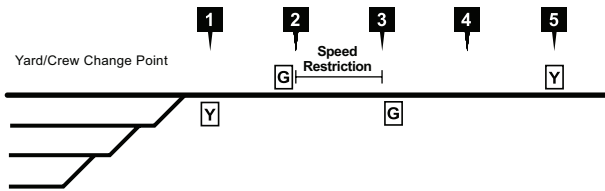


Diagram 10.

When Flag Cannot Be Placed 2 Miles in Advance of Men and Equipment

Location of short flag must be indicated in track bulletin or track warrant.

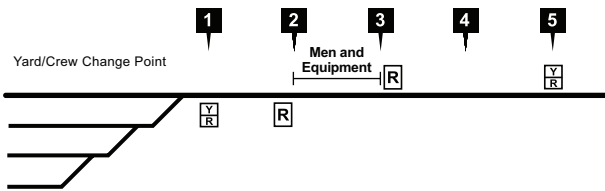


Diagram 11.

Speed Restriction at Foreign Line Junction

Location of short flag must be indicated in track bulletin or track warrant.

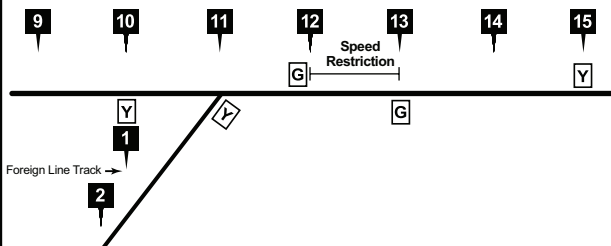


Diagram 12.

Foreign Line Junction Near Men and Equipment

Location of short flag must be indicated in track bulletin or track warrant.

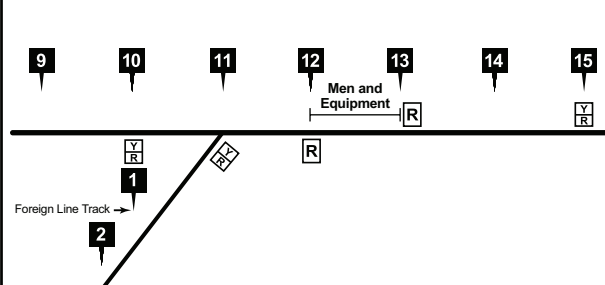


Diagram 13.

Speed Restriction at BNSF Junction

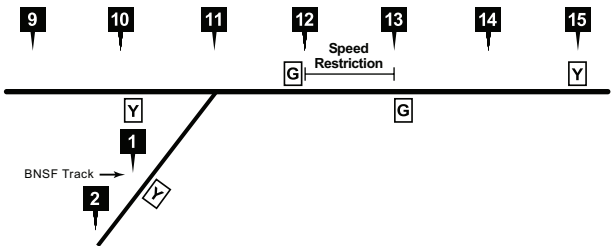


Diagram 14.

BNSF Junction Near Men and Equipment

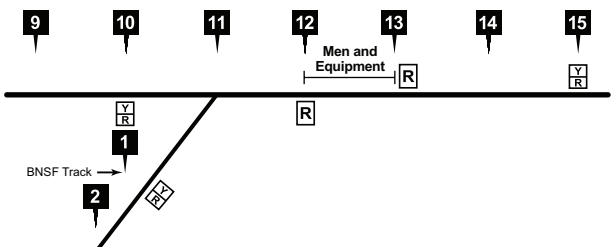


Diagram 15.

Speed Restriction Just Beyond Turnout to Third Main Track

Train crews would determine the track affected by the information contained in their track bulletin.

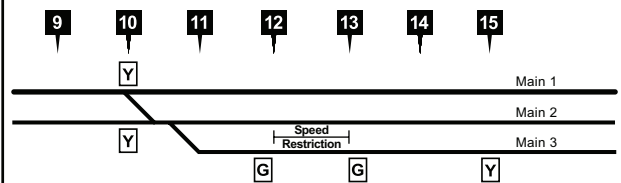


Diagram 16.

Men and Equipment just Beyond Turnout to Third Main Track

Train crews would determine the track affected by the information contained in their track bulletin.

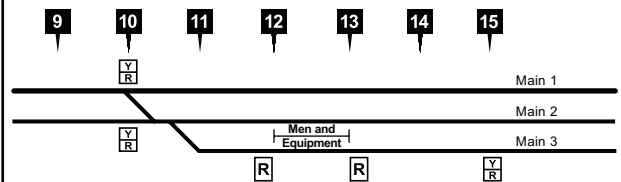


Diagram 17.

Speed Restriction Just Beyond Turnout to Main 1

Train crews would determine the track affected by the information contained in their track bulletin.

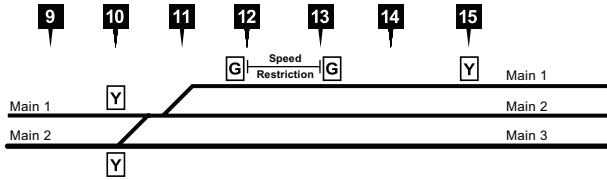


Diagram 18.

Men and Equipment Just Beyond Turnout to Main 1

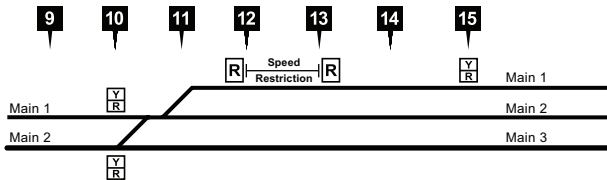


Diagram 19.

Speed Restriction on Multiple Main Track

Train crews would determine the track affected by the information contained in their track bulletin.

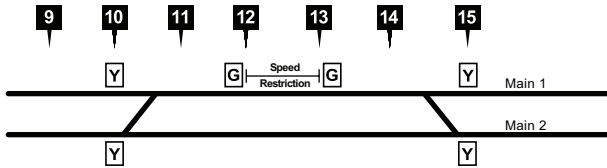


Diagram 20.

Men and Equipment on Multiple Main Track

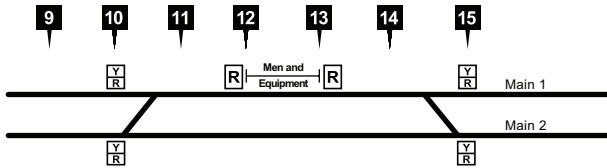


Diagram 21.

Speed Restriction on Main 1 (CTC Territory)

Yellow flags are placed 2 miles from the point of the restriction on both tracks because crews determine the track affected by comparing yellow flag with information on their track bulletin.

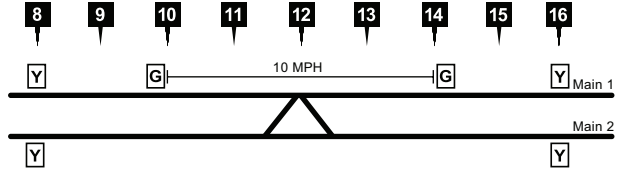


Diagram 22.

Speed Restriction on Main 1 (CTC and ABS Territory)

Yellow flags are placed 2 miles from the point of the restriction on both tracks. When a restriction, or flags placed for a restriction, includes both CTC and DT ABS, flags will be placed in accordance with rules for flag placement in multiple main track CTC.

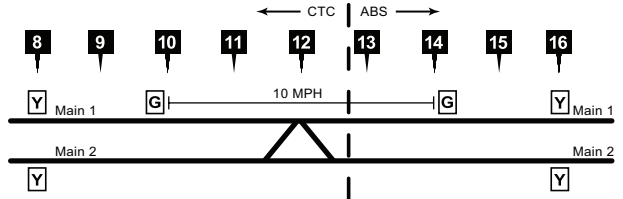


Diagram 23.

Speed Restriction on Multiple Main Tracks (3 or More Main Tracks)

Train crews would determine the track affected by the instruction contained in their track bulletin.

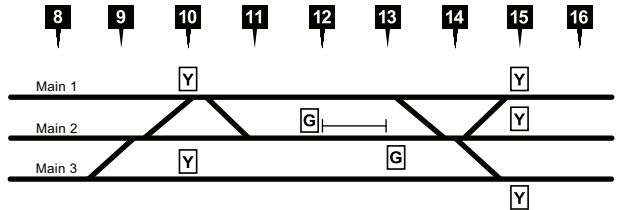


Diagram 24.

Men and Equipment on Multiple Main Tracks (3 or More Main Tracks)

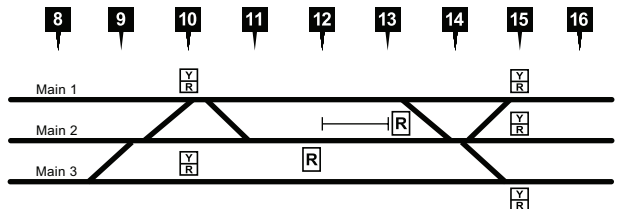


Diagram 25.

Appendix B - Roadway Signs

S
Yellow
Spring Switch
Rule 8.9

1 MILE S
One-Mile Switch

CROSSING SIGNAL START
Crossing Signal Start
Rule 6.32.2

NO CLEARANCE
No Clearance
N O C L E A R A N C E

D
Derail
Rule 8.20

DERAIL

TEST MILE **END TEST**
Begin Test Mile and End Test Mile

BEGIN A.B.S. **END A.B.S.**
Begin and End A.B.S.

▲
Crest of Grade
Black on yellow reflective background

WESTWARD SIDING
Westward Siding or Eastward Siding
Rule 6.28.1

TRACK AND TIME POINT 1
Defines Limits of Track & Time

BEGIN C.T.C. **END C.T.C.**
Begin and End C.T.C.

NO ENGINE BEYOND THIS POINT
No Engine Beyond This Point

STOP
Red
White
Stop
Rules 6.16 and 6.18

END DOUBLE TRACK
End Double Track

STOP
STOP
White letters on reflective red background, or black letters on white background
Rule 6.32.2

RRX 800 FT.
Railroad Crossing
Rules 6.16 and 6.18

END OF OVERLAP
End of Overlap
Rule 9.21

SIGNAL OVERLAP
Signal Overlap
Rule 9.21

Black
Flanger

R
Restricted Limits
Rule 6.14

J 800 FT.
Junction
Rule 6.18

FP
Yellow
Fouling Point

Y
Yard Limits
Rule 6.13

DRAW 1-MILE
One-Mile Draw Span
Rule 6.16

Track Flag

Track Flag

Track Flag

Track Flag
Red

Yellow—Rule 5.4.2
Yellow/Red—Rule 5.4.3
Red—Rule 5.4.7
Green—Rule 5.4.5

POS 1 MILE
Protect Open Switch
Check track warrant.
Switch may be open 1 mile ahead.

POS 2 MILES
Protect Open Switch
Check track warrant.
Switch may be open 2 miles ahead.

OS
Red
Protect Open Switch
This switch left open when visible.

25 ATS
Inert ATS Inductors

W
Whistle Board/Crossing Sign

BEGIN TWC **END TWC**
Begin TWC and End TWC

W
QZ
3
When QZ is attached, denotes Quiet Zone.
When numeral attached, denotes the number of crossings less than 1,320 ft. apart

Appendix C - Division/Subdivision Index

Division	Subdivisions
California	Bakersfield Cajon Lucerne Valley Mojave Needles Riverbank San Bernardino San Diego Stockton
Chicago	Aurora Barstow Brookfield Chicago Chillicothe Marceline Mendota Peoria St. Croix Thomas Hill
Colorado	Akron Boise City Brush Casper Cody Dalhart Front Range Golden Pikes Peak Pueblo Spanish Peaks Twin Peaks
Gulf	Bay City Conroe Galveston Houston Lafayette Lampasas Longview Mykawa Silsbee
Kansas.....	Arkansas City Douglass Emporia Hereford La Junta Panhandle Plainview Slaton South Plains Strong City Topeka
Los Angeles.....	Alameda Corridor Harbor San Bernardino
Montana.....	Big Sandy Choteau Circle Colstrip Crosby Dickinson Fairfield Forsyth

Montana.....	Ft. Benton Glasgow Great Falls Grenora Helena Hettinger Hi Line Kootenai River Laurel Lewistown Milk River Niobe Sarpy Line Sweet Grass Valier
Nebraska	Bayard Beatrice Bellwood Council Bluffs Creston Des Moines Giltner Hastings Lester Napier Neb City Omaha Ottumwa Ravenna Sioux City St. Joseph Wymore
Northwest	Bellingham Burbank Cherry Point Coeur d'Alene Columbia River Fallbridge Gateway Kettle Falls Lakeside Newport New Westminster Oregon Trunk Scenic Seattle Spokane Stampede Sumas Woodinville Yakima Valley
Powder River	Angora Big Horn Black Hills Butte Campbell Canyon Dutch Orin Reno Sand Hills Valley

Southwest.....	Clovis Coronado Defiance El Paso Ennis Gallup Glorieta Lee Ranch Phoenix Raton Seligman Springerville
Springfield	Afton Amory Avard Beardstown Birmingham Cherokee Cuba Fort Scott Hannibal Lead Line River Thayer North Thayer South Yates City
Texas	BBRX Chickasha Creek DFW Ft. Worth Madill Red River Red Rock Sooner Venus Wichita Falls
Twin Cities	Aberdeen Allouez Appleton Brainerd Browns Valley Canton Casco Corson Devils Lake Drayton Glasston Grand Forks Hanley Falls Hannah Hib Tac Hillsboro Hinckley Hunter, Clifford Line & Warwick Jamestown KO Lakes Madison Marshall Mayville Midway

Twin Cities	Mitchell
	Mobridge
	Monticello
	Moorhead
	Morris
	Noyes
	P Line
	Prosper
	Rolla & Westhope
	Staples
	St. Paul
	Watertown
	Wayzata
	Zap Line

Subdivision Index

Subdivision	Division
Aberdeen	Twin Cities
Afton	Springfield
Akron	Colorado
Alameda Corridor	Los Angeles
Allouez	Twin Cities
Amory	Springfield
Angora	Powder River
Appleton	Twin Cities
Arkansas City	Kansas
Aurora	Chicago
Avard	Springfield
Bakersfield	California
Barstow	Chicago
Bay City	Gulf
Bayard	Nebraska
BBRX	Texas
Beardstown	Springfield
Beatrice	Nebraska
Bellingham	Northwest
Bellwood	Nebraska
Big Horn	Powder River
Big Sandy	Montana
Birmingham	Springfield
Black Hills	Powder River
Boise City	Colorado
Brainerd	Twin Cities
Brookfield	Chicago
Browns Valley	Twin Cities
Brush	Colorado
Burbank	Northwest
Butte	Powder River
Cajon	California
Campbell	Powder River
Canton	Twin Cities
Canyon	Powder River
Casco	Twin Cities
Casper	Colorado
Cherokee	Springfield
Cherry Point	Northwest
Chicago	Chicago
Chickasha	Texas
Chillicothe	Chicago
Choteau	Montana
Circle	Montana
Clifford Line	Twin Cities
Clovis	Southwest
Cody	Colorado
Coeur d'Alene	Northwest
Colstrip	Montana
Columbia River	Northwest

Conroe	Gulf
Coronado	Southwest
Corson	Twin Cities
Council Bluffs	Nebraska
Creek	Texas
Creston	Nebraska
Crosby	Montana
Cuba	Springfield
Dalhart	Colorado
Defiance	Southwest
Des Moines	Nebraska
Devils Lake	Twin Cities
DFW	Texas
Dickinson	Montana
Douglass	Kansas
Drayton	Twin Cities
Dutch	Powder River
El Paso	Southwest
Emporia	Kansas
Ennis	Southwest
Fallbridge	Northwest
Fairfield	Montana
Forsyth	Montana
Fort Scott	Springfield
Front Range	Colorado
Ft. Benton	Montana
Ft. Worth	Texas
Gallup	Southwest
Galveston	Gulf
Gateway	Northwest
Giltner	Nebraska
Glasgow	Montana
Glasston	Twin Cities
Glorieta	Southwest
Golden	Colorado
Grand Forks	Twin Cities
Great Falls	Montana
Grenora	Montana
Hanley Falls	Twin Cities
Hannah	Twin Cities
Hannibal	Springfield
Harbor	Los Angeles
Hastings	Nebraska
Helena	Montana
Hereford	Kansas
Hettinger	Montana
Hi Line	Montana
Hib Tac	Twin Cities
Hillsboro	Twin Cities
Hinckley	Twin Cities
Houston	Gulf
Hunter	Twin Cities
Jamestown	Twin Cities
Kettle Falls	Northwest
KO	Twin Cities
Kootenai River	Montana
La Junta	Kansas
Lafayette	Gulf
Lakes	Twin Cities
Lakeside	Northwest
Lampasas	Gulf
Laurel	Montana
Lead Line	Springfield
Lee Ranch	Southwest
Lester	Nebraska
Lewistown	Montana
Longview	Gulf
Lucerne Valley	California

Madill	Texas	Thomas Hill.....	Chicago
Madison	Twin Cities	Topeka	Kansas
Marceline	Chicago	Twin Peaks.....	Colorado
Marshall	Twin Cities	Valier.....	Montana
Mayville.....	Twin Cities	Valley	Powder River
Mendota.....	Chicago	Venus.....	Texas
Midway.....	Twin Cities	Warwick	Twin Cities
Milk River.....	Montana	Watertown	Twin Cities
Mitchell	Twin Cities	Wayzata.....	Twin Cities
Mobridge	Twin Cities	Westhope	Twin Cities
Mojave	California	Wichita Falls	Texas
Monticello	Twin Cities	Woodinville	Northwest
Moorhead	Twin Cities	Wymore	Nebraska
Morris.....	Twin Cities	Yakima Valley.....	Northwest
Mykawa	Gulf	Yates City.....	Springfield
Napier	Nebraska	Zap Line.....	Twin Cities
Neb City.....	Nebraska		
Needles	California		
Newport	Northwest		
New Westminster.....	Northwest		
Niobe	Montana		
Noyes.....	Twin Cities		
Omaha.....	Nebraska		
Oregon Trunk.....	Northwest		
Orin.....	Powder River		
Ottumwa	Nebraska		
P Line	Twin Cities		
Panhandle	Kansas		
Peoria	Chicago		
Phoenix.....	Southwest		
Pikes Peak.....	Colorado		
Plainview	Kansas		
Prosper	Twin Cities		
Pueblo	Colorado		
Raton	Southwest		
Ravenna	Nebraska		
Red River.....	Texas		
Red Rock.....	Texas		
Reno	Powder River		
River	Springfield		
Riverbank	California		
Rolla	Twin Cities		
San Bernardino	California/Los Angeles		
San Diego.....	California		
Sand Hills	Powder River		
Sarpy Line	Montana		
Scenic.....	Northwest		
Seattle	Northwest		
Seligman.....	Southwest		
Silsbee.....	Gulf		
Sioux City	Nebraska		
Slaton	Kansas		
Sooner.....	Texas		
South Plains	Kansas		
Spanish Peaks.....	Colorado		
Spokane	Northwest		
Springerville.....	Southwest		
St. Croix	Chicago		
St. Joseph.....	Nebraska		
St. Paul	Twin Cities		
Stampede	Northwest		
Staples.....	Twin Cities		
Stockton.....	California		
Strong City.....	Kansas		
Sumas	Northwest		
Sweet Grass	Montana		
Thayer North.....	Springfield		
Thayer South	Springfield		

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Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

TERMSDXO

- T - Trains
- E - Engines
- R - Railroad cars
- M - Men & equipment fouling track
- S - Stop signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crew movements

Remember "TERMSDXO" when shoving cars

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:
At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds