

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 safe-guarded...

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, deleted or added pages:

July 18, 2012: Title Page, 2, 55, 56.



System Special Instructions

All Subdivisions No. 3

In Effect at 0001
Central, Mountain and Pacific
Continental Time

July 18, 2012

(Including revisions through
July 18, 2012)

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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 less than 100 TOB..... | 60 MPH |
| Trains 100 TOB and greater..... | 45 MPH |
| Trains handling empty cars (excluding intermodal equipment) | 55 MPH |

(See SSI Item 1C for intermodal equipment speed rules)

Exceptions:

1. Passenger/commuter equipment.
2. Empty coal trains may operate at a maximum authorized speed of 60 MPH if train list indicates no speed restricted equipment in train.

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 |
| Trains handling loaded tank car(s) containing materials that require the notation "Poison (Toxic)-Inhalation Hazard" and "Inhalation Hazard"..... | 50 MPH |

Inhalation Hazard (IH) trains operating
on those subdivisions identified in
System Special Instructions Item 38.....

Trains and engines through turnouts..... 10 MPH
(Unless a different speed is indicated in the division timetable).

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..... MainBranch

Roadrailer equipment (loaded or empty)...60 MPH60 MPH
AMTK 1400 through AMTK 1569

(Material Handling Cars)60 MPH60 MPH

Flat cars, empty, NP 580400-580739.....50 MPH50 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,

97792-9793745 MPH45 MPH

Gondolas: empty cars picked up en

route and not on conductor's wheel

report or work order.....50 MPH50 MPH

Gondolas: loaded and empty

PC 598500 through 598999,

CR 598500 through 598990

SP 345000 through 34569945 MPH45 MPH

Gondolas:

empty KCS 801011 through 802930

CR 576026 through 579245.....45 MPH45 MPH

Herzog Clip Cars

HZGX 153, 154, 15550 MPH50 MPH

Balfour Beatty machines

RKCX 467, 47645 MPH45 MPH

Plasser machines

PACX 293, 4656, 4657.....45 MPH45 MPH

Plasser 08 & 09 Tampers, PTS 61,

62 & 90 Stabilizers, BDS 100 &

200 Ballast Machines, MFS40 & 60

Cars and ULS3000 Conveyor Cars

traveling in train or traveling under

its own power with a Conductor or

Engineer Pilot.....50 MPH50 MPH

Loram 400 and 300 series and Harsco Rail Grinder

Traveling (not in work mode) as

a train on its own power with a

Conductor or Engineer pilot50 MPH50 MPH

When controlling movement of a

Loram 400 series or Harsco Rail

Grinder from the rear control

cab in the lead.....50 MPH50 MPH

When controlling movement of a

Loram 300 series Rail Grinder

from the rear control cab in the lead .40 MPH40 MPH

Exception: Refer to individual manufacturers maximum

operating speeds for operating on descending grades.

Empty bulkhead flatcars picked up en

route and not on conductor's wheel

report or work order.....45 MPH45 MPH

Air dump cars, loaded45 MPH45 MPH

Clay Cars, RARW 3801-419945 MPH45 MPH

Empty bulkhead wallboard flatcars:

BN 616475 through 616674,

CS 616375 through 616474,

DJTX 9300 through 9398 and

SOU 115250 through 115274.....45 MPH45 MPH

Equipment..... MainBranch

Scale test cars35 MPH25 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, BNSF 979019,
 BN 979020-979024, BN 979026, FGWX 100000-500000
 Ribbon rail cars, (loaded)35 MPH25 MPH
 Ribbon rail cars, (empty)45 MPH45 MPH
 Ribbon rail loading and unloading cars45 MPH45 MPH
 Wedge plow or dozer, hauled in tow35 MPH25 MPH
 Rotary plow, wrecking derrick,

locomotive crane, pile driver or
 Jordan spreader, handled in trains30 MPH25 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, 467, 476, 300545 MPH45 MPH

Plasser Machines, PACX 293, 2630,
 2645, 3024, 4656, 4657, 4774, 477545 MPH45 MPH

Plasser THS 2000 Tie gang Consist30 MPH30 MPH
 P 811, BNSF 92299950 MPH50 MPH

Herzog, HZGX 20045 MPH45 MPH
 Loram, LMIK 409, 410, 412, 414, 415,

417, KMUX 750, 11050 MPH45 MPH
 Loram, LMIK 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 MPH50 MPH

Loaded 35 ft. ore cars, OLB 1000—1099..45 MPH45 MPH

Tank cars ACFX 17451 through 1749545 MPH45 MPH

Tank cars NATX 10841 through 1086545 MPH45 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 MPH40 MPH

CORX tank cars, when empty50 MPH50 MPH

Equipment..... MainBranch

CELX 6400-6455 and
 10400-10443, when loaded45 MPH45 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 | EXEX 1016 |
| BBCX 1000 | GEX 80000, 80002, 80003 |
| CCRX 40010 | HEPX 200 |
| CEBX 100, 101 | KRL 204000, 204001, 204002 |
| CPOX 820 | KWUX 10, 101, 102, 301 |
| MAMX 1001..... | 40 MPH40 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

WFX 84654 through 84700 and
 TUGX 36001 through 3612545 MPH45 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 MPH40 MPH

(Unless no speed restriction is indicated by train documentation)

Flatcars ATSF 190298, 209144,
 209149, loaded with track panels35 MPH35 MPH

6 SYSTEM SPECIAL INSTRUCTIONS—No. 3—July 18, 2012

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 |
| Sounder (Sound Transit) | 79* | 45 |
| Northstar | 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 Intermodal Equipment

| 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 |
| M2D M3D M2F M3F | Automax | 2 | 144 ft. | 6 | 2 | |
| 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 QD | Twin Flats | 2 | 186 ft. | 8 | 2 | T |
| QL | Twin Flats | 2 | 186 ft. | 8 | 2 | T/C |
| Single Unit Intermodal Cars | | | | | | |
| QU | Doublestack | 1 | 72 ft. | 4 | 1 | T/C |
| QK | Doublestack | 1 | 72 ft. | 4 | 1 | T/C |

Car Kind Codes for Intermodal Equipment

In addition to the intermodal equipment listed above, all car kind codes beginning with the letter M, P or Q are considered intermodal equipment. On cars shown above, only the first two characters are required to identify car type, with the exception of those identifying Automax cars. However, train lists may use more than two characters to identify a given car type.

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.

Exception: Intermodal equipment with empty units/platforms are restricted to 55 MPH only if not equipped with constant contact side bearings (CCSB). BNSF train documentation now provides guidance on this empty unit restriction as it applies to the intermodal cars listed above. When handling all intermodal equipment, train documentation will provide one of three messages as follows:

1. Train does not contain any intermodal equipment with empty units without CCSB.
2. Train is restricted to 55 MPH due to intermodal equipment with empty units without CCSB.
3. Train may be restricted to 55 MPH due to possibility of intermodal equipment having empty units without CCSB - Inspect to Verify.

In the event message 3 above is on train documentation, if train is otherwise authorized to exceed 55 MPH, a visual inspection must be made to determine the loaded status of units/platforms on car(s) listed. The inspection results must be noted on train list for relieving crews' guidance on train's maximum authorized speed.

When adding intermodal equipment en route, train documentation may not have been generated. When this occurs, consider such car(s) to be restricted to 55 MPH if any units/platforms are empty. Subsequent train lists produced for crews after a pick up en route will provide speed information on cars based on if CCSB-equipped.

This does not apply to trains that are otherwise restricted to 55 MPH or less such as when handling cars not listed above that are empty, other equipment speed restrictions, fuel conservation speed limits, etc.

2. Locomotive and ETD Information

Locomotives coupled together in multiple-unit configuration must be limited to 12 locomotives.

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 SubMP 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 2, both tracks
- St. Paul SubMP 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 SubMP 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 & MP 195 to MP 210

2(B). Locomotive Data Tables

| DC Traction Locomotives | | | | |
|-------------------------|---------------|---------------|------------|---------------|
| Model | Rated Powered | Rated Dynamic | Horsepower | Weight (Tons) |
| | Axles | Brake Axles | | |
| 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 | 4BT | 2,000 | 131 |
| GP28 M/P | 4 | 4BF | 1,800 | 130 |
| GP30 | 4 | 4BT | 2,500 | 131 |
| GP35 | 4 | 4BT | 2,500 | 133 |
| GP38,GP38-2 | 4 | 4ET | 2,000 | 143 |
| GP39, GP39-2 | 4 | 4EF# | 2,300 | 135 |
| GP40 M,E,-2 | 4 | 4BF | 3,000 | 139 |
| GP40X | 4 | 4BF | 3,000 | 139 |
| GP50 | 4 | 4EF | 3,600 | 138 |
| GP53, GP53L | 4 | 4EF | 3,000 | 136 |
| GP60M | 5+ | 5EF+ | 3,800 | 137 |
| GP60B | 5+ | 5EF+ | 3,800 | 135 |
| B23-7 | 4 | 4EF | 2,300 | 134 |
| B30-7A | 4 | 4BF | 3,000 | 138 |
| B36-B-7 | 6+ | 4EF | 3,600 | 140 |
| B-39-8 | 6+ | 5EF+ | 3,900 | 140 |
| B-40-8 | 6+ | 5EF+ | 4,000 | 142 |

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

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| DC Traction Locomotives (continued) | | | | |
|-------------------------------------|---------------------|---------------------------|------------|---------------|
| Model | Rated Powered Axles | Rated Dynamic Brake Axles | Horsepower | Weight (Tons) |
| SD7 | 6 | 5BF+ | 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 | 6BF | 2,000 | 196 |
| TEBC6 | 6 | 6B | 2,000 | 194 |
| SD39 | 6 | 6EF | 2,500 | 195 |
| SD40, SD40-2 | 6 | 6EF * # | 3,000 | 196 |
| SD45, SD45-2 | 6 | 6ET | 3,600 | 198 |
| SD50 | 6 | 6EF | 3,600 | 194 |
| SD60, SD60M | 7+ | 8EF+ | 3,800 | 201 |
| SD70M | 7+ | 9EF+ | 4,000 | 200 |
| SD75M | 7+ | 9EF+ | 4,300 | 197 |
| C30-7 | 6 | 6EF# | 3,000 | 209 |
| SF30C | 6 | 6EF | 3,000 | 160 |
| C36-7 | 6 | 6EF | 3,600 | 197 |
| C40-8 | 7+ | 8EF+ | 4,135 | 197 |
| C44-9W | 8+ | 8EF+ | 4,400 | 196/210 |
| ES44DC | 8+ | 8EF+ | 4,400 | 210 |

| AC Traction Locomotives | | | | |
|---|---------------------|---------------------------|------------|---------------|
| Model | Rated Powered Axles | Rated Dynamic Brake Axles | Horsepower | Weight (Tons) |
| C44AC¹ AC4400CW¹ AC4400EV¹ CW44AC¹ | 8+ | 10EF+ | 4,400 | 210 |
| 1TM c/o | 8+ | 8EF+ | | |
| 2TM c/o | 6 | 6EF | | |
| 3TM c/o | 4 | 5EF | | |
| 4TM c/o | 3 | 3EF | | |
| 5TM c/o | 2 | 2EF | | |
| C60¹ C60AC¹ | 8+ | 12EF+ | 6,000 | 210 |
| 1TM c/o | 8+ | 10EF+ | | |
| 2TM c/o | 8+ | 8EF+ | | |
| 3TM c/o | 6 | 6EF | | |
| 4TM c/o | 4 | 4EF | | |
| 5TM c/o | 2 | 2EF | | |
| ES44AC | 8+ | 10EF+ | 4,400 | 208 |
| 1TM c/o | 8+ | 10EF+ | | |
| 2TM c/o | 8+ | 8EF+ | | |
| 3TM c/o | 6 | 6EF | | |
| 4TM c/o | 4 | 4EF | | |
| 5TM c/o | 2 | 2EF | | |

| AC Traction Locomotives (continued) | | | | |
|-------------------------------------|---------------------|---------------------------|------------|---------------|
| Model | Rated Powered Axles | Rated Dynamic Brake Axles | Horsepower | Weight (Tons) |
| SD70MAC | 8+ | 8EF | 4,000 | 208 |
| 1 Truck c/o | 4 | 5EF | | |
| SD70ACE | 8+ | 10EF+ | 4,300 | 208 |
| 1TM c/o | 6 | 6EF | | |
| SD80MAC | 8+ | 10EF | 5,000 | 210 |
| 1 Truck c/o | 5+ | 5EF | | |
| SD90/43MAC | 8+ | 10EF | 4,300 | 208 |
| 1 Truck c/o | 4 | 6EF | | |
| SD90MAC | 8+ | 11EF | 6,000 | 208 |
| 1 Truck c/o | 6 | 6EF | | |
| ES44C4 | 8+ | 8EF+ | 4,400 | 208 |
| 1 TM c/o | 6 | 6EF | | |
| 2 TM c/o | 4 | 4EF | | |
| 3 TM c/o | 2 | 2EF | | |

Note: Dynamic braking is operational with Inverters/Traction motors cut out on AC locomotives.

- + 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.

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
(Only if moving with no train list or if identified as "Rear End Only" on train list.)
- Rear end only cars
- Jordan spreaders
- Rotary snowplows
- Wedge plows
- Dozers
- Herzog Clip Cars
HZGX 153, 154, 155
- Herzog MPM
HZGX 164, 165
HZGX 167
HZGX 169, 1690
HZGX 170, 1700
HZGX 171, 1750
HZGX 172, 1720
HZGX 173, 1730
HZGX 174, 1740
HZGX 175, 1750
HZGX 176, 1760
HZGX 177, 1770
HZGX 178, 1780

HZGX 179, 1790
 HZGX 180, 1800
 HZGX 181, 1810
 HZGX 182, 1820
 HZGX 183, 1830
 HZGX 184, 1840
 HZGX 185, 1850
 HZGX 186, 1860
 HZGX 187, 1870
 HZGX 188, 1880
 HZGX 189, 1890, 18900
 HZGX 190, 1900, 19000
 HZGX 191, 1910, 19100
 HZGX 192, 1920, 19200
 HZGX 193, 1930, 19300
 HZGX 194, 1940, 19400
 HZGX 195, 1950, 19500
 HZGX 196, 1960, 19600
 HZGX 197, 1970, 19700

Except as provided in Item 1, scale test cars must be placed ahead of caboose or, on caboosless 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 locking 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.
- D. A crew transport train consisting of no more than two cabooses positioned between two locomotives may be operated during inclement weather conditions. The lead locomotive must be the controlling locomotive, with trailing locomotive isolated.

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.

3(K). Herzog Rail Unloading Car

Herzog Rail Unloading Car HZGX 200, due to the drawbar arrangement on the B end, must be placed at the rear of the train. For the purpose of this instruction, this car may be placed in the rear 4 cars of the train.

4. Geometry Test Car Instructions

Geometry test cars 80/81, 85/86, 87/88 and RPCX 2434 must move in train by themselves. Geometry test cars 80/81, 85/86 and 87/88 are not required to have an ETD at the rear of the car when the car is occupied.

Trains handling test cars AAR 112, BNSF 82 and BNSF 83 behind the locomotive consist may operate without further restricting the train from the maximum authorized timetable speed. GCOR Rule 7.3 and 7.9 must be used when switching and geometry test cars must not be cut off in motion or struck by any car moving under its own momentum. They must not be coupled with more force than is necessary to complete the coupling, not exceeding coupling speed of 2 MPH. These cars must receive careful handling at all times.

When not on a train, cars must be protected as prescribed by GCOR Rule 5.12 or 5.13. These cars are considered to be occupied at all times.

FRA Track Geometry Inspection Cars

The Federal Railroad Administration (FRA) Office of Railroad Safety-Automated Track Inspection Program (ATIP) manages a fleet of geometry test cars that measure track geometry for compliance with the Federal Track Safety Standards. FRA geometry cars are pulled behind a railroad-owned locomotive and staffed with FRA employees and contractors.

FRA Geometry Car Operation

1. Each train dispatcher and train crew will be governed by these instructions.
2. Before ATIP testing commences, the FRA representative (assisted by the test car director) is responsible for overall safety and will:
 - a. Conduct a face-to-face job safety briefing with the train crew and all occupants of the test car concerning onboard safety appliances and standard operating procedures.
 - b. Be aware of and discuss the operational and safety conditions, and on-track protection procedures, which may change throughout the course of the ATIP test; and update the job briefing accordingly.
3. The FRA representative will communicate directly with the railroad to ensure all operating rules, special instructions, and safety rules in effect on the test route are understood and correctly applied.
4. Trains consisting entirely of FRA geometry cars are restricted to BNSF timetable passenger train speeds, and must not exceed the following maximum equipment speeds: DOTX 216, 125 mph; DOTX 217, 219, 220 and 221, 90 mph; and DOTX 218, 80 mph.
5. 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. The FRA Geometry Car operator relies on the train crew to identify relevant railroad physical characteristics, movement authority limits and authorized speeds.

FRA Geometry Car Protection

1. Neither FRA nor contractor employees will operate a railroad switch or derail, and will rely upon a railroad employee to perform that function. After receiving authority for placement from the appropriate railroad representative, protective devices owned by FRA, i.e., signs, derails, and locking devices, will be applied by an FRA representative.

2. FRA geometry cars must not be relocated or coupled to other rolling equipment without permission of FRA. At the request of FRA or the railroad, the following additional protective measures must be used:
 - a. Within a locomotive servicing area or car shop area, the railroad's Blue Signal Protection rules and procedures will govern.
 - b. When FRA geometry cars are unoccupied, FRA may request additional protection, such as posted guards, provided by the railroad and reimbursed by FRA.
 - c. Where provided, a remotely controlled switch, providing entrance to the track occupied by FRA geometry cars, will be aligned against movement to that track. Blocking devices applied by the control operator will be placed on the switch and signal controls to prevent undesirable access.
 - d. A manually operated switch will be aligned against movement to a track occupied by the FRA geometry car, and secured with an effective locking device, exclusive to FRA. In addition, the switch stand's operating mechanism will be equipped with an FRA-provided, visible, all-weather display tag, warning any users: "OUT OF SERVICE - DO NOT OPERATE."
 - e. If a switch-locking device cannot be provided, as described above, FRA-provided portable derails will be used as an alternative to restrict access in either direction. In addition to the portable derails, the placement of warning signs will be displayed, indicating the presence of FRA geometry cars. The warning signs will be affixed or adjacent to the derail. FRA-provided derails will not be placed nearer than 150 feet from each end of the geometry cars, except where appropriate.
 - f. If an FRA geometry car is standing alone, in addition to applying the hand brake, one wheel will be securely chocked to prevent movement.
 - g. Either on a main track or other than main track, before anyone goes on, under, or between FRA track geometry cars, the locomotive engineer will apply the independent brake on the locomotive, remove the locomotive reverser, and open the field generator switch. The individual requiring protection will place a "Do Not Operate" tag on the locomotive control stand at a location where it is readily visible to the locomotive engineer or operator at the controls of that locomotive. The "Do Not Operate" tag may only be removed by the person who placed it on the locomotive control stand. Additionally, if adjacent tracks are, or will be, fouled by the individual going on, under, or between the FRA track geometry car, appropriate adjacent track protection must be afforded prior to going on, under, or between the car.

5. Car Restrictions

Item 2 of the individual subdivision special instructions indicates a maximum gross weight of car and a letter restriction (A through H).

The maximum gross weight of car restriction is applicable only to four-axle cars with a coupled length of 49 feet 6 inches or greater. The maximum gross weight of car restriction for cars shorter than 49 feet 6 inches, six-axle cars, eight-axle cars or other specialty cars can be obtained from Table 5 by cross referencing the car length and the letter restriction for the subdivision.

Example: Item 2, Individual Subdivision Special Instruction of subdivision XXX indicates a maximum gross weight of car of 143 tons, Restriction E.

- For hoppers 53' long, the maximum gross weight/car = 143 tons from Item 2 (or by looking at line 8, column E).
- For tank car 43' long, the maximum gross weight/car = 136 tons (line 6, column E).

Cars that do not meet the weight limits specified in Table 5 or in Item 2 of the individual subdivision special instructions or in any part of the following paragraphs are not permitted without authority of System Structures Department or BNSF Clearance Bureau. 35-ft. cars (BNSF 601090-601399) loaded to 143 tons may operate only on the Hibtac, Casco, Lakes (between Superior and Gunn) and Allouez Subdivisions. These cars must comply with weight limits indicated in Table 5 when operating on all other subdivisions.

The actual car weight may exceed the maximums by up to one ton due to weighing tolerances. Weight and length restrictions indicated in this section and in Item 2 of the individual subdivision special instructions do not apply to multiple-unit double stack well cars, locomotive cranes or ribbon rail cars.

When single car movements apply to the movement of cars weighing over 143 tons and up to 157.5 tons as specified in Table 5 for '143X', single car movements shall denote that the car shall be separated from the locomotive and from other cars weighing more than 143 tons by at least one car weighing no greater than 143 tons. One train may contain up to ten '143X' cars weighing over 143 tons and up to 157.5 tons with separation meeting the single car movement definition noted above.

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| 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 |
| 1 | 4 axles & length less than 35'0" | Hopper | 89 | NP | 89 | NP | NP | NP | NP | NP |
| 2 | 4 axles & length 35'0" to 36'11" | Hopper, tank cars BN 99000-99949, BN 98000-98189, BNSF 601090-601179 | 134 | 117 | 134 | 117 | 110 | 110 | 110 | 110 |
| 3 | 4 axles & length 37'0" to 38'11" | Hopper, tank cars ATSF 82056-82990, 176900-177861 | 141 | 123 | 141 | 123 | 117 | 117 | 117 | 117 |
| 4 | 4 axles & length 39'0" to 40'11" | Hopper, tank cars BN 435500-435999 | 143 | 131.5 | 143 | 131.5 | 123 | 123 | 123 | 123 |
| 5 | 4 axles & length 41'0" to 42'11" | Hopper, tank cars BN 476000-476019 | 143 | 143 | 143 | 143 | 134 | 134 | 134 | 131.5 |
| 6 | 4 axles & length 43'0" to 44'10" | Hopper, tank cars | 143 | 143 | 143 | 143 | 136 | 136 | 134 | 131.5 |
| 7 | 4 axles & length 44'11" to 49'5" | Hopper, gondola, tank cars BN 686000-686054 COILCAR | 143 | 143 | 143 | 143 | 143 | 136 | 134 | 131.5 |
| 8 | 4 axles & length greater than or equal to 49'6" | Hoppers, flats, gondolas, tank cars | 143X | 143X | 143 | 143 | 143 | 136 | 134 | 131.5 |
| 9 | 278' | 13-unit trough car BN 552000-552022 | 930 | 930 | 930 | 930 | 884 | 884 | 871 | NP |
| 10a | 6 axles | ACFX 88348-88373, CELX 6400-6458, CELX 10400-10438, DODX 40000-40573, DUPX 29400-29439, 29600-29666, HCMX 4402, KCS 700002-700053, KRL 600908-600910 LMIX 403, 409, 410, 412, 414, 418, NS 185541-185542 | 197 | 197 | 197 | 197 | 197 | 197 | 185 | NP |
| 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.

Any foreign line carrier operating on BNSF that sets out equipment must notify the BNSF train dispatcher and the BNSF Mechanical Help Desk at the earliest opportunity and provide the following information:

- Equipment being set out including the engine/car number.
- Location where equipment was set out.
- Reason equipment was set out (e.g. flat spots, broken brake rigging, hot box, etc.).
- Commodity if a car contains a hazardous material, including but not limited to, Inhalation Hazard car(s).
- Any other pertinent information.

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 - Potential Charge to Customer

Car Can't Be Pulled - Customer Reason

- Conflicting Customer Instructions
- Equipment Inaccessible or Improper Documents
- Not Put to Outbound Track by Other Than Customer
- Service Canceled After Crew Arrived
- Track or Facility Inaccessible
- Unsafe Conditions

Car Can't Be Spotted - Customer Reason

- Conflicting Customer Instructions
- Equipment Inaccessible
- Service Canceled After Crew Arrived
- Track or Facility Inaccessible
- Unsafe Conditions

Not Done Reasons - Not Chargeable to Customer

Operation Reason

- Bad Order Car
- Done in Other Direction
- Engine Restrictions or Problems
- Holding for Unit Train
- Instruction From Rail Supervisor/Dispatcher
- Not in Train, Not Switched, Unavailable
- Rail Traffic, Track Blocked/Out of Service
- Substituted Alternate Car
- Time-HRS of Service Expired or Short on Time
- Unsafe Conditions
- Work to be Performed by Another Train
- Work Was Already Completed

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

- f. To provide for close observation en route, all dimensional shipments must be placed in a block next to the lead locomotive consist. Dimensional shipments, coupled with idler cars weighing less than 45 tons, must be placed in compliance with train make-up rules and placed as close as possible to the lead locomotive consist. Boeing dimensional shipments, identified as having contents ACFTEQ on the train list, must be placed next to the lead locomotive consist ahead of any additional dimensional shipments. No more than 10 dimensional Boeing loads/empties with contents ACFTEQ may be placed in a train. BNSF 800026 through BNSF 800039, MTTX 978950, MTTX 979264, MTTX 980261, MTTX 980917 and MTTX 981602 are specialized Boeing Service idler cars weighing 45 tons or more and may be billed loaded, or empty, depending on destination. These specialized Boeing Service idler cars DO NOT apply to the 10 car loads/empties Boeing restriction. No more than 25 dimensional Boeing empties with contents ACFTEQ may be placed in a train.
- Note: In the application of the above, FTTX flatcars and autoveyors (car kinds M2F 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 controlled by the train dispatcher and where these car(s) are restricted should communicate with the train 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 Detector Desk. The NOC Detector 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 Detector Desk releases train from inspection and permission to depart is received from train dispatcher. The train crew must report the following to the NOC Detector 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 Detector 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 NOC Detector 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 Detector 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 Detector Desk. When a running set and release is indicated the NOC Detector 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 (TIWS)

The following TIWS instructions are in effect, unless otherwise specified in subdivision specific Timetable Special Instructions:

The Track Integrity Warning System checks the rail for continuity and alerts the Train Dispatcher to possible track occupancies or defects (e.g. broken rail) in non-signaled territory.

Subdivisions where TIWS is in effect are divided into a series of "zones" displayed by the Train Dispatcher's control system and identified in the field by Milepost signs, Siding Switch signs, or a combination of these signs. Milepost signs identifying boundaries of a "Zone" may be displayed in tenths of a mile. Example: MP 926.3.

Track authority limits may be designated by MP signs representing "Zone" limits.

Alerts will be generated to the train dispatcher when occupancy is detected within a zone(s) not corresponding in proper sequence with an authority issued on that segment of track. Such alerts are referred to as "Track Integrity Down" (TID) and will be communicated by the Train Dispatcher to trains authorized within the zone(s).

Verbal instructions for "TID" may be provided to trains closely approaching the TIWS zone when an alert is received.

A new authority including "TID" information will be issued to trains not closely approaching an alerting zone. "Track Integrity Down" will be abbreviated as "TID". Following are examples of a "TID" communicated by Track Authority:

"TID MP 1011.3 to MP 1015.8" or "TID WSS Baker"

Trains receiving notification of "TID" must move at Restricted Speed within the designated zone limits and/or over a designated switch.

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 Restricted Limits or Yard Limits In Non-Signaled Territory

Within restricted limits or 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 or 6.14.

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. Switch Control/Monitoring Systems**12(A). Turnouts Equipped with Two Switch Machines****(Moveable Point Frogs/Swing Nose Frogs/Derails)**

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 frog, swing nose frog, or derail 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 frogs/derails).

12(B). Remote Control Power Switch (RCPS)

Remote Control Power Switch (RCPS) allows the train dispatcher to request that the switch be lined and monitor switch position in non-signalized territory. The location of RCPS will be designated in the timetable. RCPS limits are designated by signs and the limits must not be occupied unless authorized. Track authority will authorize use of RCPS limits at each end of authority in the following manner:

“Switch - Yes” indicates that the authority includes the RCPS limits designated by signs in the field.

“Switch - No” indicates that the authority does not include RCPS limits and movement must stop short of sign designating RCPS limits.

If the train dispatcher cannot line the remote control power switch to the desired position, or the control machine does not indicate that the switch is lined and locked, the train dispatcher must instruct the employee to operate the switch by hand. Movement may then proceed to that switch. Before passing over the switch, movement must stop and the employee must operate the switch by hand.

To operate a remote control power switch by hand:

- Obtain permission from the train dispatcher.
- Unlock the switch lock.
- Place the selector lever in the HAND position.
- Operate the hand throw lever until the switch points move when the lever is moved.
- Line the switch for the intended route.
- Do not return the selector lever to the POWER position until at least one unit or car has passed over the switch.

The following information and instructions apply when the RCPS system is in service:

The train dispatcher will receive an alert if a train has authority over any equipped switch that changes status to indeterminate/out of correspondence.

When an alert is received, the train dispatcher must promptly determine the location of the train with authority over the alerting switch and do the following:

- If the train has passed the alerting switch, perform a track release to cancel the alert.
- If the train is closely approaching (less than 7 miles) the alerting switch, the train dispatcher must instruct the crew to stop their train, consistent with good train handling, if possible, before traversing switch.
- If the train is not closely approaching the alerting switch, but it is more than seven miles from alerting switch, the train dispatcher is required to issue a new authority to the affected train that voids the authority over the alerting switch and ends at the alerting switch.

12(C). Switch Point Monitoring System (SPMS)

Switch Point Monitoring System (SPMS) is a program that will alert the dispatcher that a main track switch may not be properly lined for an approaching train in non-signalized territory. SPMS locations will be designated in the timetable.

The following information and instructions apply when the system is in service:

The train dispatcher will receive an alert if a train has authority over any equipped switch that changes status from the normal position. Alerts will occur if a switch is reversed or its position becomes unknown (indeterminate).

Exception: An alert will not occur for trains operating with a proceed track authority (box 2) for switches located in the “from” and “to” locations of their authority.

When an alert is received, the train dispatcher must do the following:

- Promptly determine the location of the train with authority over the alerting switch. If the train has passed the alerting switch, perform a track release to cancel the alert.
- If the train is closely approaching the alerting switch, the train dispatcher may notify the crew verbally using the appropriate verbiage in the dialog box presented.
- If the train is not closely approaching the alerting switch, the train dispatcher is required to issue a new track authority to the affected train that restricts authority to the alerting switch.

Note: Work between (box 4) authority for trains must end at any indeterminate switch. Authority may be issued beyond the indeterminate switch only after employee has verified that the switch is in the normal position by performing an on-ground inspection.

The dispatcher is prohibited from issuing two work between (box 4) track authorities to the same train that make the limits of authority end-to-end.

For example, do not issue track authority #1 with work between (box 4) from Anna to Bess and track authority #2 with work between (box 4) from Bess to Cloy.

Information received from the Switch Point Monitoring System must not be used to change the position of a main track switch that is protected by a track authority under the Protect Open Switch rules (GCOR 8.3, MWOR 8.3, and TDOCOM 42.19).

When a train crew is notified to be prepared to stop at an alerting switch, (either verbally or with a track authority), the train must not proceed over the switch until a crew member inspects the switch from the ground. The position of the switch must be reported to the train dispatcher as soon as possible after the inspection.

Maintenance of Way (MW) employees must have permission prior to operating an equipped main track switch. When Form B authority is in effect, the foreman or employee(s) working under the Form B must notify the dispatcher when opening any equipped main track switch(es).

When a MW employee receives a track authority with "Be prepared to stop at (location) until known to be in the normal position, the dispatcher must not indicate the switch to be "normal" unless the reporting employee has traversed the switch in main track to main track movement with on-track equipment and is physically at the switch.

The dispatcher must not "normal" an alerting switch until it has been inspected by a field employee.

12(D). Independently Controlled Switches (ICS)

Independently Controlled Switches are dual control switches of a crossover which, under certain conditions prescribed by the rules, may be operated independently. At locations identified in the timetable as having independently controlled switches, Maintenance of Way employees may request control operator permission to operate one end of a crossover for maintenance or testing purposes only.

12(E). Protect Open Switch (POS)

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).

13. In Effect on BNSF Railway

- General Code of Operating Rules, Sixth Edition, in effect April 7, 2010
- Maintenance of Way Operating Rules, in effect December 2, 2009.
- Air Brake and Train Handling Rules, in effect April 7, 2010.
- Train Dispatcher's, Operator's and Control Operator's Manual, in effect January 15, 2010.
- 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 June 24, 2009.
- United States Hazardous Material Instructions for Rail in effect July 29, 2009.
- 2008 Emergency Response Guidebook.
- BNSF Chicago Passenger Operations Manual, in effect June 21, 2010.
- Canadian Rail Operating Rules, in effect October 28, 2009. (For use in Canada only.)

In Effect While Operating on Foreign Railroads:

The following System Special Instruction items must be complied with by BNSF crews operating over a foreign railroad:

- Item 6. Work Order: Instructions for Reporting Work
- Item 23. Remote Control Operations
- Item 27. Cars Set Out Bad Order
- Item 28. Grade Crossing Accidents
- Item 35. Switching Business Cars
- Item 43. Signal Awareness/Position of Switch Form
- Item 45. Network Operations Center Notification Requirements
- Item 49. Engineer Responsibilities and Certification
- Item 50. Rail Security Sensitive Material (RSSM) Instructions Chain of Custody Documentation for Rail Sensitive Material

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— Is changed entirely to read:

GCOR Rule 1.10, Games, Reading, or Other Media—

Employees on duty must not:

- Play games.
- Read magazines, newspapers, or other literature not related to their duties when:
 - On a train or engine.
 - Performing safety related activities.
 - or
 - It would delay or interfere with required duties.

This does not prohibit employees from having such material enclosed in their personal luggage.

GCOR Rule GCOR Rule 1.37, Open Top Loads—Is changed to read:

Flat cars, open top cars, and open TOFC/COFC's with loads which protrude beyond the car ends or if shifted, would protrude beyond the car ends must not be placed in trains next to the following if train length and makeup permit:

- Occupied outfit car
- Passenger car
- Engine
- Caboose
- Shipment of automotive vehicles or machinery that is not fully enclosed

This restriction does not apply to cars equipped with chains or cables securing the load to the 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—The following new rule is added:

Before a field employee reports clear or releases a portion of authority limits, and the Train Dispatcher/Control Operator accepts the information, the following must occur:

- The employee will provide their name or other identification and the authority number to the Train Dispatcher/Control Operator.
- The Train Dispatcher/Control Operator will have the required form or computer screen displayed for data entry and confirmation.
- The Train Dispatcher/Control Operator and employee will carefully match the verbally transmitted information against the authority form to ensure the information matches and is correct.

GCOR Rule 2.0, Railroad Radio Rules—The title is changed to:

2.0 Railroad Radio and Communication Rules

GCOR Rule 2.21, Electronic Devices—New rule added:

This rule outlines the requirements for use of electronic devices. As used in this rule, the following definitions apply:

Electronic Device—means an electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; look at pictures; read a book or other written material; play a game; navigate the Internet; navigate the physical world; play, view, or listen to a video; play, view or listen to a television broadcast; play or listen to music; execute a computational function; or, perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee or another employee from a safety related task.

Railroad Operating Employee—means an individual who is:

- engaged in or connected with the movement of a train including a hostler,
- a train employee providing commuter or intercity rail passenger transportation,
- or
- subject to hours of service governing train service employees.

The use of any electronic device is prohibited if that use would interfere with an employee's performance of safety-related duties.

A. Personal or Railroad Supplied Electronic Devices

Personal or railroad supplied electronic devices may be used as necessary:

- To respond to an emergency situation involving the operation of the railroad,
- To respond to an emergency encountered while on-duty,
- As a communication device in the event of radio malfunction.

B. Personal Electronic Devices

Except when deadheading in other than a controlling locomotive, railroad operating employees on duty (including supervisors) must have each electronic device turned off and stowed out of sight with any earpiece removed from the ear when:

- On moving rolling equipment or on track equipment.
- Any member of the crew is on the ground performing safety related duties.
- or
- Any employee is assisting in preparation of the train, engine(s) or on-track equipment.

A railroad operating employee may use an electronic device only for voice communication, texting or emailing when:

- Rolling and on track equipment is stopped,
- A safety briefing is conducted with all crew members to confirm that it will not interfere with any safety related or required duty,
- No member of crew will foul any track.

Any other electronic device must remain turned off and stowed out of sight.

An electronic device used for voice communication, texting or emailing must be turned off when communication has been completed.

Railroad operating employees may use a digital storage and display function of an electronic device to refer to a railroad rule, special instruction, timetable, or other directive provided train is stopped and use does not interfere with any employee's performance of safety related duties and all other crew members have been briefed on its limited use. When not in use it must be turned off and stowed.

A personal stand alone camera may be used to take a photograph of a safety hazard or a violation of a rail safety law, regulation, order, or standard, provided that:

- A job briefing is conducted among all crewmembers and any other individuals in the controlling cab of moving equipment,
- It is turned off immediately after the photograph has been made;
- It is not used by an employee at the controls of moving equipment.

A personal stand-alone calculator, digital watch whose only purpose is as a timepiece and medical devices that are consistent with the railroad's standards may be used as necessary in the performance of duties.

C. Railroad Supplied Electronic Devices

After a safety briefing including all members of the crew determines railroad supplied devices can be used safely, railroad operating employees may use such devices to send or receive work related information with:

- Railroad supervisors.
- Railroad customers.
- Railroad dispatchers.
- Railroad customer service employees.
- or
- Other railroad employees as necessary in the performance of their duties.

Railroad operating employees must not use a railroad supplied electronic device for purposes other than which it was intended or while:

- Operating the controls of a moving locomotive.
- On the ground within 4 feet of any track.
- On the ground and engaged in an active switching operation.
- Riding rolling equipment during a switching operation.
- At the controls of the locomotive and any other employee is assisting in the preparation of the train, engine(s), or on-track equipment, including testing of railroad equipment or brakes.
- Inside the controlling cab of a locomotive, train or on-track equipment, unless there has been a safety briefing and all crew members agree that it is safe to do so.
- Verbally obtaining or releasing mandatory directives when railroad radio communication is available.

Railroad authorized electronic devices may be used in the body of a business car or passenger train for railroad business when it will not interfere with an employee's performance of safety related duties.

GCOR Rule 5.4.1, Temporary Restrictions—Delete the following sentence from the second paragraph:

Only one set of flags may be displayed in advance of the entire restriction in each direction.

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 5.4.3, Display of Yellow-Red Flag—The first paragraph is changed to read:

Employees may display yellow-red flags from one hour before to one hour after a Form B track bulletin is in effect. During that time the employee in charge may provide a train instructions to proceed without restriction, specifying the track bulletin number (specifying line number when necessary) and advising no red flag is displayed

GCOR 5.4.6, Display of Flags Within Current of Traffic—This rule is canceled.

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 5.8.1, Ringing Engine Bell—Add the following as a fourth bullet:

- When whistle signal (7) is required.

GCOR Rule 5.8.2, Sounding Whistle—The Indication for Sound (8) is changed to read:

| Sound | Indication |
|---------|---|
| (8) — o | Regardless of any whistle prohibitions: Approaching men or equipment or other individuals on or near the track. After sounding initial warning for men or equipment or other individuals, sound whistle signal (4) intermittently until the head end of train has passed the men or equipment or other individuals. Whistle warning is not required: <ul style="list-style-type: none"> • When there is an adjacent track and men or equipment or other individuals are beyond the farthest rail of the adjacent track. • For members of the same crew associated with movement of their engine unless necessary to warn or alert a crew member Do not sound whistle in designated mechanical servicing and repair facilities, unless for an emergency or when approaching roadway workers. |

GCOR Rule 5.8.4, Whistle Quiet Zone—Add the following:

A locomotive engineer may sound the train horn to provide warning to crews on other trains in an emergency situation, vehicle operators, pedestrians, trespassers or animals if, in the locomotive engineer's sole judgment, such action is appropriate to prevent imminent injury, death, or property damage. Train crews are not restricted from sounding the horn when:

- There is an emergency situation.
- A wayside horn is malfunctioning.
- Active grade crossing warning devices malfunction.
- Grade crossing warning systems are out of service.
- Supplemental or alternative safety measures are not compliant.
- Needed for purposes other than highway-rail crossing safety, for example, to announce the approach of a train to roadway workers.

All other whistle requirements remain in effect.

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 A, What a Blue Signal Signifies—is amended by adding number 5 directly under 4:

5. Controls or devices on rolling equipment that could affect equipment movement (ex. MU cables/hoses, handbrakes, angle cocks, etc.) must not be changed or operated unless directed by individuals who placed the blue signals or by the employee in charge of workmen.

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 6.2.1, Train Location—The first sentence is changed to read:

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

GCOR Rule 6.3, Main Track Authorization—The paragraph titled Joint Authority is deleted, and 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:

1. With a train having permission to move in either direction that is not joint,
or

2. 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, Shoving Movements—Is changed 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, a 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)

Minimum requirements when radio communication is used during shoving movements:

- Direction will be described in relationship to the front of the controlling locomotive (F stencil).
- To instruct the engineer to move the locomotive forward use "ahead".
- To instruct the engineer to move the locomotive backward use "backup".
- To instruct the engineer to stop, use the word "stop".
- Communicate distance using 50 feet as a standard for one car length.
- Engineer must acknowledge the distance, when more than four cars.

Movement must be stopped within half of the distance specified unless additional instructions are received.

Note: Employees are encouraged to communicate additional information related to shoving movements (e.g. switch / derail position, close clearance conditions, stop signals, authority limits, etc).

When cars or engines 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.

When engaged in snow plow operations:

- One common authority may be used by both maintenance of way employees and the train crew when all employees are on the equipment,
- Maximum timetable speed applies unless a higher speed is authorized by the employee in charge.
- Employees are relieved from providing visual protection for a snow plow being shoved.

Cars or engines must not be shoved to block other tracks until it is safe to do so.

GCOR Rule 6.6, Picking Up Crew Member—Add the following after item 5:

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

- Confirmation that the distance from the end of the train to the end of authority limits is sufficient to accomplish the planned back up movement (Ex. 30 cars from the end of the rear car to next controlled signal or 30 cars from the end of the rear car to MP 30, where track warrant authority ends, etc).
- Distance to be shoved. (Note: Train must not move outside of authority limits.)
- Location of nearest affected road crossing in direction of movement.
- 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.

Before permission is granted, a job safety briefing between a crew member and the train dispatcher or control operator must determine what track authority is needed to accomplish the planned movement. If additional track authority is necessary to make the 6.6 movement, a crew member must request additional authority.

When movement is made under these conditions, restricted speed does not apply. Trains backing up under the provisions of this rule may pass signals indicating Stop and Proceed, without stopping.

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 6.21.3 Track Obstruction/Unusual Condition—New Rule added:

When a train is advised in the words, “Between (location) and (location) be governed by Rule 6.21.3”, within specified limits train must move as directed in the special instructions.

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 Passing 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.

GCOR Rule 6.32.2 C, Power Off Indicators—The following new rule is 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.

GCOR Rule 7.6, Securing Cars or Engines—The first paragraph is changed 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—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 at locations where specifically indicated by individual subdivision special instructions.

Before dropping cars, crew members must fully understand the intended movement. They must verify that the track is sufficiently clear and that switches and hand brakes are in working order. If possible, the engine must run on straight track. Cars must not be dropped over spring switches or dual control switches.

GCOR 7.7.1, Gravity Switch Moves—The entire rule is changed to read:

A gravity switch move is permitted only at locations where specifically indicated by individual subdivision special instructions or when approved by a supervisor due to circumstances such as mechanical failure, etc.

Before performing a gravity switch move, crew members must fully understand the intended movement. They must verify that the track is sufficiently clear and that switches and hand brakes are in working order.

When performing a gravity switch move:

- Not more than five cars may be handled at one time.
- Sufficient hand brakes must be manned by crew members to insure that the movement can be controlled and stopped.

- Using the hand brake on cars with shiftable loads must be avoided.
- Cars must not be allowed to couple to other equipment.

GCOR 7.10, Movement Through Gates or Doorways—The last sentence is changed to read:

Do not ride on side of a car, engine or other equipment when moving through gates, doorways or similar openings where close clearance exists.

GCOR Rule 8.19, Automatic Switches—The following paragraph is added:

In non-signaled territory, when movement continues beyond an automatic switch 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 leading wheels pass the opposing distant signal.

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

- Position of hand operated main track switches.

GCOR Rule 9.16, Stop and Proceed Indication—Paragraph 2, e is changed to read:

- e. Proceed from a Stop indication in CTC territory, when authorized by the control operator as prescribed in Rule 9.12.1 (CTC Territory). This will apply to each consecutive signal displaying a Stop and Proceed indication.

GCOR Rule 10.1, Authority to Enter CTC Limits—Under the subheading Signal Governing Movement Over a Hand-Operated Switch:

Delete:

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. After the switch is opened, if the signal does not display a proceed indication, a crew member must wait 5 minutes at the switch. After the 5 minute wait if the signal does not display a proceed indication, move the train at restricted speed and notify the control operator.

However, if the block to be entered is occupied by its own standing train or when the hand-operated switch remains open, the movement may, after stopping, pass an absolute signal displaying a Stop indication without waiting 5 minutes and without contacting the control operator.

Add:

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. After the switch is opened, if the

signal does not display a proceed indication, a crew member must wait 10 minutes at the switch. After the 10 minute wait if the signal does not display a proceed indication, move the train at restricted speed and notify the control operator.

However, if the block to be entered is occupied by its own standing train or when the hand-operated switch remains open, the movement may, after stopping, pass an absolute signal displaying a Stop indication without waiting 10 minutes and without contacting the control operator.

GCOR Rule 10.1.1, Leaving the Main Track—The following new rule is 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 13.1.4, Cab Signals Cut In and Out—Delete the following sentence from the last paragraph:

If the device was not tested previously, the engineer must make a departure test prior to entering ACS territory.

The following is added after the last paragraph:

Note: Partial cutout requirements do not apply to engines not so equipped.

GCOR Rule 13.3.1, Cab Signal and Block Signal Do Not Agree—Delete the following exception:

Exception – When the train dispatcher's instructions require the train to proceed at Restricted Speed, the train must comply with the train dispatcher's instructions regardless of cab signal indication.

GCOR Rule 13.3.3, Movement with an Inoperative Cab Signal Device—Is changed to read:

When it is determined the cab signal device is inoperative, the train may proceed according to block signal indications. However, the train must not exceed 40 MPH until it reaches a point where a crew member can report the defect to the train dispatcher.

The train dispatcher will establish an absolute block in advance of the train.

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 14.7, Reporting Clear of Limits—Delete the following paragraph:

When a hand-operated switch is used to clear the main track, except where Rule 6.13 (Yard Limits) or Rule 6.14 (Restricted Limits) are in effect, advise the train dispatcher of the position of the switch and that the switch is locked when reporting clear of track warrant limits. Train dispatcher shall repeat the reported switch position and employee releasing the limits shall confirm to the train dispatcher this information is correct.

The paragraph following number 5 is changed to read:

In addition, a train using a hand operated switch to clear the main track must comply with requirements outlined in Rule 8.3 (Main Track Switches) before reporting clear of the limits.

GCOR Rule 14.9 A, Transmitting Track Warrants—Is changed 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 dispatchers 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 will be exempt from pronouncing and spelling numbers as indicated in GCOR 2.14.1, Verbally Transmitting and Repeating Mandatory Directives.

GCOR Rule 14.9 B, In Effect—The last sentence is changed to read:

Rules qualified employees may relay track warrants.

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 or releasing a portion of track warrant limits must state:

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

In non-signal 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.

Time Limit Shown

If the track warrant shows a time limit, the train must clear the limits by the time specified, unless another track warrant is obtained. If an employee cannot contact the train dispatcher and the time limit expires, authority is extended until the train dispatcher is contacted.

GCOR Rule 15.2, C, Stop Column—The following new rule is added:

When “STOP” is written in the Stop column, the train must not enter the limits unless instructed by the employee in charge. A red flag or red light may be displayed at the beginning of the limits. A train within the limits at the time the track bulletin Form B takes effect, must not make further movement until instructed by the the employee in charge.

GCOR Rule 15.2, D, Entering Within Limits— The following new rule is added:

Before entering the track governed by the track bulletin Form B from any location other than the beginning of the Form B limits, obtain permission from the employee in charge.

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:

1. “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.

2. “General track bulletin No. ____ is void.”

An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write “Void” across the first page of the general track bulletin being voided.

GCOR Rule 20.0, Occupancy Control System (OCS)
Rule 20.1, OCS for Trains and Engines—The following new rule is added:

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-signalized 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: _____

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:

- AS.....Absolute Signal
- CNT.....Connection
- EBCS..... Eastbound Controlled Signal
- EE..... East End
- EXO..... East Crossover
- NA..... Not 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 1.48, Time—
Dial 8-998-8463 (8-WVV-TIME) or 8-435-6000 to obtain coordinated universal time signal.

Supplemental GCOR and MWOR 2.14 Mandatory Directive—When authorities are repeated precisely as they are transmitted, the Control Operator / Train Dispatcher is able to follow the words when checking the repeat for accuracy. When authorities are not repeated properly, it is more difficult for the Control Operator / Train Dispatcher to follow the repeat process.

Employees are expected to repeat authority precisely as it is recorded on the authority form. All words which are on the form or shown in the examples must be repeated in the proper order and without adding or deleting words.

Employees will be given three chances to repeat an authority properly. If unable to repeat properly after three attempts, the Control Operator / Train Dispatcher will stop the authority and the employee will not be given additional authority until a supervisor has been contacted.

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 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 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.

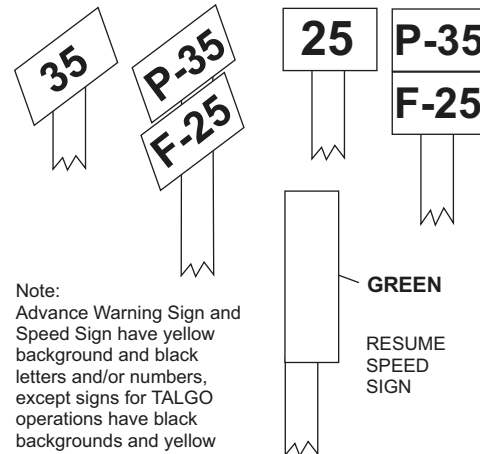
At the end of a reduced speed zone, a train or engine will be governed by a Speed sign displaying a higher speed or a Resume Speed sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed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

ADVANCE WARNING SIGN SPEED SIGN



Note:
Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers, except signs for TALGO operations have black backgrounds and yellow letters and numbers (not shown).

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 Identifying 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.

Other Supplemental Instructions

Track Warrant - Open Switch

[Reference System Special Instructions Item 12(E).]

Requesting Track and Time—The following supplemental instruction added:

The employee requesting track and time will state name, occupation, 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.

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.

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-signaled 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-signaled 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), regarding track warrant (Number), 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? - Over.”

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 of the individual subdivision timetables are in effect for employees governed by the Maintenance of Way Operating Rules when applicable.

MWOR 2.14.2, Before Reporting Clear of Authority Limits—The first sentence and first bullet is changed to read:

Before a field employee reports clear or releases a portion of authority limits, and the Train Dispatcher/Control Operator accepts the information, the following must occur:

- The employee will provide their name or other identification and the authority number to the Train Dispatcher/Control Operator.

MWOR 5.4.1, Temporary Restrictions—In the first paragraph under the heading of “Track Bulletins and Track Warrants” delete that sentence reading:

The location must include the station names located immediately outside the location of the restriction.

MWOR 5.4.2, Display of Yellow Flag—Part A, delete diagram B.

MWOR 5.4.3, Display of Yellow-Red Flag—The first paragraph is changed to read:

Employees may display yellow-red flags from one hour before to one hour after a Form B track bulletin is in effect. During that time the employee in charge may provide a train instructions to proceed without restriction, specifying the Track Bulletin number (specifying line number when necessary) and advising no red flag is displayed.

Part A, delete diagram B.

MWOR 5.13, Blue Signal Protection of Workmen—Under Part A. What a Blue Signal Signifies, add item 5 reading:

5. Controls or devices on rolling equipment that could affect equipment movement (ex. MU cables/hoses, handbrakes, angle cocks, etc.) must not be changed or operated unless directed by individuals who placed the blue signals or by the employee in charge of workmen.

MWOR 6.2.1, Train Location—is changed to read:

MW employees must not receive authority behind a train(s) until the train(s) is passing, or has passed the location where the track will be occupied or fouled. After receiving authority behind a train(s) and before occupying or fouling the track, or using the authority as a method of protection, the employee must establish direct radio contact with a crew member of the train(s) and verbally:

- Confirm train(s) identity by engine initials and number
- Determine train(s) location by MP The employee must use this information to verify the train(s) has passed the location prior to occupying or fouling the track, or using the authority as a method of protection.

When an authority is issued voiding a previous authority and identifying additional train(s) to be followed, movement must stop until direct radio contact is established to ascertain the MP location of the additional train(s). Direct radio contact is not required when employees are occupying the track with authority behind a train(s), and additional authority is received behind the same train(s).

An electronic device cannot be used to ascertain train(s) has passed the location where the track will be occupied or fouled.

MWOR 6.3.1 Main Track Authorization—Under that part titled “Working Limits”, the first bullet is changed to read:

- When receiving an authority that is not “joint”, working limits are considered to be established at the limits of authority. Red flags do not need to be displayed.

Exception: When authority includes only a portion of a CTC Control Point or Manual Interlocking, display a red flag between the rails to indicate the authority limit(s) within the Control Point or Manual Interlocking unless those limits are identified by a field sign (e.g. Track and Time Point, Release Point, etc.)

MWOR 6.3.2 Protection on Other Than Main Track—Delete that part reading:

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

MWOR 6.3.3, Visual Detection of Trains—Part A. Lone Workers, under "Conditions for Use" add the following new 3rd and 6th bullets:

- Visibility is sufficient to observe the entire track segment at the minimum separation distance as specified by the "Statement of On-Track Safety".
- Natural or artificial light and conditions are sufficient to observe approaching trains, engines or on-track equipment at the minimum separation distance as specified by the "Statement of On-Track Safety". Individual train detection is prohibited based solely upon the observation of headlights, ditch lights or markers, such as during conditions of insufficient visibility as affected by darkness or inclement weather.

Part B. Lookouts, under "Conditions for Use" add the following new 3rd and 5th bullets:

- Visibility is sufficient to observe the entire track segment at the minimum separation distance as specified by the "Statement of On-Track Safety".
- Natural or artificial light and conditions are sufficient to observe approaching trains, engines or on-track equipment at the minimum separation distance as specified by the "Statement of On-Track Safety". Train approach warning is prohibited based solely upon the observation of headlights, ditch lights or markers, such as during conditions of insufficient visibility as affected by darkness or inclement weather.

MWOR Rule 6.5—Is amended entirely to read:

6.5 Protecting Leading End of On-Track Movements

When view is restricted in the direction of movement preventing the on-track equipment operator from determining movement can be made safely (e.g., while backing, shoving, etc.), an employee must take an easily seen position on the leading end of the movement or be ahead of the movement to provide protection.

When protection is required, on-track equipment must not be moved until the equipment operator knows who is protecting the movement and how protection will be provided.

Prior to giving a signal or radio instruction to initiate movement, the employee providing protection must ensure switches are properly lined and derails are properly positioned for the intended movement, and no hazards or obstructions exist that will affect safety of the movement.

The employee providing protection shall not engage in any task unrelated to the movement.

When using hand signals:

- A job briefing must first occur to ensure a clear understanding of the signals
- The employee giving hand signals must remain in clear view of the equipment operator
- The equipment operator must immediately stop the movement if the employee providing signals or the light being used for signals disappears from view.

When using radio communications:

- A job briefing must first occur to ensure a clear understanding of the directions to be used as forward or backward movement of the on-track equipment.
- The equipment operator must respond to specific instructions given for each movement.
- Radio communications must specify the direction and distance and must be acknowledged when distance specified is more than four cars.
- The equipment operator must not act on any hand signals other than a signal to stop.

Movement must be stopped within half the distance specified unless additional instructions are received.

When cars or engines are shoved on a main track or controlled siding, movement must not exceed 20 MPH.

When engaged in snow plow operations:

- One common authority may be used by both MW employees and the train crew when all employees are on the equipment,
- Maximum timetable speed applies unless a higher speed is authorized by the employee in charge.
- Employees are relieved from providing visual protection for snow plow being shoved

MWOR Rule 6.11, Mandatory Directive—Is changed to read:

Mandatory directives are written, printed, or displayed authorities or speed restrictions issued by the train dispatcher or control operator.

Mandatory directives are:

- Track warrants
- Track bulletins
- Track and time
- Track permits
- Radio speed restrictions
- Foul time
- OCS

A mandatory directive restricting a train's movement will not be issued near a point where the restriction applies until the engineer or conductor confirms that the train can comply with the restriction.

MW employees must indicate "VOID" on mandatory directives which are made void. Where multiple mandatory directives are recorded on a single form, MW employees must indicate "VOID" on each portion of the mandatory directive form that is released.

MWOR Rule 6.32.2—Part A, in the table, delete that part reading:

NOTE: An equipped flagger is a person other than a crew member who is equipped with an orange vest, orange shirt or orange jacket. At night, the vest, shirt or jacket must be fluorescent. The flagger must have a red flag or stop paddle by day and a light at night.

MWOR Rule 6.50.5, Hy-Rail Limits Compliance System (HLCS)—Is changed entirely to read:

The Hy-Rail Limits Compliance System (HLCS) is a safety system designed to monitor the position of HLCS equipped on-track equipment.

On subdivisions where HLCS is in effect, all HLCS equipped on-track equipment fouling or occupying the track authorized by Track and Time, Track Warrant or Track Permit must be associated with the authority and the system must be activated.

On subdivisions where HLCS is in effect, a briefing between the EIC receiving Track and Time, Track Warrant or Track Permit authority and the control operator / train dispatcher must occur before:

- Initial authority is obtained each calendar day (during the Confirmation of Limits Briefing that occurs just prior to receiving authority)
- First authority is obtained following control operator / train dispatcher shift change
- Permitting additional HLCS equipped on-track equipment to foul or occupy the track, including those of multiple work groups
- First authority is obtained after moving from one control operator / train dispatcher district to another

During the briefing the EIC must include:

- HLCS identification number(s) of all HLCS equipped on-track equipment which will foul or occupy the track using the authority
 - Notification of all non-operational HLCS equipped on-track equipment (by HLCS identification number) which will foul or occupy the track using the authority
- or;
- Information that no HLCS equipped on-track equipment will foul or occupy the track using the authority

Electronic requests of authority via approved electronic devices (e.g., Smart Mobile Client) which include all the required HLCS information satisfy the HLCS briefing requirements.

Except when receiving authority displayed by an approved electronic device (e.g., Smart Mobile Client), HLCS identification numbers of all equipment of the work group that will foul or occupy the track must be listed on the authority form of the EIC.

HLCS identification numbers of all multiple work group's equipment that will foul or occupy the track using the authority of the EIC must be listed on the "Multiple Work Group Using the Same Authority Form" next to the name.

The control operator / train dispatcher must associate all identification numbers of HLCS equipped on-track equipment provided in the briefing with the applicable authority.

Required Visual Display Unit (VDU) Test

The equipment operator must test the LED displays and audible tones of the VDU as soon as practical during each work assignment requiring the HLCS to be activated. To perform this test the equipment must be:

- Communicating with an HLCS capable base station (NET light illuminated)
- Positioned greater than 1.1 miles from either end of authority limits to which the system has been associated
- Stopped when not positioned on track Press the VDU test button once and allow one minute for the system to complete the test cycle.

If the VDU fails the functional test of LED displays and audible tones or any other problems are experienced with HLCS (e.g. tracking issues, radio problems, system is non-operational, etc.), contact the TSOC at (800) 362-9624 to report the system as defective and open a trouble ticket during the work assignment the problem is identified.

Optional HLCS Equipment Position Test

After receiving authority and prior to fouling or occupying the track, the equipment operator may perform the position test to verify the equipment is located within authorized limits. To perform this test:

- Notify control operator / train dispatcher of the intent to perform the HLCS equipment position test
- Position the HLCS equipped equipment within 15 feet of the track for which authority has been provided
- Position the VDU thumb wheel to indicate the track for which authority has been provided
- Activate the HLCS by engaging the steering wheel lock or placing the toggle switch in the on position to simulate that the equipment is on the track

Note: This position test can be conducted only when equipment is off the track and will verify only that the equipment is positioned within the authorized limits. This test does not verify that the equipment is on the correct track.

VDU - EXCEED Indication Procedures

When equipment is outside authority limits, but in immediate proximity to the limits and no movement is evident:

- Move equipment into authority limits
- Contact the control operator / train dispatcher and be governed by their instructions
- Report circumstances to your supervisor

When equipment is within authority limits:

- Check the thumb wheel for proper position
- Contact the control operator / train dispatcher and be governed by their instructions

MWOR 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, High Speed Undercutters, 09-3X Production Tamper, Ballast Distribution Systems 100 & 200, Shoulder Ballast Cleaners 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 7.7—is changed entirely to read:

7.7 Kicking, Dropping or Gravity Movements of Cars

When positioning cars, do not:

- Uncouple cars from moving self-propelled equipment
- Permit cars to move under their own momentum by releasing brakes or uncoupling the cars from other equipment

MWOR Rule 8.2, Position of Switches—Is changed to read:

The employee handling the switch or derail is responsible for the position of the switch or derail in use.

Do not operate a switch that is tagged. If a switch is spiked, do not remove the spike unless authorized by the craft or group that placed it.

Employees handling switches and derails must make sure that:

- Switches and derails are properly lined for the intended route.
- The switch or derail is not operated while on-track equipment is fouling, standing on or moving over the switch points or derail.
- On-track equipment does not foul the adjacent track until the hand-operated switch or derail is properly lined for the intended route.
- When moving over a switch, the switch remains lined for the movement until the on-track equipment has moved beyond the fouling point of the adjacent track.
- When the operating lever is equipped with a latch, they do not step on the latch to release the lever except when throwing the switch.
- The points fit properly and the target, if so equipped, corresponds with the switch's position.
- After locking a switch or derail, they test the lock to ensure that it is secured.

When practical, employees must see that the switches and derails near on-track equipment are lined properly.

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 the employee initially operates the main track switch, switch point lock or derail.
- Time the main track switch, switch point lock or derail is finally restored to the proper position.

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

In non-sigaled TWC or Double Track ABS Territory, when a main track switch is operated for any reason, on track equipment shall:

- Stop short of switch until activity is completed when possible.
- When activity is completed, if authority allows, make a facing point movement over the switch to ensure switch is lined properly for the main track.
- If authority does not allow for a facing point movement over the switch, make a walking inspection of the switch points to ensure proper fit and route.

When a main track switch is operated for any reason and on-track equipment is not being used in non-sigaled TWC or Double Track ABS Territory, a walking inspection of the switch points must be made to ensure proper fit and route.

MWOR Rule 8.3, Main Track Switches—As a second to last paragraph, add:

An employee restoring a hand-operated main track switch to the normal position must remain at the switch location (in view of the switch) until the switch position briefing has been conducted with the employee in charge

MWOR Rule 8.12.1, Independently Controlled Switches (ICS)—New rule added:

Independently Controlled Switches are dual control switches of a crossover which, under certain conditions prescribed by the rules, may be operated independently. At locations identified in the timetable as having ICS, MW employees may request control operator permission to operate one end of a crossover for maintenance or testing purposes only.

MW employees granted permission to operate one end of an ICS crossover for maintenance or testing purposes must not permit trains, engines and on-track equipment to occupy the ICS or the crossover.

Notify the control operator when the ICS has been returned to power.

MWOR Rule 8.14, Conflicting Movements Approaching Switch—The second paragraph is changed to read:

Crossover switches, other than independently controlled switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

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

The control operator may authorize men 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. People or equipment may use the track in either direction within the specified limits, until the limits are reported clear.

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

(* Diagram A remains unchanged)

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

Requesting Track and Time

An employee requesting track and time must provide:

- Employee's name
- Occupation
- Location

When the requested limits are entirely within a control point, or include a control point at either end of the limits, advise the control operator whether or not any equipment or work activity will shunt the track within the control point(s).

When requesting track and time, if communication is lost or an incomplete message is received while the control operator is issuing the authority, 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 or foul the track. The employee requesting track and time must contact the control operator as soon as possible and inform the control operator that the track and time was not received.

Reporting Clear of Track and Time

An employee reporting clear of track and time must provide:

- Employee's name and the name of the employee the authority was issued to if different
- Track and Time number
- Authority limits

MWOR Rule 10.3.4, Record Track and Time—The entire rule is changed to read:

When receiving track and time verbally, the employee will copy the authority granted on the form provided for this purpose, and repeat from the form the authority granted. If the authority is repeated correctly, the control operator will acknowledge with "That is correct."

When receiving track and time using a railroad supplied electronic device designed to request, receive, release or report clear of authority (e.g. Smart Mobile Client) a viewable electronic form of the authority granted is displayed by the device. Employees must use the electronic form to confirm authority limits.

Note: The electronic device graphical display of territory is not to be used for confirmation of authority limits.

MWOR Rule 12.3, Work May Continue While Train is Passing—In the "Rail Relay Gangs Working on the Rail Nearest the Live Track" table, that row reading "Magnet scrap crane":

In the "Continue Working" column, Add: X (Note 4)

In the "Stop Working" column, Delete: X

In the "Rail Relay Gangs Working on the Rail Nearest the Live Track" table, in that part containing Notes 1, 2 and 3, add the following:

Note 4: Magnet scrap cranes equipped with a positive swing stop modification which limits the swing of the crane to prohibit the boom head or load from passing beyond the rail nearest to the live track with track centers of 14 feet or greater may continue to work.

In the "Rail Relay Gangs Working on the Rail Opposite the Live Track" table, that row reading "Magnet scrap crane":

In the "Continue Working" column, add: X

In the "Stop Working" column, delete: X

In the "P811 Gangs Working When Main Frame Operator Side is Opposite the Live Track" table, that row reading "Magnet scrap crane":

In the "Continue Working" column, add: X (Note 1 & 2)

In the "Stop Working" column, delete: X

Add the following to the bottom of the table:

Note 1: You may work only when handling material, e.g. rail, from the side of the track opposite the live track.

Note 2: Magnet scrap cranes equipped with a positive swing stop modification which limits the swing of the crane to prohibit the boom or grapple head from passing beyond the rail nearest to the live track with track centers of 14 feet or greater may continue to work.

In the "Tie Gangs Working (Except THS 2000)" table, that row reading "Magnet scrap crane":

In the "Continue Working" column, add: X (Notes 2 & 4)

In the "Stop Working" column, delete: X

In the "Tie Gangs Working (Except THS 2000)" table, Notes 2 and 4 are changed to read:

Note 2: You may work only when handling material or, inserting or removing ties from the side of the track opposite the live track.

Note 4: Tie cranes and Magnet scrap cranes equipped with a positive swing stop modification, which limits the swing of the crane to prohibit the boom or grapple head from passing beyond the rail nearest to the live track with track centers of 14' or greater may continue to work. Tie cranes must not be used to load or unload ties from push cars.

The table titled "THS 2000 Tie Gangs Working" is deleted in its entirety.

MWOR Rule 14.12, Voiding Track Warrants—The entire rule is changed to read:

An employee must inform the train dispatcher when people and equipment have cleared the limits. Before reporting clear of a track warrant, voiding a track warrant or a releasing a portion of track warrant limits, hand-operated main track switches within the authority limits must be restored to the normal position.

An employee releasing a portion of, or reporting clear of a track warrant must provide the following:

- Employee's name
- Track warrant number
- Authority limits
- Time the limits were cleared

When reporting clear of a track warrant, the track warrant is made void or a portion of track warrant limits are released, the employee will job brief with the train dispatcher about the position of main track switches and those switches operated are locked within the limits, referencing completion of the "Position of Switch/Derail" form or indicating no entries required.

When the employee in charge uses a hand-operated switch to clear the main track and restores the switch to normal position, the employee in charge must remain at the switch location (in view of the switch) until the track warrant has been reported clear.

Employees must write "VOID" across each copy of the track warrant when reported clear of the limits or when the track warrant has been made void.

Glossary Term, Flagger—Is changed entirely to read:

Flagger

A person providing warning for highway or pedestrian traffic approaching malfunctioning crossing devices. Flaggers must wear enhanced visibility work wear and be equipped with a STOP/SLOW paddle. Flaggers must also be equipped with a red coned traffic baton flashlight at night.

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

ABTH Rule 100.10, Initial Terminal and Road Air Brake Test (Class 1 Air Brake Test)—Under A. Requirement for Test, After the second bullet point, add the following note:

Note: Repositioning a car or a solid block of cars within a train for any reason is considered the same as removing and/or adding a car or solid block of cars.

ABTH Rule 100.10, Initial Terminal and Road Air Brake Test (Class 1 Air Brake Test)—Under "Interchange Trains" the first two paragraphs are replaced with the following:

Crews accepting interchange trains from foreign railroads must be provided a Class 1 Inspection record for that train. That record must be maintained in the controlling locomotive cab to destination. Prior to departure or as soon as possible thereafter, train crews must contact the NOC Mechanical Desk to report the information documented on foreign railroad inspection forms. NOC Mechanical will enter that information into the BNSF database, which may be used to produce paperwork for other crews handling this train.

When a foreign railroad does not provide the required Class 1 Inspection record, the train crew must contact NOC Mechanical Desk prior to departure and be governed by the manager's instructions.

Class 1 Inspection records must be provided to foreign railroads when BNSF trains are delivered in interchange. Exception: Unless otherwise instructed, Cycle trains returning to BNSF in interchange only require the Class 1 Inspection record described above.

ABTH Rule 100.10.1, Trains Designated as "Extended Haul"—Delete the following:

- Any set out en route must be given an inbound inspection by a Qualified Mechanical inspector.
- Train must be given inbound inspection by a Qualified Mechanical inspector at 1,500 mile intermediate inspection points.

ABTH Rule 102.11, Powered Axle Limitation—Is deleted entirely.

ABTH Rule 100.13, Running Air Brake Test—Replace the first paragraph under Brakes Not Operating Properly with:

If the train brakes are not operating properly, stop the train immediately utilizing all available braking including dynamic braking, a full service brake application and, if necessary, an emergency brake application:

ABTH Rule 102.14, Emergency Application Capability from Rear of Train—Under "A. Requirements" the third bullet point is changed to read:

- Locals, road switchers, work trains and yard assignments (includes transfer jobs) are exempt from this requirement provided they are operated over a distance that can normally be operated by a single crew in a single tour of duty, and if exceeding 4,000 tons, do not operate over grades as follows:
 - 2% grades or more listed in BNSF System Timetable, Item 2(A).
 - 1% grades or more that exceeds 3 miles (refer to grade chart for subdivision found in division timetable).

Note: Exemption does not apply to through freight trains. If the train brakes are not operating properly, stop the train immediately utilizing all available braking including dynamic braking, a full service brake application and, if necessary, an emergency brake application.

ABTH Rule 103.2.1, Dynamic Brake Limitations—Add the following new paragraph to the Exception in No. 1:

Trains may be operated with as many as 32 dynamic brake axles in the lead locomotive consist provided:

1. The first 25 cars are conventional cars weighing a minimum of 100 tons each,
2. Or, if handling intermodal equipment, the first 25 platforms are solid loaded double-stack type equipment (car code(s) - QY, QV, QW, QX, QT, QU and QK),
3. Or, a combination of both types of equipment are in the first 25 cars/platforms.

ABTH Rule 103.7.1, Operating on a Grade—Number 2 is changed to read:

When conditions warrant, use all available braking power. If you are not sure that a service brake application will control the speed of the train, make an emergency brake application.

ABTH Rule 103.8, Emergency Brake Applications—The first sentence is changed to read:

When conditions warrant, use an emergency brake application if any condition occurs in which there is doubt that service applications can control train speed and anytime maximum authorized speed is exceeded by 5 MPH or more.

ABTH Rule 103.8.2, Emergency Brake Application by Crew Member—The first paragraph is changed to read:

When conditions warrant, use an emergency brake application when:

- Life, personal injury or property damage is imminent.
- The engineer cannot be informed to reduce train speed or stop the train, or
- The engineer does not respond to warnings or signals to reduce train speed or stop the train.

ABTH Rule 106.1, Regulating Horsepower per Ton—Is changed entirely to read:

Train and engine crews are required to isolate or shut down units (when ambient temperatures allow) to get as close to and without going below the scheduled Horsepower per Ton (HPT) as identified on the train list and/or train profile. When train list or profile does not indicate scheduled HPT, consider 2.5 HPT as the scheduled HPT unless otherwise instructed by dispatcher.

Exceptions:

- Empty Bulk Commodity Unit Trains, as defined in ABTH glossary, including those operating with DP, must not operate with more than 9000 working horsepower on-line.
- On DP trains, excluding Empty Bulk Commodity Unit Trains, isolate excess trailing units within lead consist only. Refer to maximum RPA restrictions and RPA differential limitations between lead and remote consist(s) as described in SSI 47(A).
- Locomotives equipped with Dynamic Brake (DB) only mode may utilize this feature to maintain up to maximum allowed dynamic brake capability while complying with HPT requirements for fuel conservation. Refer to ABTH 103.2.1 - Dynamic Brake Limitations.
- Locomotives not equipped with DB only mode are not required to be isolated or shutdown if locomotive consist will exceed 400 tons per operative dynamic brake axle.
- Trains with expedited service needs may receive verbal instructions from dispatcher permitting a higher HPT than originally scheduled and indicated on train profile.

Crews must accurately report locomotives isolated for HPT requirements. Voice Train Reporting (VTR) must be used to report:

1. Any change made to a locomotive's operational status at the train's originating terminal or when any changes are made en route, whether isolated, shut down, dynamic brake only, or Engine Control Switch placed back to RUN.
2. Any correction needed to current train profile due to incorrect locomotive isolation status information.

Note: Crews must accurately report locomotives isolated for these HPT requirements. A crew member must report to the NOC Mechanical Desk when any change is made to a locomotive's isolation status at the train's originating terminal or when any changes are made en route due to a change in train's HPT or changes to a locomotive consist - whether isolated, shut down, dynamic brake only, or Engine Control Switch placed back to RUN. In addition, a crew member must report to the NOC Mechanical Desk any correction of incorrect locomotive isolation information on the current train profile. Locomotive(s) within your consist equipped with Automatic Engine Start/Stop Systems (AESS) do not relieve you from the responsibility of reducing horsepower as outlined in this rule. When selecting locomotives to shut down or isolated in compliance with this rule, locomotives not equipped with AESS should be shut down or isolated as required first before selecting locomotives equipped with AESS to be ISOLATED.

ABTH Rule 106.2, Isolating or Shutting Down Locomotives En Route—Item 1. is changed entirely to read:

1. Temperature 40 degrees F or above - locomotive must be shut down; do not drain.

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

ABTH Rule 106.3, Shut Down Requirement for Locomotives Not Being Utilized— After the 3rd paragraph, add the following paragraph and note:

Do not defeat or disable AESS/Smart Start systems on locomotives equipped with this feature. Using the AESS "override" feature on equipped locomotives is not considered disabling or defeating the AESS system. If an AESS/Smart Start system becomes defective en route, you may disable the system provided mechanical desk is notified in order to record a defect. A locomotive defect tag must be placed on the isolation switch of the affected locomotive, indicating a defect.

Note: Lead locomotives without an "override" feature may be disabled for the purposes of keeping air conditioning or heating operable while occupied.

ABTH Rule 106.7, Speed Reduction for Fuel Conservation — Add the following:

Trains operating between Chicago and Los Angeles on the following Subdivisions:

Chillicothe, Marceline, Emporia, Panhandle, Hereford, Clovis, Gallup, Seligman, Needles, Cajon, San Bernardino, Mojave, Bakersfield and Stockton or:

Between Chicago and Seattle/Tacoma on the following Subdivisions: Chicago, Aurora, Lacrosse, St Croix, St Paul, Midway, Staples, KO, Glasgow, Milk River, HI Line, Kootenai River, Columbia River, Scenic, Lakeside, Fallbridge and Seattle:

Must not exceed power throttle 5 when traveling at a speed over 55 MPH. Trains with a maximum authorized speed greater than 55 MPH may operate to their maximum speed if able to obtain that speed without the use of power throttle greater than notch 5. Freight train with symbols "Z" 8 or 9 and passenger trains are exempt.

Exception: Q/S/M/H trains between Chicago and Los Angeles and between Barstow and Richmond must not exceed power throttle 5 when train speeds are above 50 MPH. Q/S/M/H trains equipped with GE Trip Advisor, initialized and functioning may operate at 55 MPH with power throttle 5 limitation.

Note: Trains with expedited service needs may receive verbal instructions from the dispatcher permitting exemption from these speed reduction/ throttle limiting rules.

ABTH Rule 106.9, Energy Management Systems—Is added: 106.9 Energy Management Systems

Energy Management Systems (EMS) are onboard programs placed on select locomotives to assist engineers in operating trains in a more fuel efficient manner. EMS uses GPS to synchronize train location along with track characteristics such as grades, track curvatures, speed limits (permanent/ temporary) and identify Form B work zones. The onboard programs calculate a trip plan that maximizes fuel efficiency while controlling in train forces.

BNSF utilizes three Energy Management Systems; Trip Advisor (TA), Trip Optimizer (TO) and LEADER. Train profiles identify locomotives equipped with EMS. TA/TO is utilized on GE locomotives and LEADER is utilized on EMD locomotives.

Trip Advisor and LEADER are “prompting” systems. Once a trip plan is calculated, engineers will be prompted on the appropriate throttle and dynamic brake positions to maintain the calculated trip plan.

Trip Optimizer is a system that while engaged, will manipulate throttle and dynamic brake positions automatically executing the calculated trip plan.

Engineers that have received the required training on these systems must initialize EMS equipped locomotives and utilize them to the fullest extent possible during their trip.

Any failure of the system, during initializing or en route, must be reported to the Mechanical Desk and Manager Operating Practices of Fuel (MOP) for the territory. MOP contact information can be found in Division specific General Notice.

Glossary, Empty Bulk Commodity Unit Train—is changed entirely to read:

A train made up entirely of similar car types used to haul coal, grain, ore, potash, molten sulfur, soda ash, phosphate, rock, oil, ethanol, taconite or other bulk commodities. This includes empty tank car trains with loaded buffer car(s) placed at either end of the train where locomotive(s) are present

Glossary, Loaded Bulk Commodity Unit Train—is changed entirely to read:

A train made up entirely of similar car types weighing no less than 100 tons each, loaded with coal, grain, ore, potash, molten sulfur, soda ash, phosphate, rock, oil, taconite, or other bulk commodities. This includes loaded ethanol tank car trains containing loaded buffer cars. Trains with any cars weighing less than 100 tons are not considered loaded bulk commodity unit trains in the application of train make up rules and/or in the application of GCOR 6.23 regarding visual inspection after an emergency stop or severe slack action.

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:

- 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-6.6.1, General Requirements—Add the following as first and second bullets:

- Prior to use, operator must inspect all cylinders, hoses, fittings, regulators and torches.
- Follow proper oxy-fuel gas equipment assembly, leak testing, torch lighting and shut-down procedures as outlined in the Department Safety Processes and/or posted instructions.

MW Rule S-6.7.2, Welding Hoses—Add: Note: Roadway Equipment mechanics may use 1/4-inch oxygen/acetylene hoses.

MW Rule S-7.3.2, Jacks (Other Than Track Jacks)—The title of the rule is changed to read:

S-7.3.2 Jacks

After the first paragraph, add:

Exceptions: Track jacks and roadway equipment jack stands.

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

MW Rule S-7.8.2, Claw Bar—Item 2 is changed to read:

2. Use a spike lifter if you cannot get the claw under the spike head. A claw bar is not a struck tool.

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-8.3.1, Vehicle Requirements—Is changed to read:

Required safety equipment on yard vehicles must be functioning and used when vehicle is operated on the facility. This includes strobes or oscillating lights, headlights, taillights, and brake lights, turn indicators, and windshield wipers.

All personnel operating within an intermodal facility must comply with the following chassis deflector policy. Service Partners must not use private vehicles in place of company vehicles. All pick-up trucks, vans, step vans, and other specialized vehicles permanently assigned, or work on the facility daily (i.e. Trailer repair, Tire repair, Lift equipment repair, Crew haulers, Facility maintenance, etc.) must be equipped with chassis deflectors. Other vehicles will not be allowed on the Intermodal property at any time unless the driver of the vehicle is issued a “Facility Authorization Pass” which will identify the authorized vehicle. The “Facility Authorization Pass” must be visible through the front windshield of the vehicle whenever on the facility property. BNSF Hub Management must use careful consideration before an authorization pass is issued, and drivers must be properly trained in the Hub Safety rules. Vehicles can be limited to specific routes within the Hub, particularly when workers must drive a private vehicle to their workplace within the Hub property. Authorized vehicles, which are limited to a specific route within the Hub, cannot be used to drive to any other location within the facility.

MW Rule S-8.3.2, Vehicle Operations—The following 4th bullet is added:

- All unattended vehicles must place standard transmission in low gear or automatic transmission in park, with engine shut off.

MW Rule S-8.4, Check Point Ingate / Outgate Procedures—Is changed to read:

All BNSF checkpoints will be designed as outlined below. The driver and inspector must comply with the following procedures:

1. Establish an area 35 feet from the inspection lane, and declare this area the safe clearance zone between trucks and inspection lane. A three feet wide area will be painted RED across each lane.

Exceptions:

South Seattle, Billings, Dilworth - (No safe zone required not manned)

St. Paul, Spokane, Portland - (15 feet from the inspection lane)

San Bernardino - (KISOK out-gate 15 feet from the inspection lane)

Rancho East & West - (10 feet from the inspection lane)

Los Angeles main yard, Lot 8, Lot 9, and Lot 11; Bell Lot; Commerce Lot - (30 feet from inspection lane)

Fresno - (25 feet from inspection lane)

2. Stop signs will be posted at this area in each check lane and the ground stenciled with the word STOP (painted in WHITE) across the lane. Drivers will be required to turn truck engines off while at the Inspection stop signs or painted stop bars on pavement in the checkpoint lanes. Each facility should add “Turn Engine Off” signs to current stop bars or stop signs, effectively immediately.
3. Mounted on the pole below the stop sign will be a white sign with black lettering stating: “WAIT FOR SIGNAL TO MOVE FORWARD”.
4. Cones with a height of 48 inches will be placed in the middle of each check lane and removed only by the inspector that signals a vehicle to pull forward. When the vehicle is stopped, the inspector will replace the cone back into the middle of the check lane. This procedure is repeated each time an inspection is to be performed.

Inspectors will not enter the inspection lane until the truck engine is turned off for the unit to be inspected, and the truck engine is turned off for the truck at the stop sign or stop bar in the first queuing position behind the inspection lane. The inspector will instruct drivers when they can re-start their tractors and proceed. The cone shall remain in the lane until the inspector removes it.

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

- 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—Is changed to read:

When working from a boom-mounted basket or bucket:

- 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.

- The lanyard must be secured to an anchor point designed and designated by the manufacturer for this use.
- Do not attach the lanyard to a pole, piece of equipment, or any other structure.
- Do not allow the platform to rest on or against any structure or equipment while working from the platform, unless this practice is permitted based on the manufacturer's operating manual for the unit.
- Do not climb in or out of an elevated basket or bucket, unless it is equipped with a door or a gate and the lift is positioned to provide safe access.
- On equipment designed primarily as personnel carriers, use only equipment with upper and lower platform controls where the lower controls can override the upper controls.
- Personnel using fall arrest or restraint equipment must attend appropriate training.

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—The following new rule is 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—The following new rule is 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-11.9.1, Speed and Movement Restrictions—Is changed to read:

When operating a forklift:

- Reduce speed and sound the horn when rounding corners or passing by or through doorways or congested areas.
- Watch for and avoid contact with overhead and side obstructions and overhead wires.
- Make sure the way is clear before moving in any direction.
- Bring a forklift to a complete stop before reversing direction.
- Look in both directions before crossing tracks. Where possible, cross diagonally.
- Operate the forklift backwards if the load obstructs your view.

MW Rule S-12.1.1, General Requirements—Is changed to read:

Every company vehicle driver must:

- Know and obey local, state, and federal laws and regulations for operating vehicles, both on and off company property.
- Comply with all rules and procedures listed in the BNSF Company Vehicle Policy and Procedure Manual for operating company or temporary replacement vehicles.
- Possess and carry a valid current driver's license.
- Complete a vehicle log and inspection form, if applicable.
- Ensure that necessary emergency equipment, tools, and a fire extinguisher are in the vehicle and in good condition.
- Use headlights any time the vehicle is moving.
- Not exceed the manufacturer's specifications for speed.
- Operate the motor vehicle in a careful and safe manner.
- Immediately stop operating company vehicles and notify your supervisor if license or permit is suspended, revoked, or restricted.

Commercial Motor Vehicle (CMV) Restrictions

While driving, the operator of a CMV must not:

- Use a hand-held mobile telephone for voice communication
- Dial or answer a mobile telephone by pressing more than a single button
- Manually enter or read text from an electronic device (e.g. e-mailing, instant messaging, accessing a Web page or perform any electronic text retrieval or entry).

MW Rule S-12.2, All Terrain Vehicles (ATVs)—The third bullet is changed to read:

- Employees must wear helmets that meet the DOT Standard 218 "Motorcycle Helmet" when operating ATVs. These DOT helmets are not to be worn as head protection in overhead hazard areas such as under craneways or when people are working above others. In these areas, hard hats are required.

Delete the note reading:

Note: ATV operators may wear DOT helmets or approved bicycle helmets in lieu of hard hats while performing job duties such as lacing air or coupling cars. Hard hats shall be worn for overhead hazard activities such as welding, climbing under cars, or replacing brake shoes.

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-13.1.3, Tracks, Part A. Crossing Tracks— Following the last bullet item add:

While within the limits of a designated mechanical facility, when crossing between standing equipment that is not under blue flag protection.

Employee may cross within 25 feet of standing equipment, provided:

1. Speed limits for all equipment on the track is 5 MPH or less, and;
2. Check for movement is made prior to crossing track, and;
3. Distance is sufficient to allow safe passage should there be unexpected movement, and;
4. Designated walkways are used, when available.

MW Rule S-13.1.5, Riding In or On Moving Equipment—Is changed to read:

Ride cars or equipment only if necessary and if you have determined that you can do so safely.

A. Determining Whether to Ride

When determining whether cars or equipment should be ridden, consider:

- Alternatives such as repositioning locomotive to pull instead of shove freight cars, vehicle transportation, repositioning of crew members or utilizing other employees to complete the task without having to ride moving equipment.
- Designs and configurations of freight cars and equipment that may make them unsuitable to ride.
- Selecting or repositioning other freight cars to ride.
- Your physical capabilities and limitations.
- The amount of slack in the train or switch cut.
- Applicable operating and safety rules.

When equipment will be ridden:

- Notify the engineer.
- Proceed only after the engineer has acknowledged that you are going to ride.
- Complete any couplings from the ground after the movement is stopped.

If track condition cannot clearly be observed because of debris (e.g. snow, ice, water, grain, mud, etc.) do not ride or knowingly allow others to ride on either side of equipment or engine exterior.

When snow and ice are observed building up on portion of tracks to be used, particularly at road crossings, locomotive(s) must precede movement on that portion of track before cars can be ridden into those tracks.

Close/No Clearance and Close Track Center Restrictions

Employees must not ride or knowingly allow others to ride the close/no clearance side of equipment at the location where close/no clearance exists, under any of the following conditions:

- Between a structure and a moving car or engine.
- Through gates or doorways (gates or doors must be secured in the open position).
- Into, out-of or within enclosed buildings. (Employees must precede the movement, if safe to do so, before entering enclosed buildings. Movements must only be made on that employee’s signal within a building).
- When it cannot be visually determined that equipment on an adjacent track is in the clear or behind the clearance point.
- On industry tracks at locations where signs may be placed, advising of close/no clearance.
- At locations that have been identified by timetable or special instructions as having a close/no clearance condition.
- At locations that have been identified by timetable or special instructions as having close track centers unless that portion of adjacent track is known to be clear.

B. Riding In or On Any Cars

Comply with these requirements and restrictions for riding in or on moving equipment:

- Do not ride or knowingly allow others to ride on the end platform of other than tank cars as specified in this rule or end ladder of any freight car.
- Ride only if hand holds and stirrup configuration allow for a firm grip and erect and normal body position.
- When riding equipment, maintain a three-point contact with the equipment at all times.
- Do not ride on or knowingly allow others to ride any part of the coupler apparatus, center sill, side sill, end sill, or framework.
- Do not ride inside or knowingly allow others to ride inside a car loaded with lumber, pipe, or other materials susceptible to shifting upon slight impact. When a flat car load of this is involved, do not ride between the end of the adjacent car and the load.
- Protect against slack action. When duties require you to stand or move about, brace yourself and hold on firmly.

When moving from one freight car to another, after stopping, get down and walk to next car and then get on.

C. Riding In or On Flat Cars

When any type of flat car is involved:

- Ride the side of the flat car only if the car is equipped with a hand hold extending at least 18 inches above the deck of the car.
- Ride on the deck of an empty flat car, or on a TOFC/COFC flat car with an empty stanchion or table, only if you can:
 - Mount the car safely and kneel or sit as near as possible to the center of the car or the empty space.
 - Face the direction of movement.
 - Maintain a kneeling or sitting position before the equipment moves and until the equipment stops and the slack has adjusted.
- Do not walk or ride between trailers or containers loaded on flat cars.
- Do not place your hands or other parts of your body where trailers or bridge plates could move and cause injury when riding loaded TOFC/COFC flat cars.

D. Riding On Drop-End Gondolas

On a gondola equipped with drop ends, do not hold on to the end post, or sit or stand near the end door.

E. Riding Tank Cars

When riding any type of tank car:

- Do not ride on any part of the coupler apparatus, center sill, side sill, end sill, or framework.
- Do not ride with both feet on the horizontal grab iron.
- Do not ride the middle ladder intended for man way access.

For trailing moves:

- Ride with both feet in the stirrup; or
- Ride with one foot in the stirrup and one foot on the horizontal grab iron; or
- Ride with one foot in the stirrup and one foot on the end platform.
 - If car to be ridden is the last car of the trailing move and is a tank car, you may ride the trailing end with both feet on the end platform positioned between outer edge of car and the car's wheel, facing direction of movement.

For shoving moves:

- Ride with both feet in the stirrup; or
- Ride with one foot in the stirrup and one foot on the horizontal grab iron; or
- Ride with one foot in the stirrup and one foot on the end platform.

F. Riding Engines

When necessary to ride engine exterior:

- On platforms or walkways, do not extend any part of the body beyond the exterior edge on either side of the engine (for example, do not lean out to obtain fuel reading, inspect engine, etc.).
- Movement must not exceed 20 MPH

MW Rule S-13.6.2, Hand Brakes On Moving Cars—The entire rule is changed to read:

Except in an emergency, do not operate hand brakes on moving cars.

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—The following new rule is 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-17.1.4, Chain Slings—The first sentence is changed to read:

Chain slings used for overhead lifting must be constructed of Grade 8 or greater alloy steel.

MW Rule S-17.2.5, Power Line Clearance—Under Clearances for Cranes or Other Equipment in Transit Near Power Lines, change:

0.78 KV - 50 KV 6 feet

To:

0.75 KV - 50 KV 6 feet

MW Rule S-17.2.5, Power Line Clearance— That paragraph reading:

If power line voltage clearance requirements cannot be met, then ensure that a power company official de-energizes and grounds the power lines before any part of the crane or load enters the clear zone.

Is changed to read:

If power line voltage clearance requirements cannot be met, then ensure that a power company official de-energizes and grounds the power lines before any part of the crane or load enters the clear zone, or takes equivalent actions that comply with applicable regulatory requirements.

MW Rule S-17.5.2, Guiding the Load—The paragraph titled "Exception", is changed to read:

Exceptions:

1. When necessary for precision placement and following risk assessment, gloved hand or hands may be used to guide a load into final position provided that no part of the body is placed between the load and any obstruction that would create a pinch point.
2. Risk assessment may determine that it is preferable from a safety standpoint to have the crane/equipment operator control the load without the use of ground personnel manning taglines or the equivalent. All personnel and equipment would remain in the clear until precision placement.

MW Rule S-17.5.3, Rail Handling—Add the following new rule:

Before rail is being loaded or unloaded, verify rails on racks are individually tied down. Only the rail being handled should be unsecured.

On boom trucks, verify during risk assessment that hydraulic cylinders or other components of the crane will not strike racks or material on racks during loading or unloading operations.

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 2nd bullet is changed to read:

Safety glasses with permanently mounted side shields and authorized by BNSF. Authorized tints for safety glasses are: Rose #1 and 2 and Grey #1 indoors and Rose #1 and 2 and Grey #1, #2 and #3 outdoors. Eye protection may need to be upgraded depending upon the work to be performed or exposure to that work.

MW Rule S-21.1, PPE Requirements—The 6th, 7th and 8th bullets are changed to read:

- Enhanced visibility workwear is to be worn in accordance with the below-listed specifications. Enhanced visibility workwear is defined through this rule as an American National Standards Institute (ANSI) Class II or III garment that is orange in color, with retro-reflective striping.
- Acceptable items of enhanced visibility workwear: vest, tee-shirt, jacket, sweatshirt or rainsuit.
 - All items of enhanced visibility work wear must, as a minimum, meet National Fire Prevention Association (NFPA) 701 requirements.
 - Enhanced visibility garments meeting the American Society for Testing and Materials (ASTM) 1506 standard are to be worn as outer garments when performing, or within the established “circle of safety” of hot work operations.
 - Enhanced visibility garments must be specifically rated for electrical work and meet applicable National Fire Prevention Association (NFPA) 70E requirements. Synthetic garments are not to be worn underneath such garments.
 - American National Standards Institute (ANSI) Class III workwear is required to be worn by the flagger when highway flagging at night or when highway flagging operations are performed on roadways where posted speeds are 50 MPH or greater.
- Enhanced visibility workwear must be worn as an outer garment, not partially covered by overalls, etc. Enhanced visibility garments are to be replaced when they become faded or dirty to the point where they no longer function as an enhanced visibility garment.

Exception: When climbing poles or towers fall protection may be worn over enhanced visibility workwear, as needed, to facilitate rescue.

MW Rule S-21.1, PPE Requirements—Add an 11th bullet reading:

- For personal hygiene reasons items of personal protective equipment (PPE), excluding fall arrest equipment and items that may be sanitized between users based on manufacturer’s instructions, are not to be shared.

MW Rule S-21.1, PPE Requirements— Add the following twelfth bullet (just prior to “Exceptions”):

- Personnel working within the “circle of safety” of a tool or equipment operation must wear the same level of PPE as the user/operator, except when the operator is in an enclosed cab with doors and windows closed and not required to wear a hard hat. Personnel outside the cab must wear a hard hat.

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 inside roadway equipment with an enclosed cab with doors and windows closed,
 - 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-21.2.2, Safety Boots—Delete the following 7th bullet:

- Chemical Resistant

MW Rule S-21.2.4, Anti Slip Winter Footwear—The following new rule is 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:

Elastomeric Facepiece Models

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-21.5.2, Use of Hearing Protection During Energized Electrical Work—Add:

S-21.5.2 Use of Hearing Protection During Energized Electrical Work

Ear canal inserts are to be worn when performing any inspection or maintenance work on energized electrical systems or equipment.

MW Rule S-21.30, Personal Protective Equipment and Clothing Chart—Is changed to read:†

MW Rule S-21.31, Eye and Face Protection Chart—Is changed to read:†

MW Rule S-21.32, Work Glove Chart—Is changed to read:†

MW Rule S-26.3.1, Medical Requirements—Is deleted entirely.

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.

MW Rule S-40.0, Glossary—Delete that part reading:

Gravity switch move: A switching maneuver whereby gravity causes a stationary car to roll when the hand brake is released rather than being propelled by an engine.

†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/mwsafetyrevisedpages.html>

TY&E Safety Rules Amendments

TY&E Rule S-1.2.10, "Bill of Rights" Relative to Employees Riding in Transport Vehicles—The 2nd paragraph is changed to read:

A large percentage of our employees are transported to and from various locations. To ensure safety issues are addressed while transporting in vehicles, all employees are empowered to take the necessary steps to ensure a safe workplace for ourselves and our co-workers. Exercise the following rights with regard to riding in transport vehicles.

Right 3 is changed to read:

Expect the vehicle to be parked in the most accessible, safest location closest to the passenger pick up/drop off location. Consider the surrounding area and vehicle clearances when positioning the vehicle. When practical, stop the vehicle off any public roadways.

Right 5 is changed to read:

Expect the vehicle to be positioned, when possible, to avoid backup movement. When necessary to back a vehicle with BNSF employees as passengers, expect the driver to request assistance by positioning a crew member or other employee outside the vehicle, near the back of the vehicle to guide the movement. Prior to backing a vehicle, the driver and all passengers will conduct a safety briefing to ensure that employees remain clear of the expected movement.

Right 6 is changed to read:

During hazardous weather conditions, expect the driver to not use cruise control, and have the necessary traction devices, studs or chains, when weather requires and allowable by law. If weather reports or actual conditions indicate it is not safe to do so, travel may be canceled or delayed. Immediately notify the dispatcher and your supervisor if the trip is canceled or delayed.

Right 7 is changed to read:

Expect that the driver will not be distracted from driving by such things as eating, drinking or operating electronic devices.

Right 8 is changed to read:

Expect every van used to transport employees between stations to have a functional two-way radio, which could be a crew member's pack-set, tuned to the appropriate railroad frequency.

Right 9 is changed to read:

Expect that the driver will require all employees to have seat belts on before the vehicle is moved, and will stop the vehicle when the driver is aware that seat belts are removed by any occupant. We cannot safely rely on the driver assuring that all employees remain buckled up after the vehicle is in motion. As co-workers, we are obligated to constantly remind each other to wear seat belts where required and to follow all rules that pertain to our work place.

Right 12 is changed to read:

Our employees are empowered with the right to refuse to be transported in an unsafe vehicle or be driven by a driver who does not meet the aforementioned criteria. The sole responsibility of our safety cannot rest on just the driver.

Right 9 is deleted in its entirety.

Current Rights 10, 11, 12 and 13 are re-numbered as 9, 10, 11 and 12.

TY&E Rule S-1.4.10, Lights or Lanterns—The following new rule is added:

At night or when visibility is limited:

- Crew Members (except engineers) must use a railroad supplied lantern.
- Remote Control Operators must use a railroad supplied lantern or railroad supplied hands-free lighting device.
- Locomotive Engineers must use a flashlight or railroad supplied lantern.

TY&E Rule S-8.3.1, Vehicle Requirements—Is changed to read:

Required safety equipment on yard vehicles must be functioning and used when vehicle is operated on the facility. This includes strobes or oscillating lights, headlights, taillights, and brake lights, turn indicators, and windshield wipers.

All personnel operating within an intermodal facility must comply with the following chassis deflector policy. Service Partners must not use private vehicles in place of company vehicles. All pick-up trucks, vans, step vans, and other specialized vehicles permanently assigned, or work on the facility daily (i.e. Trailer repair, Tire repair, Lift equipment repair, Crew haulers, Facility maintenance, etc.) must be equipped with chassis deflectors. Other vehicles will not be allowed on the Intermodal property at any time unless the driver of the vehicle is issued a "Facility Authorization Pass" which will identify the authorized vehicle. The "Facility Authorization Pass" must be visible through the front windshield of the vehicle whenever on the facility property. BNSF Hub Management must use careful consideration before an authorization pass is issued, and drivers must be properly trained in the Hub Safety rules. Vehicles can be limited to specific routes within the Hub, particularly when workers must drive a private vehicle to their workplace within the Hub property. Authorized vehicles, which are limited to a specific route within the Hub, cannot be used to drive to any other location within the facility.

TY&E Rule S-8.3.2, Vehicle Operations—The following 4th bullet is added:

- All unattended vehicles must place standard transmission in low gear or automatic transmission in park, with engine shut off.

TY&E Rule S-8.4, Check Point Ingate / Outgate Procedures—Is changed to read:

All BNSF checkpoints will be designed as outlined below. The driver and inspector must comply with the following procedures:

1. Establish an area 35 feet from the inspection lane, and declare this area the safe clearance zone between trucks and inspection lane. A three feet wide area will be painted RED across each lane.

Exceptions:

South Seattle, Billings, Dilworth - (No safe zone required not manned)

St. Paul, Spokane, Portland - (15 feet from the inspection lane)

San Bernardino - (KISOK out-gate 15 feet from the inspection lane)

Rancho East & West - (10 feet from the inspection lane)

Los Angeles main yard, Lot 8, Lot 9, and Lot 11; Bell Lot;

Commerce Lot - (30 feet from inspection lane)

Fresno - (25 feet from inspection lane)

2. Stop signs will be posted at this area in each check lane and the ground stenciled with the word STOP (painted in WHITE) across the lane. Drivers will be required to turn truck engines off while at the Inspection stop signs or painted stop bars on pavement in the checkpoint lanes. Each facility should add "Turn Engine Off" signs to current stop bars or stop signs, effectively immediately.

3. Mounted on the pole below the stop sign will be a white sign with black lettering stating: "WAIT FOR SIGNAL TO MOVE FORWARD".
4. Cones with a height of 48 inches will be placed in the middle of each check lane and removed only by the inspector that signals a vehicle to pull forward. When the vehicle is stopped, the inspector will replace the cone back into the middle of the check lane. This procedure is repeated each time an inspection is to be performed.

Inspectors will not enter the inspection lane until the truck engine is turned off for the unit to be inspected, and the truck engine is turned off for the truck at the stop sign or stop bar in the first queuing position behind the inspection lane. The inspector will instruct drivers when they can restart their tractors and proceed. The cone shall remain in the lane until the inspector removes it.

TY&E Rule S-12.1.1, General Requirements—Is changed to read:

Every company vehicle driver must:

- Know and obey local, state, and federal laws and regulations for operating vehicles, both on and off company property.
- Comply with all rules and procedures listed in the BNSF Company Vehicle Policy and Procedure Manual for operating company or temporary replacement vehicles.
- Possess and carry a valid current driver's license.
- Complete a vehicle log and inspection form, if applicable.
- Ensure that necessary emergency equipment, tools, and a fire extinguisher are in the vehicle and in good condition.
- Use headlights any time the vehicle is moving.
- Not exceed the manufacturer's specifications for speed.
- Operate the motor vehicle in a careful and safe manner.
- Immediately stop operating company vehicles and notify your supervisor if license or permit is suspended, revoked, or restricted.

Commercial Motor Vehicle (CMV) Restrictions

While driving, the operator of a CMV must not:

- Use a hand-held mobile telephone for voice communication
- Dial or answer a mobile telephone by pressing more than a single button
- Manually enter or read text from an electronic device (e.g. e-mailing, instant messaging, accessing a Web page or perform any electronic text retrieval or entry).

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

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 unattended 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 crew members are going between or working on the end of equipment:

- Controls or devices (automatic brake valve, hand brake, brake cylinder release valve, etc.) that could affect movement of that equipment must not be operated without permission from the crew member(s) going between or working on the end of the equipment.
- Other rolling equipment must not strike, couple into or affect movement of the equipment the crew member(s) is working on the end of or going between.

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 except when a train on main track or siding is unable to move safely and you have exhausted all practical means of complying with the 50 feet requirement. In addition to complying with the other applicable portions of this rule, employees going between with less than 50 feet of separation must:

- Ensure equipment is secure against undesired movement.
- Keep at least one foot outside the rail, when practical.
- Refrain from placing all or part of their body directly between coupling devices unless necessary to complete the work.
- Obtain 50 feet of separation between the uncoupled locomotives or cars as soon as the equipment can be positioned practically and safely.

TY&E Rule S-13.1.3 A., Crossing Tracks—The first bullet is changed to read:

- Do not cross within 25 feet of standing equipment, unless “set and centered” protection has been established as outlined in S-13.1.1.

TY&E Rule S-13.1.5, Riding In or On Moving Equipment—Is changed to read

Ride cars or equipment only if necessary and if you have determined that you can do so safely.

A. Determining Whether to Ride

When determining whether cars or equipment should be ridden, consider:

- Alternatives such as repositioning locomotive to pull instead of shove freight cars, vehicle transportation, repositioning of crew members or utilizing other employees to complete the task without having to ride moving equipment.
- Designs and configurations of freight cars and equipment that may make them unsuitable to ride.
- Selecting or repositioning other freight cars to ride.
- Your physical capabilities and limitations.
- The amount of slack in the train or switch cut.
- Applicable operating and safety rules.
- When equipment will be ridden:
 - Notify the engineer.
 - Proceed only after the engineer has acknowledged that you are going to ride.
 - Complete any couplings from the ground after the movement is stopped.

If track condition cannot clearly be observed because of debris (e.g. snow, ice, water, grain, mud, etc.) do not ride or knowingly allow others to ride on either side of equipment or engine exterior.

When snow and ice are observed building up on portion of tracks to be used, particularly at road crossings, locomotive(s) must precede movement on that portion of track before cars can be ridden into those tracks.

Close/No Clearance and Close Track Center Restrictions

Employees must not ride or knowingly allow others to ride the close/no clearance side of equipment at the location where close/no clearance exists, under any of the following conditions:

- Between a structure and a moving car or engine.
- Through gates or doorways (gates or doors must be secured in the open position).
- Into, out-of or within enclosed buildings. (Employees must precede the movement, if safe to do so, before entering enclosed buildings. Movements must only be made on that employee’s signal within a building).
- When it cannot be visually determined that equipment on an adjacent track is in the clear or behind the clearance point.
- On industry tracks at locations where signs may be placed, advising of close/no clearance.
- At locations that have been identified by timetable or special instructions as having a close/no clearance condition.
- At locations that have been identified by timetable or special instructions as having close track centers unless that portion of adjacent track is known to be clear.

B. Riding In or On Any Cars

Comply with these requirements and restrictions for riding in or on moving equipment:

- Do not ride or knowingly allow others to ride on the end platform of other than tank cars as specified in this rule or end ladder of any freight car except to release or apply a hand brake during a gravity switch move. When determining if riding brake platform is necessary due to a gravity switch move, consider alternatives such as using another track with switches at each end to reposition locomotive or separating the locomotives when there are two or more in the locomotive consist. When you determine an alternative will not be used, the best practice is to ride on the brake platform of the last car if it is on the trailing end in the direction of movement.
- Ride only if hand holds and stirrup configuration allow for a firm grip and erect and normal body position.
- When riding equipment, maintain a three-point contact with the equipment at all times.
- Do not ride on or knowingly allow others to ride any part of the coupler apparatus, center sill, side sill, end sill, or framework.
- Do not ride inside or knowingly allow others to ride inside a car loaded with lumber, pipe, or other materials susceptible to shifting upon slight impact. When a flat car load of this is involved, do not ride between the end of the adjacent car and the load.
- Protect against slack action. When duties require you to stand or move about, brace yourself and hold on firmly.

When moving from one freight car to another, after stopping, get down and walk to next car and then get on.

C. Riding In or On Flat Cars

When any type of flat car is involved:

- Ride the side of the flat car only if the car is equipped with a hand hold extending at least 18 inches above the deck of the car.
- Ride on the deck of an empty flat car, or on a TOFC/COFC flat car with an empty stanchion or table, only if you can:
 - Mount the car safely and kneel or sit as near as possible to the center of the car or the empty space.
 - Face the direction of movement.
 - Maintain a kneeling or sitting position before the equipment moves and until the equipment stops and the slack has adjusted.
- Do not walk or ride between trailers or containers loaded on flat cars.
- Do not place your hands or other parts of your body where trailers or bridge plates could move and cause injury when riding loaded TOFC/COFC flat cars.

D. Riding On Drop-End Gondolas

On a gondola equipped with drop ends, do not hold on to the end post, or sit or stand near the end door.

E. Riding Tank Cars

When riding any type of tank car:

- Do not ride on any part of the coupler apparatus, center sill, side sill, end sill, or framework.
- Do not ride with both feet on the horizontal grab iron.
- Do not ride the middle ladder intended for man way access.

For trailing moves:

- Ride with both feet in the stirrup; or
- Ride with one foot in the stirrup and one foot on the horizontal grab iron; or
- Ride with one foot in the stirrup and one foot on the end platform.
 - If car to be ridden is the last car of the trailing move and is a tank car, you may ride the trailing end with both feet on the end platform positioned between outer edge of car and the car's wheel, facing direction of movement.

For shoving moves:

- Ride with both feet in the stirrup; or
- Ride with one foot in the stirrup and one foot on the horizontal grab iron; or
- Ride with one foot in the stirrup and one foot on the end platform.

F. Riding Engines

When necessary to ride engine exterior:

- On platforms or walkways, do not extend any part of the body beyond the exterior edge on either side of the engine (for example, do not lean out to obtain fuel reading, inspect engine, etc.).
- Movement must not exceed 20 MPH.

TY&E Rule S-13.2.2, Operating Uncoupling Lever—Is changed to read:

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, Personal Protective Equipment (PPE) Requirements—Is changed entirely to read:

All BNSF employees, contractors and their agents, visitors and vendors must wear the following PPE while on BNSF property:

- Hard hats applicable to designated crafts and work areas that meet ANSI standard Z89.1, Type I, Class E & G specifications, found in the BNSF Safety and Health Equipment Catalog.
- Safety glasses that meet the ANSI Z87.1 industrial eyewear impact standard with permanently mounted side shields. Authorized tints for safety glasses are; Grey #1 indoors and Grey #1, #2 and #3 outdoors.

- Safety boots.
- Hearing protection (ear plugs/earmuffs) when entering designated hearing protection areas, while performing designated jobs/activities, or in situations where the noise requires an employee to raise his or her voice during normal conversation at a distance of 3 feet.
- Hand protection when there is a risk of exposure to harmful substances, punctures, severe abrasions, lacerations or cuts, chemical or thermal burns, high voltage, vibration, temperature extremes, or infectious biological agents.
- Enhanced visibility workwear in accordance with specifications listed below:
 - Wherever PPE is required except when inside locomotive cabs.
 - Acceptable items of enhanced visibility garments include vests, shirts, coats/jackets or raingear and must be orange in color with retro-reflective striping.
 - Enhanced visibility workwear must be BNSF approved and meet ANSI Class II or III Reflective Standards.
 - Enhanced visibility workwear must be worn as an outer garment, not partially covered by overalls, etc and are to be replaced when they become faded or dirty to the point where they no longer function as an enhanced visibility garment.

PPE Exceptions:

- Personal protective equipment is not required in office buildings, vehicle parking areas, passenger vehicles, passenger-carrying rail cars or when passengers get on or off passenger-carrying rail cars.
- Safety glasses are optional inside vehicles and locomotive cabs when windows and doors are completely closed.
- Passenger train employees while embarking/dismounting passengers at passenger stop locations.
- Hard hats:
 - Not required for Train, Yard, and Engine (TY&E) employees except when performing work service with Maintenance of Way, at derailments, or as directed by supervisor.
 - Not required when operating vehicles or equipment with overhead protection. Including but not limited to forklifts with overhead protection or roadway equipment having enclosed cabs.
- Safety glasses and lenses:
 - When exempted by contractual agreement, personal eyewear must also meet the lenses requirements listed below.
 - No other tinting (as prescribed in requirements) is permitted. Mirror like lenses, amber ("shooters") lenses or lenses that are intended to correct a color vision deficiency are prohibited.

Off-the-Job-Use

Employees are encouraged to use BNSF-provided personal protective equipment (PPE) off the job.

Other

Additional personal protective equipment, such as face shields, fall protection, welding jackets, etc., may be required by supervisors and/or as good safety practice warrants. See the PPE Chart for task/exposure-specific personal protective equipment requirements and recommendations.

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-21.2.2, Safety Boots—The following 7th bullet is deleted:

- Chemical Resistant

TY&E Rule S-21.2.4, Anti Slip Winter Footwear—The following new rule is 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:

Elastomeric Facepiece Models

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-26.3.1, Medical Requirements—Is deleted entirely.

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 40.4.8, Crossing Warning / Power Off Indicators—Power Off Indicators

That part reading:

When notified that the lights are flashing or are not illuminated on the Power Off Indicators installed on the side of signal housings at highway crossings, promptly notify the signal call desk. (Protection is not required in this circumstance, however this indicates commercial power has been lost.)

Is changed to read:

When informed that the lights are flashing or are not illuminated on the Power Off Indicators installed on the side of signal housings at highway crossings, promptly notify the signal call desk and Chief Dispatcher. (Protection is not required in this circumstance, however this indicates commercial power has been lost.)

If the train control system indicates a "power off" condition on the control screen by displaying one or more the following indications (near control point name), notify the signal call desk and Chief Dispatcher:

PO - Power Off
GN - Generator On
BM - Battery Monitor Malfunctioning Crossing Warning

Malfunctioning Crossing Warning

That part reading:

- Notify all affected trains as follows: "Crossing warning system malfunctioning at (MP). Protect per Rule 6.32.2."

Is changed to read:

- Notify all affected trains as follows: "Crossing warning system malfunction. False or partial activation at (MP). Protect crossing per Rule 6.32.2."

Crossing Warning Activation Failure/Disabled

That part reading:

- Notify all affected trains as follows: "Crossing warning system at (MP) (has an activation failure)/(has been disabled). Stop and protect movement over crossing even if devices are seen to be working."

Is changed to read:

- Notify all affected trains as follows: "Crossing warning system activation failure or system disabled at (MP). Stop and protect movement over crossing even if devices are seen to be working."

Damaged or Missing Crossbucks

That part reading:

- Notify all affected trains as follows: “Crossbucks damaged or missing. Do not exceed 15 MPH at (MP) until movement completely occupies crossing.

Is changed to read:

- Notify all affected trains as follows: “Crossbucks damaged or missing at (MP). Stop and protect movement over crossing.

Damaged or Malfunctioning Pedestrian Crossing Warning

That part reading:

- Notify all affected trains as follows: “Crossing warning system malfunctioning at (MP). Protect per Rule 6.32.2.”

Is changed to read:

- Notify all affected trains as follows: “Crossing warning system malfunction. False or partial activation at (MP). Protect crossing per Rule 6.32.2.”

Failure of Automated Horn System (AHS)

That part reading:

- Notify all affected trains as follows: “Automated horn warning system in failure at (MP). Sound whistle signal 5.8.2(7).”

Is changed to read:

- Notify all affected trains as follows: “Automated Horn System failure at (MP). Sound Whistle signal 5.8.2(7)

Rule 40.8, Picking Up Crew Member—Is changed to read:

Before granting permission for a back up movement to pick up a crew member, do the following:

- Place a block or restrictive tag in the segment where the movement will occur.

In addition, where overlapping authorities exist:

- Stop all other trains within the overlapping limits that will be affected by the move.
- Provide protection against conflicting movements.

Do not grant permission for a back up movement where MW authorities exist that will be affected without conducting a job briefing with the MW employee. (Ex. If MW authority was granted behind 2 trains, it would be permissible to allow the first train to back up without job briefing the MW, but not the second train)

Rule 40.22.1, Delays and Reporting—Is changed to read:

Do not delay passenger trains for freight trains or maintenance work unless authorized by your supervisor.

Plan your work sufficiently in advance to avoid delay to passenger trains while minimizing freight train delays and maximizing maintenance activities.

Report all delays to passenger trains to the Chief Dispatcher.

Rule 40.25.1, Undesired Emergency Application (UDE)—Is changed to read:

When train is stopped by an undesired emergency application, do the following:

- Ascertain from crew if train has experienced a previous undesired emergency application.
- Ensure crew contacts mechanical desk for assistance.
- Inform Chief Dispatcher of UDE and if previous UDE has occurred.
- Prior to train traversing onto adjoining BNSF train dispatcher territory, inform adjoining dispatcher the number of UDE's the train has experienced.

When train has stopped because of third UDE and no defect(s) have been previously found or corrected:

- Entire train must be parked for mechanical inspection
- Ensure crew contacts mechanical desk for assistance.
- Be governed by Chief Dispatcher's instructions concerning location to park train. (Location must allow for safe inspection by mechanical department employees.)
- Contact SID and ROC to report location of parked train.

NOTE: When probable cause of UDE is found and corrected the total UDE count is reset to zero.

Rule 41.8.2, Suspend Block System Signals per GCOR Rule 9.23 (Suspension of Block System)—That part reading:

b. CROSSING WARNING SYSTEM MALFUNCTIONING AT _____ PROTECT PER RULE 6.32.2

Is changed to read:

b. CROSSING WARNING SYSTEM MALFUNCTION. FALSE OR PARTIAL ACTIVATION AT (MP). PROTECT CROSSING PER RULE 6.32.2.

Rule 42.6.1, Use of “After Arrival”, “Behind”, and “Clear At”—

Delete: Title and entire text.

Add:

42.6.1 Use of “After Arrival”

All Territories

Do not issue an “after arrival” authority to a train if the opposing train is authorized by a work between (bi-directional authority).

Non-Signaled Territory/Movements Against the Current of Traffic

It is intended to limit the use of after arrival authorities for trains on territory where a signal system is not in place. Only issue after arrivals:

- To accommodate public road crossings from being blocked for an extended period of time for train meets.
- To accomplish train meets anticipated to occur during dispatcher shift transfer.

Do not send an “after arrival” track warrant to a printer or fax machine.

Process

An “after arrival” authority may only be issued after the train to receive the after arrival is stopped at the meeting point where the opposing train will be met.

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

Rule 42.6.2, Use of “Behind” and “Clear At”—

Add:

42.6.2 Use of “Behind” and “Clear At”

Behind

“Behind” must not be used when authorizing a train as a “work between” to follow a train authorized in one direction without also using “joint” for the overlapping limits for all involved trains.

Clear At Last Named Point

Use “clear at last named point” only when there is a switch at the last named point that can be used to clear the main track.

Do not use “clear at” on a track warrant that also uses “work between”.

Rule 42.7, Audible Warning (AW)—Is changed entirely to read:

Rule 42.7, Adjacent Restricted Track—When TY&E employees request that train movement be restricted on adjacent tracks controlled by a BNSF train dispatcher/control operator, the following applies:

- Train dispatcher/control operator to brief with the requesting employee on tasks to be performed and determine if conditions allow the work to be performed on the side opposite where a train may approach on the adjacent track.
- If tasks can be performed on the side opposite, the tasks are to be performed in that manner.
- When advised by the employee that tasks cannot be performed on the side opposite where a train may approach on the adjacent track, issue Track & Time, Track Warrant or Track Permit for the limits identified. For the address, use the identification of the train the requesting employee is assigned to.
- If a train is authorized through the identified limits, do not issue Track & Time, Track Warrant or Track Permit contingent upon a condition. Issue only after any train movement authorized is physically passing or has passed the location where the Track & Time, Track Warrant or Track Permit will be used.

Rule 42.22.1, Contingent Authorities—The second sentence of the first paragraph reading:

Issue only after the train movement(s) authorized by “proceed”, is physically by the location where the track will be entered.

Is changed to read:

Issue only after any train movement authorized is physically passing or has passed the location where the track will be entered.

The last paragraph reading:

If track warrant authority cannot be granted for immediate use, instruct employees to call back at a given time.

Is changed to read:

If track warrant authority cannot be granted account train(s) are still approaching, instruct employee when to call back.

Rule 43.8, Delivering Track Bulletin Restrictions—Directly after the sentence reading:

Deliver track bulletin restrictions to all trains affected by the restrictions.

Add the following new paragraph:

Use the Dispatcher Task List (DSTL) to identify trains needing restrictions. Remove trains from DSTL when restriction is delivered to the train or when it is determined the trains listed do not need the restriction. Note: This does not apply to dispatching positions exempted from using DSTL by Dispatcher’s Notice

Rule 44.2, Blocking or Marking Devices—Delete the bullet item reading:

- To provide absolute protection behind FRA Track Inspection cars (TDOCOM Rule 44.5).

Rule 44.5, Equipment that May Not Shunt the Track (CTC or Manual Interlocking)

That part reading:

(Example: Self-propelled test vehicles such as FRA DOTX 217, DOTX 218, DOTX 219, Rail Test Cars, etc.)

Is changed to read:

(Example: Self-propelled test vehicles such as Rail Test Cars, MW equipment operated as a train such as a shoulder ballast cleaner, etc.)

Rule 44.14, Audible Warning (AW)—is changed entirely to read:

Rule 44.14, Adjacent Restricted Track—When TY&E employees request that train movement be restricted on adjacent tracks controlled by a BNSF train dispatcher/control operator, the following applies:

- Train dispatcher/control operator to brief with the requesting employee on tasks to be performed and determine if conditions allow the work to be performed on the side opposite where a train may approach on the adjacent track.
- If tasks can be performed on the side opposite, the tasks are to be performed in that manner.
- When advised by the employee that tasks cannot be performed on the side opposite where a train may approach on the adjacent track, issue Track & Time, Track Warrant or Track Permit for the limits identified. For the address, use the identification of the train the requesting employee is assigned to.
- If a train is authorized through the identified limits, do not issue Track & Time, Track Warrant or Track Permit contingent upon a condition. Issue only after any train movement authorized is physically passing or has passed the location where the Track & Time, Track Warrant or Track Permit will be used.

Rule 44.22, Train Entering Track Within CTC or Manual Interlocking—That part reading:

Protect the movement by applying blocking to the affected limits until the movement has entered the track and is protected by block signals.

Is changed to read:

Protect the movement by applying track block(s) to the affected limits until the movement has entered the track and is protected by block signals.

Rule 45.2.6, Contingent Authorities—The second sentence of the first paragraph reading:

Issue only after any train movement(s) authorized are physically by the location where the track will be entered.

Is changed to read:

Issue only after any train movement authorized is physically passing or has passed the location where the track will be entered.

The last paragraph reading:

If track and time cannot be granted for immediate use, instruct employees to call back at a given time.

Is changed to read:

If track and time cannot be granted account train(s) are still approaching, instruct employee when to call back.

Rule 46.8, Contingent Authorities—The second sentence of first paragraph reading:

Issue only after any train movement(s) authorized are physically by the location where the track will be entered.

Is changed to read:

Issue only after any train movement authorized is physically passing or has passed the location where the track will be entered.

The last paragraph reading:

If track permit cannot be granted for immediate use, instruct employees to call back at a given time.

Is changed to read:

If track permit cannot be granted account train(s) are still approaching, instruct employee when to call back.

Rule 47.4.4, Contingent Authorities—The first paragraph reading:

Issue OCS authority contingent upon a condition (i.e. "Do not proceed until" or "following"), only after the train movement(s) authorized by Box B.1 or B.2, are physically by the location where the track will be entered.

Is changed to read:

Issue OCS authority contingent upon a condition (i.e. "Do not proceed following"), only after the train movement authorized by Box B.1 or B.2 is physically passing or has passed the location where the track will be entered.

The last paragraph reading:

If OCS authority cannot be granted for immediate use, instruct employees to call back at a given time.

Is changed to read:

If OCS authority cannot be granted account train(s) are still approaching, instruct employee when to call back.

Rule 55.14.1, Failure of Signal—

Malfunctioning Crossing Warning

That part reading:

- Notify all affected trains as follows: "Crossing warning system malfunctioning at (MP). Protect per Rule 6.32.2."

Is changed to read:

- Notify all affected trains as follows: "Crossing warning system malfunction. False or partial activation at (MP). Protect crossing per Rule 6.32.2."

Crossing Warning Activation Failure/Disabled

That part reading:

- Notify all affected trains as follows: "Crossing warning system at (MP) (has an activation failure) / (has been disabled). Stop and protect movement over crossing even if devices are seen to be working."

Is changed to read:

- Notify all affected trains as follows. "Crossing warning system activation failure or system disabled at (MP). Stop and protect movement over crossing even if devices are seen to be working."

Failure of Automated Horn System

That part reading:

- Notify all affected trains as follows: "Automated horn warning system in failure at (MP). Sound whistle signal 5.8.2(7)."

Is changed to read:

- Notify all affected trains as follows: "Automated Horn System failure at (MP). Sound Whistle signal 5.8.2(7)."

Damaged or Missing Crossbucks

That part reading:

- Notify all affected trains as follows: "Crossbucks damaged or missing. Do not exceed 15MPH at (MP) until movement completely occupies crossing."

Is changed to read:

- Notify all affected trains as follows: "Crossbucks damaged or missing at (MP). Stop and protect movement over crossing."

Damaged or Malfunctioning Pedestrian Crossing Warning

That part reading:

- Notify all affected trains as follows: "Crossing warning system malfunctioning at (MP). Protect per Rule 6.32.2."

Is changed to read:

- Notify all affected trains as follows: "Crossing warning system malfunction. False or partial activation at (MP). Protect crossing per Rule 6.32.2"

60.1, Emergency Events Involving Freight or Passenger Trains—In the last paragraph, delete that part reading:

"at 817-234-7200 or 800-832-5452"

60.2, Earthquake Instructions for Dispatchers in Addition to System Special Instructions—Delete the following telephone number references in items 2, 3 and 4:

"at 817-234-6164 (North/Central) or 817-234-2350 (South)"

"at 817-234-7002"

"at 817-234-6137 or 6138"

60.4, Report to Service Interruption—is changed entirely to read:

60.4, Report to Service Interruption and Chief Dispatcher

All accounts of accidents, injuries, significant signal outages, right of way fires and other unusual occurrences involving on-rail equipment are to be immediately reported to the Service Interruption Desk and Chief Dispatcher. These accounts are to include the time, location and identification of affected trains along with any other pertinent information.

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

None

21. Currently Not Used**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. All remote control crew members must be informed and clearly understand which crew member will be controlling the movement. Before the control of the Operator Control Unit 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. GE and Catron Accuspeed Systems do not require verbal communication to accomplish this.
- 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 OCU'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." The Primary Remote Control Operator must not change the OCU speed or direction controls, or transfer control to the secondary operator, until the crew member who requested protection gives a radio or hand signal to move or announces by radio "in the clear". When the primary operator will be the employee that will be going in between or working on the end of rail equipment, they must not go in between until each member of the crew acknowledges their understanding. After going in between or working on the end of rail equipment, the Primary Remote Control Operator must ensure they are in the clear before changing OCU speed or direction controls, or transferring control to the secondary operator.
- d. Each Remote Control Operator must have in their possession an operative hand-held radio equipped with a microphone.
- e. Each remote control locomotive must have a tag placed on the control stand when the locomotive is used in remote control mode.
- f. An OCU is considered a safety device. When in use, the OCU must be properly secured to a vest or belt intended for remote control operations. All "D" rings on the OCU must be properly attached to the operator's vest or belt. Improper or incomplete attachment of an OCU to the operator's vest or belt will be considered as tampering with a safety device.

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 OCUs 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 an OCU.
- b. A Remote Control Operator shall control only one locomotive consist at a time with an OCU 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 OCU 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 OCUs must not be left unattended unless secured and/or disabled. For remote control system purposes, "unattended" means a remote control locomotive is not set up (linked) to an operating OCU 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 OCU 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 OCUs must be stored with the power off and the battery removed.

23(E). Remote Control Area

- a. Division Timetable Special Instructions will designate areas of remote control operations.
- 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)

RCZ limits will be identified in the timetable. RCZ signs may also be posted at access locations. RCZ 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 transferring primary control of OCUs between crew members. Transfer of control may only be performed while remote control locomotive is stopped.

23(H). RCO Operator Down Response

When an RCO Operator receives an "Operator Down" notification via radio or the OCU screen, the following steps must be taken:

1. Immediately confirm the safety of all crewmembers;
2. Stop movement on adjacent tracks, IF NECESSARY;
3. The Remote Control Locomotive must remain stopped until the safety of all crewmembers is confirmed.

23(I). RCO Installing or Removing: Knuckles, ETD's, or other Highly Visible Markers

When required to install or remove Knuckles, ETD's or other Highly Visible markers while in RCO mode, the crew member must turn off the OCU (with GE or Catron Accuspeed OCU's, crewmember should put them in "Sleep" mode). The crew member must then remove the OCU and vest while performing the duties described, using proper body mechanics.

Prior to going in between equipment, crew member must ensure there is a minimum of 50 ft of separation between equipment; communicate intentions of going in between; and receive acknowledgement from the other crew member(s). Crew member performing work is required to follow all applicable rules consistent with this type of work. After completion of task, crew member must put on OCU and vest prior to turning on OCU, and then recover Communication Loss that was created when OCU was turned off.

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 practical, a car set out between terminals due to mechanical defect should be left where it can be accessed by truck for making repairs. If the car set out is a military shipment or Rail Sensitive Security Material (RSSM), the Resource Operation Center, Fort Worth must be promptly notified at (817) 593-7200 or (800) 832-5452, Option 3. The PBX/MRAS radio system may be used for this communication.

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. During work activities the engineer may accept train movement instructions only from a designated individual identified in the job safety briefing prior to commencing work. The individual designated to provide train movement instructions to the engineer will be a member of the train crew except during work activities requiring precision train movement, such as rail recovery. An individual of the work group may be designated to communicate directly with the engineer for precision train movements under the supervision of the conductor.

The engineer will respond to all stop signals.

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 student engineers or questions concerning the Locomotive Engineer Training program, call the 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 are received meeting the wind speed criteria, the train dispatcher will notify all affected trains and employees with movement authority in the area providing the time and limits of the expected high winds. The following table will govern train movement:

| Wind Speed | Passenger Trains (includes Amtrak, commuter trains and freight trains consisting entirely of business cars) | Light engines, loaded ribbon rail trains, loaded bulk commodity unit trains handling coal, grain, ore, taconite, ballast, molten sulfur or potash | All other trains |
|-------------------|---|---|-----------------------|
| 51 to 60 MPH | 40 MPH* | Not affected | Staging requirements* |
| 61 MPH or greater | Staging requirements* | Not affected | Staging requirements* |

Staging Requirements:

Affected trains and equipment may proceed not exceeding 20 MPH to a staging location (e.g. station, siding or location with double crossovers) as directed by the train dispatcher to allow trains not affected by the wind warning to pass.

- * If a field employee (e.g. crew member on an affected train) observes that local weather conditions are not as severe as the wind warning indicated and these conditions would not impact safety, the employee will advise the train dispatcher of the local conditions. If the employee advises local wind conditions are 50 MPH or less, with chief dispatcher authority the train dispatcher may grant permission for passenger trains restricted to 40 MPH and other affected trains 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.

When tornado watch or warnings are received, the train dispatcher will notify all affected trains and employees with authority in the area providing the tornado watch or warning information.

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 appraised 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 AccuWeather Enterprise Solutions, Inc., 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 AccuWeather 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, Gulf, Kansas, Northwest, Southwest, Springfield, and Texas.

Region 2 contains the following divisions: Chicago, Colorado, Montana (includes the entire Kootenai River Subdivision), Nebraska, Powder River, and Twin Cities.

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 hours.

In Region 2, this is any temperature of 40 degrees Fahrenheit or warmer that falls to 0 degrees Fahrenheit or colder within 24 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 100 tons per operative brake and greater 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 extreme air temperature operating instructions, 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 AccuWeather website 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 there are duplicate mile posts the first range of mileposts will have no suffix and the duplicate range of mileposts will have an alpha suffix (e.g. MP 345X, MP 420Z). Refer to Item 7 of the individual subdivision’s timetable to determine the location when a track warrant, a track bulletin or another document uses a milepost location with an alpha suffix.

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. 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, BNSF920230 through 920249, and BNSF920280 through 920299 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 enroute.
 - 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 BNSF 920201, ordinarily consisting of 32 cars rail and 2 buffers) should not be routed through Raton, NM, 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. Currently Not Used**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.

Any foreign line carrier operating with inhalation hazard car(s) in their train must, at the earliest opportunity, notify the BNSF train dispatcher that the train is carrying inhalation hazard car(s).

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-sigaled 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
- Oregon Trunk Subdivision - Between Wishram and Klamath Falls
- Phoenix Subdivision - Between Williams Jct. and Phoenix
- Silsbee Subdivision - Between Beaumont and Silsbee
- Sweet Grass Subdivision - Between Shelby and Sweet Grass

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 MP 181.2, 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 main track route (except in Restricted Limits) must be evaluated prior to an IH Train operating on the subdivisions indicated above. The IH Train must be the next movement on the main track after the evaluation. If an authority is granted after the route evaluation has been performed and the IH Train has not passed the 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.
- When meeting an IH train, a train on the siding must be stopped before the IH Train passes on the main track. If a train on the siding cannot clear the main track due to length, the IH Train must be stopped on the main track before the train on the siding may proceed. Dispatchers will advise IH Train conductors of meeting points and the conductors will verify that the train on the siding is stopped before the IH Train passes, or that the IH Train is stopped before the train on the siding may proceed.

- 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.

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."

Multi-platform 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. Currently Not Used

43. Signal Awareness/Position of Switch Form

Subdivision-specific signal awareness/position of switch forms available at on-duty points must contain at least the minimum requirements shown on the standard form. These forms may contain additional subdivision-specific information as approved by the Division General Manager. When subdivision specific signal awareness/position of switch forms are not available, crew members may request a standard form be included with the GTB. 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 Time at Required Speed | 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) | | | | |
| 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 13 | 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/report_unsafe.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 HTD/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 HTD/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.

Note: At terminals, locomotive and/or HTD/ETD defects (on either ROAD or YARD locomotives) must immediately be reported to local supervision AND the Mechanical Help Desk.

Before repositioning of the lead locomotive in a consist, train crews must contact the Mechanical Help Desk to check lead qualification status of other locomotives in the consist to determine which may be used as a lead locomotive.

The Mechanical Help Desk may be contacted by phone at: Operations North-(817) 352-2840, Co. Line (8) 352-2840 Operations South-(817) 352-2836, Co. Line (8) 352-2836

- 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
- AV Annual Volume
- BH Bad Order Home Shops
- BN If Bad Order Notify Shipper
- BT Bare Table Flat
- B1 Bad Order
- B2 Cleaned (swept), Holes in floor 1 in. to 6 in.
- CA Moving to a Customer Demand
- CB CARB (See Note 3)

- CC To Be Cleaned and Conditioned
- CD Condemned Car (See Note 1)
- CI Customs Inspection
- CO Coload 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
- DI Redistribute at Destination
- DK Do not couple to double shelf coupler cars
- DN Shipper's Authority Required for Diversion
- DO Delivery Order Shipment
- DR Drop Yard
- DS Do not spot for loading other than hazardous last contained.
- DT Distributed Intermodal Equipment
- DU Do Not Uncouple
- DV Unit has been diverted
- EC Speed Restriction 55 MPH
- EH Embargo Hold
- EL Empty Container Mechanical Lock
- EM Hold for Equipment Management
- ER Return Empty Via Reverse Route
- ES Expedited Service
- EW Hold Early Warning
- FA Automobiles Headlights Facing A-End (Opp. of Brake End) of Autoveyor
- FB Automobiles Headlights Facing B (Brake End) of Autoveyor
- FM Fumigate Car Now
- FP Fumigation 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
- HF Car Held for BNSF Rail Clearances (High Wide)
- HG Cars Held for BNSF Pending Customer File Information
- HH Cars Held for Overload Condition
- HI Hold for Inspection
- HJ Cars 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
- HL Excessive Dimension
- HM Moving in ISO Tank Container
- HN Cars Held for Specified Local Conditions, **Restricted Usage
- HO Cars 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
- HT Heat Car
- HV High Value Shipment
- HX Cars Held Waiting for Waybill Information from Connecting Carrier
- IB In BNSF Bond
- IC Inspection Requested at Port of Entry into Canada by Canadian Customs

ID..... In Bond Beyond BNSF Destination
 IE..... Interchange Error
 IH..... Inhalation Hazard
 IM..... Inspection was Requested by Mexican Customs at Port of Entry into Mexico
 IN..... Hold for Inspection
 IS..... In Shipper's Bond
 IU..... Inspection was Requested by US Customs at Port of Entry into USA
 LC..... Car Trip Leased to Consignee
 LD..... Local Distribution Empty
 LG..... Loaded to Gallonage Capacity
 LO..... Local Orders
 LQ..... Loaded to Full Cubic Capacity
 LS..... Handle in Local Service Only
 LU..... Unload in Laredo proper
 LV..... Loaded to Full Visible Capacity
 LX..... Cleared for export via Laredo
 L1..... Customer Location 1
 L2..... Location 2 - East Plant
 M8..... Inspect 8 axle or greater span bolster car for ride quality components
 MB..... Make Bill of Lading
 MC..... Measure Car Now
 MD..... Mixed Destination Intermodal Units
 MI..... Requires mechanical inspection, do not move on train.
 MN 5..... A running reefer unit set at -5 degrees Fahrenheit
 MR 28..... A running reefer unit set at 28 degrees Fahrenheit
 NC..... Non-credit Patron
 ND..... Do Not Divert
 NH..... No Hit—Car Distribution
 NL..... IMDL van or container requires Nava Lock device
 NM..... Non Misc. Credit Patron—Car held account charges due
 NP..... No Placards Required
 NT..... Do Not Transfer Contents
 OI..... Oils Marine Pollutant
 ON..... Oil Notation
 PD..... Privately Owned Equipment Subject to Demurrage
 PH..... Hold for Pool Destination
 PJ..... Mechanical Project Job
 PR..... Prospective Loading Empty
 PT..... Hold for Pre-Trip
 QD..... Hold for Queue Demand
 RC..... Restricted Commodity
 RE..... Rear End Only
 RI..... Rail Inspection Service
 RJ..... Hold for Rejected
 RL..... Revenue Locomotive - Check for Alignment Control
 RP..... Rail Controlled Private
 RS..... Rule 7 Reject Candidate
 SC..... Equipment Scrapped
 SD..... Car Sold
 SE..... Hold for Seasonal Storage
 SF..... Feed Now
 SH..... OPSL Hold
 SO..... Shipper's Order
 SR..... Rail Surveillance Required
 SS..... Surplus Storage
 ST..... Move on special train only, requires single car train movement.
 SW..... Switch Only Empty Furnished by Foreign Road
 SX..... Speed Restriction Exception to Sys Special Inst. -

OK to Run at Train Speed
 TB..... Car Control Distributed Bad Order
 TG..... Transp. Code G—contaminated commodity service. Cars should not be placed at industry other than so designated.
 TS..... Transit Shipment
 TU..... Turn This Car Now
 UL..... Unload from left side of car. Left side of car determined by facing the "B" (brake) end of car.
 UP..... Unloaded as Placarded
 UR..... Unload from right side (from brake end)
 VA..... Vehicle Headlights Facing A-End (Opp. of Brake-End)
 VB..... Vehicles Headlights Facing B-End (Brake End)
 WA..... Weigh After Spotted and Released
 WB..... Weigh This Car Both Before and After It Goes to Spot
 WH..... Weigh
 WI..... Waive Inspection
 WL..... Weigh Light
 XM..... Cleared to Cross from US to Mexico
 25..... 25 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:

1A..... Hold 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.

Note 3. The California Air Resource Board (CARB) has instituted tighter emissions standards for transportation refrigeration units. Some BNSF refrigerated boxcars are not compliant with the new standard and therefore cannot originate, terminate or transit through California state. Non-CARB-compliant cars can be identified by a CB code in the SCHI field and are color coded reverse video blue in TSS.

Equipment management controls have been implemented to assign only CARB cars to the state of California. Waybill edits will verify compliance at release and place a STOP on non-CARB cars if waybilled to a California destination.

No substitution between Non-CARB and CARB cars is allowed unless work orders specifically authorize the exception. Yard Block HOLD CB prevents any Non-CARB cars destined to California, or originating in California from scheduling to a train. Cars will go HOLD MT at origin.

Non-CARB cars will not schedule to trains terminating in or passing through California. Attempts to TRNSET a Non-CARB car to a California-routed train will result in a pop-up window advising that the car must be removed from the line-up and explaining why.

For questions or assistance with handling exceptions for BNSF refrigerated boxcars, email your concerns to the CARB Resolution Team at "MKT DL CP CARB".

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 M2F and M3F (articulated Hi Bi/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
(Exception: Car kinds M2F and M3F may operate on this subdivision.)
- Gateway Subdivision
- Hannibal Subdivision—Burlington to West Quincy
- Helena Subdivision
- Hi Line Subdivision
(Exception: Car kinds M2F and M3F may operate on this subdivision.)

- Kettle Falls Subdivision—Danville, WA, to San Poil
- Kootenai River Subdivision
(Exception: Car kinds M2F and 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
(Exception: Car kinds M2F and M3F may operate on this subdivision and use only MT 2 between MP 0.15 and MP 1.11.)
- Silsbee Subdivision—Beaumont to Brooks
- Sioux City Subdivision
- Stampede Subdivision
- Stockton Subdivision—Port Chicago to Richmond
(Exception: Car kinds M2F and M3F may operate on this subdivision.)
- Mitchell Subdivision
- Wymore Subdivision—Table Rock to Wymore

Car kinds M2F 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)

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 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-multiplatform) weighing less than 45 tons.
Exception: Does not apply to loaded single well double stack cars of any weight (car kind beginning with QU or QK).
 - 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), UPRR Mojave (MP 331.3 - MP 381.3), UPRR Moffat Tunnel (MP 17 - 63), UPRR Provo (MP 626 - 685), Scenic (MP 1694.5 - MP 1731.3) and Stampede (MP 41.0 - MP 58.5) Subdivisions, the following 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, Tonnage and TOB

When complying with Special Instructions covering speed and other train restrictions where calculations of train length, tonnage and/or tons per operating brake are involved, the locomotive consist should be excluded unless specifically stated otherwise.

Exception:

1. The weight of isolated/dead locomotives is added to train trailing tonnage when determining HPT in the application of ABTH Rule 106.1 Regulating Horsepower per Ton and
2. The weight of locomotives with inoperative dynamic brakes is also added to train trailing tonnage when determining the minimum number of dynamic brake axles where required on mountain grade subdivisions.

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.

Loaded Unit Coiled Steel Trains

Unit trains consisting entirely of loaded coiled steel cars are limited to a maximum of 50 cars.

Exceptions

Trains which are exempt from the above train make-up instructions will be identified on Division General Order.

UPRR trains operated on BNSF may operate in compliance with UPRR train make up rules with the exception of distributed power train length limitations as outlined in 47(A).

47(A). Train Make Up Instructions and Locomotive Requirements Applicable to Trains Equipped with Distributed Power or Manned Helpers

Note: In the application of instructions below, the terms "DP" and "DP remote consist(s)" refers to trains utilizing distributed power and/or manned helper consists. The term "rear end" refers to the very end of the train and "cut in" refers to placement within the train with cars on both sides. RPA refers to Rated Powered Axles and can be referenced in SSI, Locomotive Data Table, 2(B).

1. Distributed Power and Manned Helper Locomotive Power Limits by rated powered axles (RPA)

| Maximum RPA, conventional and DP/helper trains - System | | | |
|---|----------|------------------|--------------------|
| Train Type | Head End | Cut-In DP/Helper | Rear end DP/Helper |
| Manifest | 42 | 24 | 16 |
| Intermodal | 48 | 24 | 16 |
| Empty Bulk Commodity | 16 | 8 | 8 |
| Loaded Bulk Commodity (no empties in train) | 32 | 40 | 24 |

Note: If operating with distributed power, total RPA of head end locomotive consist must not exceed 16 RPA of the total RPA of DP/Helper locomotive remote consist(s). Unless otherwise instructed, empty bulk commodities limited to 9,000 horsepower for fuel conservation purposes.

Exception: Trains exceeding 8,000 tons operating on the heavy grade subdivisions listed below, must limit the total RPA of the head end locomotive consist to no more than 8 RPA greater than the total RPA of the DP/Helper locomotive remote consist(s).

- Cajon (Main 3, MP 56.6 - MP 62.8, eastward only)
- Gateway (MP 178.0 - 188.0, northward only)
- Glorieta (MP 775.0 - MP 842.0)
- Raton (MP 639.0 - MP 660.0)
- San Diego Northern RR (MP 250 - 255)
- Scenic (MP 1694.5 - MP 1731.3)
- Stampede (MP 41.0 - MP 58.5)
- UPRR Moffat Tunnel (MP 17 - 63)
- UPRR Mojave (MP 331.3 - MP 381.3, southward only)
- UPRR Provo (MP 626 - 685)

2. DP Remote and ETD Placement Limitations

| Distributed Power and ETD Length Limitations | |
|--|--|
| Train description | Maximum length allowed, excluding locomotives |
| Conventional train, (non-DP) all types operating with 2-way ETD | 10,000 ft between locomotive consist and end of train device (ETD) on rear. (Unless equipped with mid-train ETD repeater) |
| Manifest or bulk commodity trains operating with a single DP remote consist, cut in or on rear | 8,500 ft between lead consist and remote DP consist. |
| Solid intermodal train operating with a single DP remote consist, cut in or on rear | 10,000 ft between lead consist and remote DP consist. |
| Train of any type with two DP remote consists, both cut in or one cut in and the other on rear of train. | 6,500 ft between each DP consist. |

3. System Distributed Power and Manned Helper Train Make Up Restrictions

| DP Locomotive Consist RPA/ Location/Restricted Car Placement | | Restricted Cars |
|---|---|--|
| Cut in DP/ Helper, any RPA | Rear end DP/ Helper, any RPA | |
| Must be at rear of train behind any rear end DP/helper consist | | Cars indicated as rear end only. |
| | | AMGX 2-unit solid drawbar connected gondolas |
| | | Occupied caboose |
| | | TTFX cars (4-unit, drawbar connected 2 axle equipment. |
| On the following subdivisions: Cajon (Main 3, MP 56.6 - MP 62.8, eastward only), Gateway (MP 178.0 - 188.0, northward only), Glorieta (MP 775.0 - MP 842.0), Raton (MP 639.0 - MP 660.0), San Diego Northern RR (MP 250 - 255), Scenic (MP 1694.5 - MP 1731.3) Stampede (MP 41.0 - MP 58.5) UPRR Moffat Tunnel (MP 17 - 63), UPRR Mojave (MP 331.3 - MP 381.3), UPRR Provo (MP 626 - 685), Restricted cars listed must not be within 5 cars or platforms/wells of DP/Helper consist. (cut in and/or on rear end) | | <ul style="list-style-type: none"> Any conventional car (non-multiplatform) weighing less than 45 tons. Exception: Does not apply to empty bulk commodity trains or to loaded single well double stack cars of any weight (car kind beginning with QU or QK). Empty platforms/wells of a multiplatform car. 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. |
| Cut in DP/Helper 9 - 24 RPA | Rear end DP/Helper 9 - 16 RPA | |
| Restricted cars listed must not be within 5 cars or platforms/wells ahead of or behind cut-in consist. | Restricted cars listed must not be within 10 cars or platforms/wells ahead of consist on rear end. | <ul style="list-style-type: none"> Any car 80 ft or longer coupled to any car 45 ft or shorter. Does not apply to multi-platform equipment unless individual platforms are 80 feet or longer. (Examples: Twin flat cars and Automax cars.) Any conventional car (non-multiplatform) weighing less than 45 tons. Exception: Does not apply to loaded single well double stack cars of any weight (car kind beginning with QU or QK). Any 80 ft. or longer flat car with a single trailer/container, regardless of car weight. Also applies to twin flat cars (solid-drawbar connected flat cars TTEX & RTTX series) with a single trailer/container on either segment/platform. Empty platforms/wells of a multiplatform car. 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. |

4. Additional train make up restrictions applicable to DP trains operating on:

Birmingham, Cuba, Ft Scott, Ft Worth, Galveston, Lampasas, Phoenix, Seligman, Thayer North, Thayer South and Wichita Falls Subdivisions.

| DP Locomotive Consist RPA/ Location/Restricted Car Placement | Restricted Cars |
|---|--|
| Cut in DP/Helper or rear end DP/Helper any RPA | |
| Restricted cars that must be placed immediately behind the lead locomotive consist. | <ul style="list-style-type: none"> Coiled steel shipments identified by car kind code GOS or GRS and the car initial and number BN 686000-686864, BNSF 529000-533999 and BNSF 534080-538999 are limited to 5 cars (Does not apply to loaded unit coiled steel trains.) |
| Restricted cars listed must not be placed within 5 cars or platforms/wells of DP/Helper consist. (cut in and/or on rear end) | <ul style="list-style-type: none"> Any car 80 ft or longer coupled to any car 45 ft or shorter. Does not apply to multi-platform equipment unless individual platforms are 80 feet or longer. (Examples: Twin flat cars and Automax cars.) Any conventional car (non-multiplatform) weighing less than 45 tons. Exception: Does not apply to empty bulk commodity trains or to loaded single well double stack cars of any weight (car kind beginning with QU or QK). Any 80 ft. or longer flat car with a single trailer/container, regardless of car weight. Also applies to twin flat cars (solid-drawbar connected flat cars TTEX & RTTX series) with a single trailer/container on either segment/platform. Empty platforms/wells of a multiplatform car. 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. |
| Cut in or rear end DP/Helper consist of 9 – 24 RPA (Does not apply to trains with 2, single-locomotive DP remotes) | |
| Restricted cars listed must not be placed between lead consist and remote consist(s) | <ul style="list-style-type: none"> Any conventional car (non-multiplatform weighing less than 45 tons. Exception: Does not apply to loaded single well double stack cars of any weight (car kind beginning with QU or QK). No more than 20 cars with end of car cushioning. (Does not apply to loaded unit coiled steel trains.) Intermodal equipment other than double stack and autoracks, regardless of how loaded. (Conventional intermodal flat cars, spine cars - car kinds QM, QC, QO, Q5 and QE and twin flats - car kinds FM, QB, QD and QL.) |

5. Placement of Cut-In DP/Helper Consists

a. One DP Remote Consist

A single DP remote consist exceeding 8 RPA that is cut-in to the train 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 remote consist outlined above is met.

b. Two DP Remote Consists

When two DP remote consists are used, they must be positioned with one DP remote consist at the rear end and the cut in DP remote consist within 20 car lengths of mid-train, by car count.

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

Conventional trains may be helped from the rear of train with a manned helper only (DP may not be used) 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:

Manned Helper Controlling Locomotive with Amperage Displayed:

- 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

Manned Helper Controlling Locomotive with Tractive Effort Displayed:

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.

48. Operations Testing

When operations testing for compliance where train, engine or on-track equipment movements are required to stop, a high visibility orange banner displayed square on point with the words "STOP OBSTRUCTION" may be used.

Example:



These banners will be placed between the rails of the track and 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 OBSTRUCTION" banner.

Examples of operating rules where the "STOP OBSTRUCTION" banner may be used 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 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 that 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 for 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.

- e. FRA certified employees must report changes in their hearing and/or vision status before working in certified service to the Medical Department, Fort Worth, TX and the Technical Training Certification Group, Overland Park, KS.

Changes must be reported when:

1. Hearing or vision has deteriorated and no longer meets the minimum requirements or now requires a medical device (corrective lenses or hearing aid) to meet the minimum requirement
2. Employees with a current hearing aid or corrective lens restriction attain permanent improvement to the extent that their hearing and/or vision now meets the minimum requirements without any corrective device.

The minimum hearing and vision requirements are:

1. The average hearing threshold at 500 Hz, 1,000 Hz, and 2,000 Hz in the better ear is less than or equal to 40 decibels
2. Distant vision acuity is 20/40 or better in each eye
3. Field of vision in the horizontal meridian is 70 degrees in each eye
4. Ability to recognize and distinguish between railroad color signals

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.

**50. Rail Security Sensitive Material (RSSM) Instructions
Chain of Custody Documentation for Rail Security Sensitive Material**

When RSSM shipments in BNSF custody are set out en route due to mechanical defect, the Resource Operations Center, Fort Worth must be promptly notified at (817) 593-7200 or (800) 832-5452, Option 3, who will arrange for attendance. The PBX/MRAS radio system may be used for this communication.

Federal Regulations require Chain of Custody documentation for Rail Security Sensitive Material (RSSM) in the cases described below.

Rail Security-Sensitive Material (RSSM) includes a shipment of one or more of the categories and quantities listed below:

1. Rail car containing more than 5,000 lbs (2,268 kg) of a Division 1.1, 1.2, or 1.3 (explosive) material.
2. Loaded tank car containing a material poisonous by inhalation, including anhydrous ammonia, Division 2.3 gases poisonous by inhalation, and Division 6.1 liquids assigned to hazard zone A or hazard zone B.
3. Rail car containing a highway route-controlled Class 7 (radioactive) material.

These materials are identified with the Special Car Handling Code "RC", Restricted Commodity, and /or "RSSM HAZMAT" in the starred box that identifies hazmat shipments.

Except at locations identified by Division General Order, employees must execute and document Positive Transfers of Custody any time a loaded rail car identified by SCHI code "RC" is:

1. Pulled from or spotted to an industry
2. Delivered or received in interchange

Employees can make a positive transfer of custody when:

1. Physically located on site in reasonable proximity to the rail car.
2. Capable of responding to unauthorized access or activity at or near the rail car, including immediately contacting law enforcement or other authorities.
3. They immediately respond to unauthorized access or activity at or near the rail car by contacting law enforcement or other authorities.

This requirement applies both to BNSF employees and representatives of shippers, consignees, and interchange carriers making positive transfers of custody. A positive transfer of custody can take place only if representatives of both companies are present.

When a representative of an interchange carrier is not available where required, "RC" shipments must not be delivered, but may be received if proper paperwork can be obtained per Hazardous Material Instructions Item II. Contact a supervisor for disposition of "RC" shipments when a representative is not available to accept delivery.

Any car identified an RSSM shipment will require "Chain of Custody" documentation. Empty "residue" cars will not be identified with this code.

BNSF employees must confer with the customer or interchange road representative to ensure both of their documentation records contain the same information. The chain of custody documentation must include the following:

1. The BNSF employee's name or TSS logon ID ("B number").
2. The date and time of the actual custody transfer.
3. The station at which the "RC" cars are transferred.
4. The person to or from whom custody is being transferred.
5. The car initials and numbers.

Completing the chain of custody documentation:

1. TSS, TSS Xpress, or Renegade are the preferred methods for documentation.
2. Utilize the Chain of Custody Form on the back of the GTB or work order when TSS, TSS Xpress, or Renegade is not available due to work performed on line.
 - a. When documenting a written chain of custody, employees must enter the information in TSS or TSS Xpress when access to a computer system becomes available.
 - b. If a computer system is not available, utilize the FAX number at top of printed chain of custody form.
 - c. Hours of service employees must complete the chain of custody documentation before expiring from duty under the hours of service.
 - d. When documenting the chain of custody in printed form, employees must deliver the chain of custody documentation to a relief crew or supervisor for entry in to the system via TSS, TSS Xpress, or fax prior to the completion of the tour of duty when possible. This delivery must also be documented on the chain of custody form.
 - e. When not possible to deliver the printed chain of custody documentation to a relief crew or supervisor prior to completion of the tour of duty, employees must enter the chain of custody documentation into the system via TSS, TSS Xpress, or fax when returning for next tour of duty.

Chain of custody procedures when receiving an "RC" freight car in interchange:

1. Loaded "RC" freight cars entering a yard from a foreign carrier must be recorded by the BNSF employee assuming responsibility to receive the "RC" car.
2. Employees should use the new TSS or TSS Xpress function "CUSTODY" to record the person's name from which custody is received along with the date and time of custody interchange. If an advance waybill list is not available, documentation must be done on printed format and entered into TSS or TSS Xpress when available.
3. Division Management will identify the point of contact for acceptance of interchange at each location.
4. A visual security inspection must take place with these cars when practical and must take place before departure from the interchange point. This is typically done during normal freight car safety inspections that are currently performed.

Locations of High Threat Urban Area (HTUA)

The following locations on the BNSF have been designated as an HTUA.

| | | |
|-----------------|---------------|---------------|
| Anaheim | Memphis | Sacramento |
| Chicago | New Orleans | San Diego |
| Dallas/Ft Worth | Oklahoma City | San Francisco |
| Denver | Omaha | Seattle |
| El Paso | Phoenix | St Louis |
| Houston | Portland | Tulsa |
| Kansas City | Riverside, CA | Twin Cities |
| Los Angeles | San Antonio | |

HTUA and associated boundaries will be identified by Division General Order. An intranet link with these areas mapped out is available at:

http://bnsfweb.bnsf.com/departments/resourceprotect/homeland_sec/htua.html

Attendance Requirements

Shipments identified as "RSSM" must be attended at all times while inside an HTUA. RSSM shipments inside an HTUA are considered attended when:

- Located at an industry, when plant personnel have accepted chain of custody.
- Located in yard which is staffed 24 hours per day.
 - Employees in yard must be able to routinely view cars physically or by camera.
 - Employees designated as responsible for RSSM cars will be identified by Division General Order and must be able to respond to unauthorized access or activity by contacting law enforcement or other authorities.
- Located within a train with an on-duty crew, authorized employee or representative physically present.

Exceptions to above requirement will be identified by Division General Order.

Employees designated by Division General Order as responsible for location of RSSM cars inside HTUA are required to:

- Contact law enforcement or other authorities to report unauthorized access to RSSM cars.
- Know the placards and designations used to identify RSSM shipments.

Employees responsible for handling RSSM cars within the HTUA are required to:

- Know the contact information outlined by Division General Order for BNSF personnel who are responsible for location of cars within HTUA.
- Know the placards and designations used to identify RSSM shipments.

Note: BNSF Crews operating on foreign railroads must comply with these attendance requirements unless otherwise specified by the foreign railroad's instructions.

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Appendix A - Track Flagging Examples

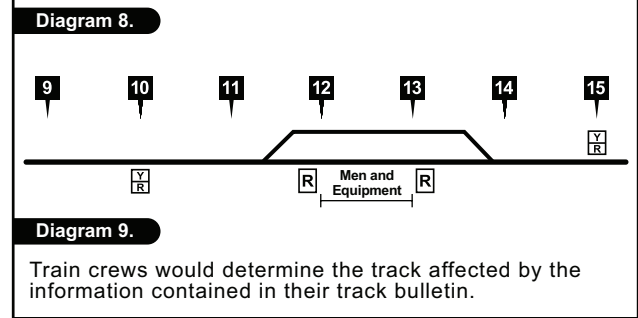
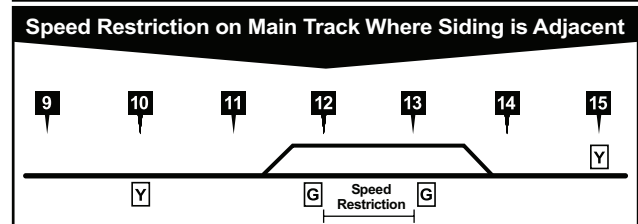
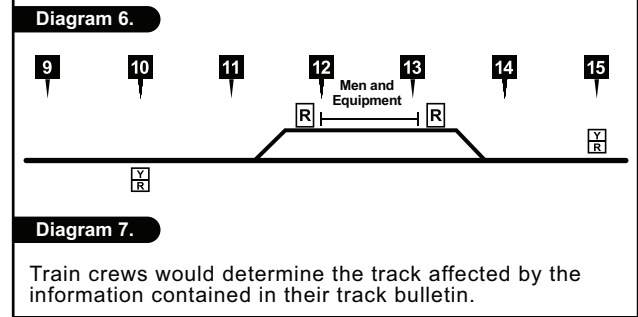
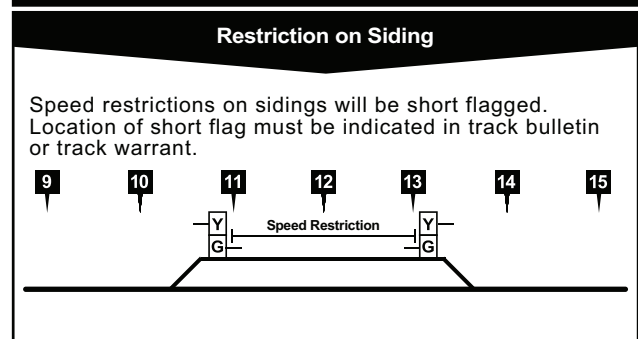
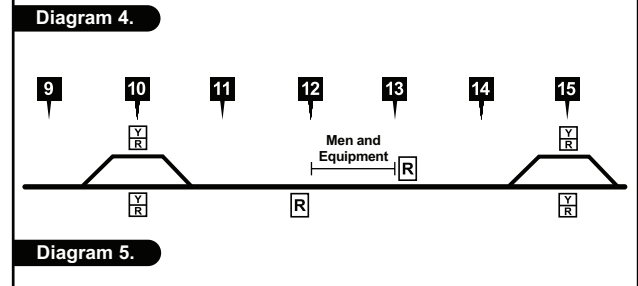
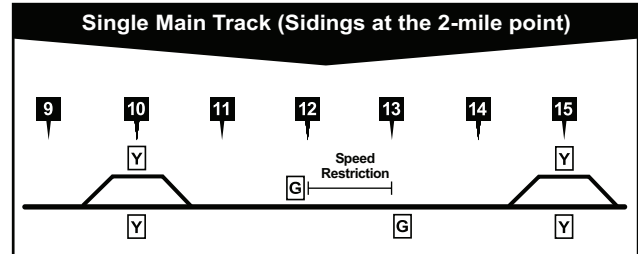
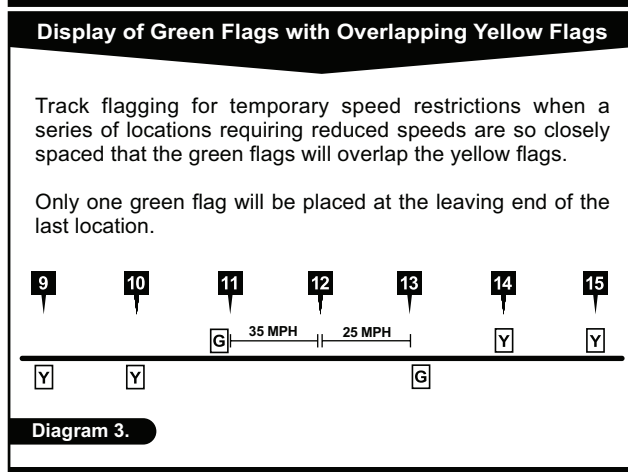
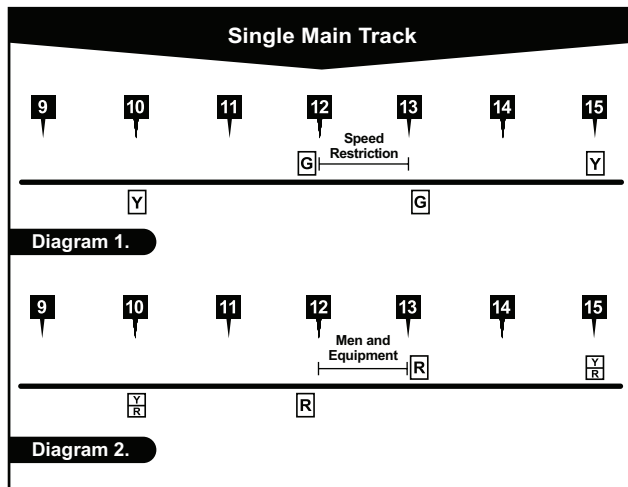
The figures in the appendix provide examples for protecting temporary speed restrictions and people or equipment working on or near the track. When reviewing these examples, keep in mind the following:

- 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, or in single main track territory when a restriction is placed on a turnout not affecting the main track, 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.



Speed Restriction When Flag Cannot Be Placed 2 Miles in Advance

Location of short flag must be indicated in track bulletin or track warrant.

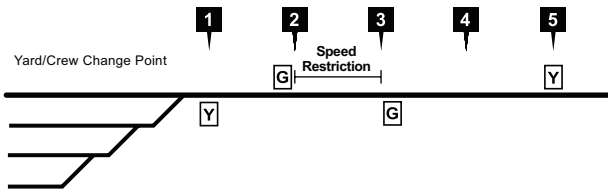


Diagram 10.

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.

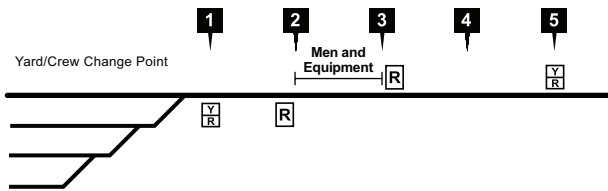


Diagram 11.

Speed Restriction at Foreign Line Junction

Location of short flag must be indicated in track bulletin or track warrant.

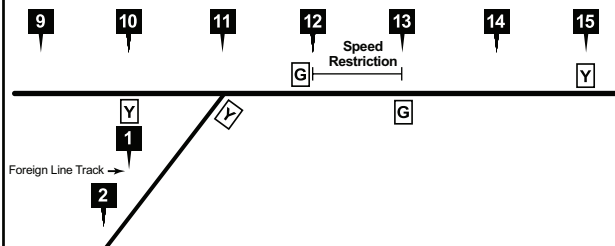


Diagram 12.

Foreign Line junction Near Men and Equipment

Location of short flag must be indicated in track bulletin or track warrant.

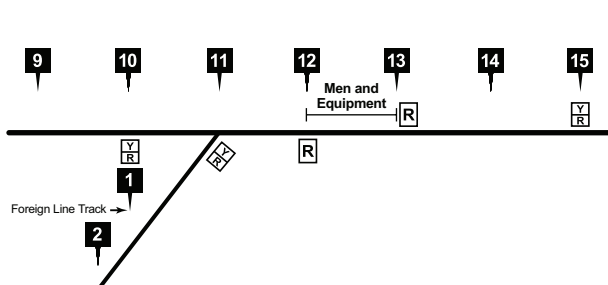


Diagram 13.

Speed Restriction at BNSF Junction

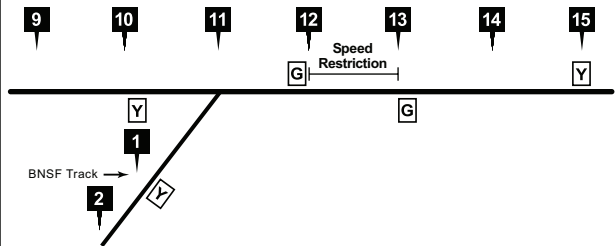


Diagram 14.

BNSF Junction Near Men and Equipment

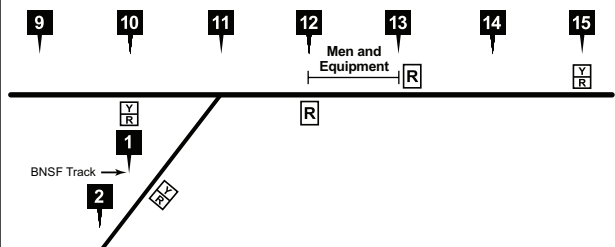


Diagram 15.

Speed Restriction Just Beyond Turnout to Third Main Track

Train crews would determine the track affected by the information contained in their track bulletin.

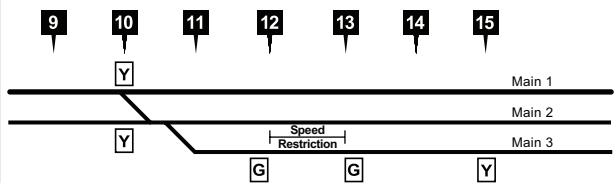


Diagram 16.

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.

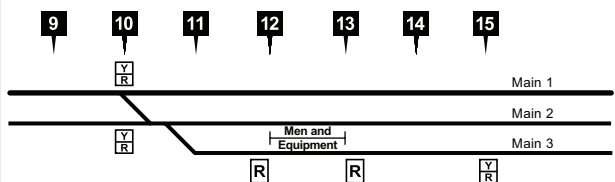


Diagram 17.

Speed Restriction Just Beyond Turnout to Main 1

Train crews would determine the track affected by the information contained in their track bulletin.

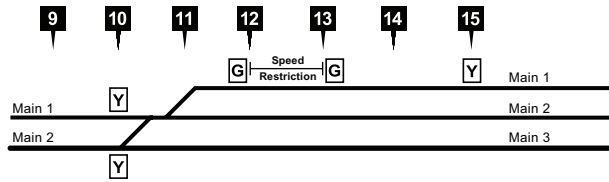


Diagram 18.

Men and Equipment Just Beyond Turnout to Main 1

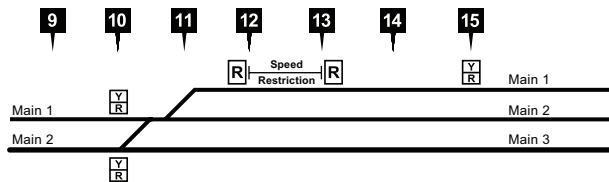


Diagram 19.

Speed Restriction on Multiple Main Track

Train crews would determine the track affected by the information contained in their track bulletin.

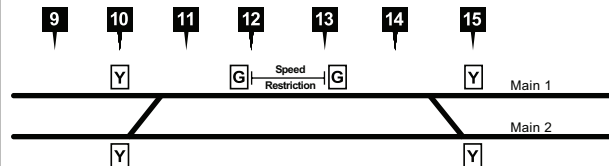


Diagram 20.

Men and Equipment on Multiple Main Track

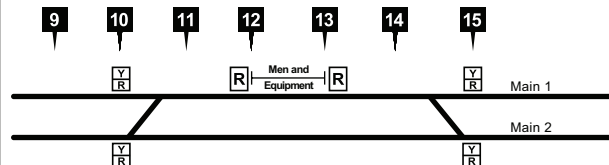


Diagram 21.

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.

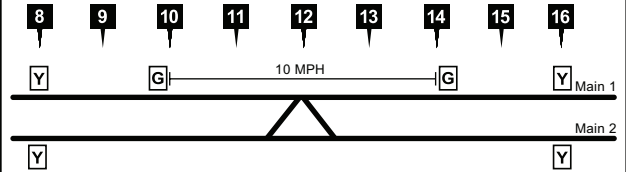


Diagram 22.

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.

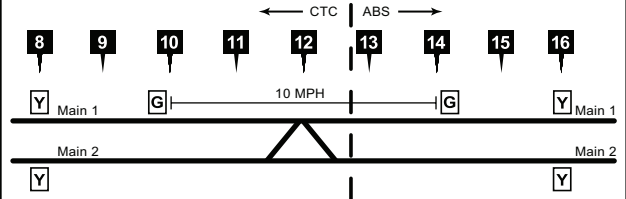


Diagram 23.

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.

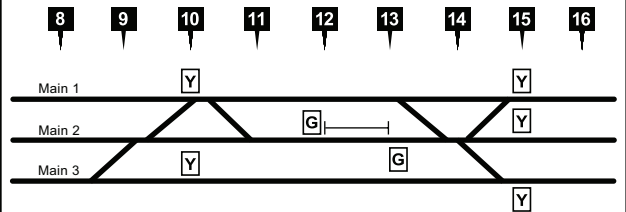


Diagram 24.

Men and Equipment on Multiple Main Tracks (3 or More Main Tracks)

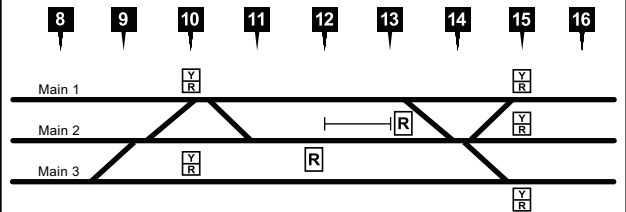


Diagram 25.

Appendix B - Roadway Signs

Spring Switch
Rule 8.9

One-Mile Switch

Crossing Signal Start
Rule 6.32.2

NO CLEARANCE
No Clearance

NO CLEARANCE

Derail
Rule 8.20

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

END DOUBLE TRACK
End Double Track

STOP **STOP**
STOP Signs

RRX 800 FT.
Railroad Crossing
Rules 6.16 and 6.18

END OF OVERLAP **SIGNAL OVERLAP**
End of Overlap
Rule 9.21

SIGNAL OVERLAP
Signal Overlap
Rule 9.21

Flanger

R
Restricted Limits
Rule 6.14

J 800 FT.
Junction
Rule 6.18

FP
Fouling Point

Y
Yard Limits
Rule 6.13

DRAW 1-MILE
One-Mile Draw Span
Rule 6.16

Track Flag

Track Flag *
* Two Red Track Flags may be displayed

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
Protect Open Switch
This switch left open when visible.

25 ATS
Inert ATS Inductors

W

QZ
When QZ is attached, denotes Quiet Zone.
When numeral attached, denotes the number of crossings less than 1,320 ft. apart

3

Whistle Board/Crossing Sign

Begin TWC **End TWC**
Begin TWC and End TWC

REMOTE CONTROL ZONE **REMOTE CONTROL ZONE 1** **RCZ 1** **RCZ1**
Remote Control Zone (RCZ) Signs

Switch Stand Target

Example of an RCZ Sign attached to a switch stand below the target

| Appendix C - Division/Subdivision Index | | |
|---|--|---|
| Division | Subdivisions | |
| California | Alameda Corridor Bakersfield Cajon Harbor Lucerne Valley Mojave Needles San Bernardino San Diego Stockton | Montana..... Forsyth Ft. Benton Glasgow Great Falls Grenora Helena Hettinger Hi Line Kootenai River Laurel Lewistown Milk River Mobridge Niobe Sarpy Line Sidney Sweet Grass Valier |
| Chicago | Aurora Barstow Brookfield Chicago Chillicothe Marceline Mendota Peoria St. Croix Thomas Hill | Nebraska Bayard Beatrice Bellwood Council Bluffs Creston Des Moines Giltner Hastings Lester Napier Omaha Ottumwa Ravenna Sioux City St. Joseph Wymore |
| Colorado | Akron Boise City Brush Casper Cody Dalhart Front Range Golden Pikes Peak Pueblo Raton Spanish Peaks Twin Peaks | Northwest Bellingham Cherry Point Coeur d'Alene Columbia River Fallbridge Gateway Kettle Falls Lakeside New Westminster Oregon Trunk Scenic Seattle Spokane Stampede Sumas Yakima Valley |
| Gulf | Bay City BBRX Conroe DFW Galveston Houston Lafayette Lampasas Longview Mykawa Silsbee | Powder River..... Angora Big Horn Black Hills Butte Campbell Canyon Dutch Orin Sand Hills Valley |
| Kansas..... | Arkansas City Douglass Emporia Hereford La Junta Panhandle Plainview Slaton Strong City Topeka | Southwest..... Clovis Coronado Defiance El Paso Ennis Gallup Glorieta Lee Ranch Phoenix Seligman Springerville |
| Montana..... | Big Sandy Broadview Choteau Circle Colstrip Copper City Crosby Dickinson Fairfield | Springfield..... Afton Amory Avard Beardstown Birmingham Cherokee Cuba Fort Scott Hannibal Lead Line River Thayer North Thayer South Yates City |
| | | Texas Chickasha Creek Ft. Worth Madill Red River Valley 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 Mitchell Monticello Moorhead |

Twin Cities Morris
 Noyes
 P Line
 Prosper
 Rolla & Westhope
 St. Paul
 Staples
 Watertown
 Wayzata
 Zap Line

Subdivision Index

| Subdivision | Division |
|-----------------------|-----------------|
| Aberdeen..... | Twin Cities |
| Afton..... | Springfield |
| Akron..... | Colorado |
| Alameda Corridor..... | California |
| 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..... | Gulf |
| 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 |
| Broadview..... | Montana |
| Brookfield..... | Chicago |
| Browns Valley..... | Twin Cities |
| Brush..... | Colorado |
| 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 |
| Copper City..... | Montana |
| 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..... | Gulf |
| 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..... | California |
| 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 |
| Madison..... | Twin Cities |

| | | | |
|------------------------|--------------|---------------------|--------------|
| Marceline | Chicago | Valley | Powder River |
| Marshall | Twin Cities | Venus | Texas |
| Mayville | Twin Cities | Warwick | Twin Cities |
| Mendota | Chicago | Watertown | Twin Cities |
| Midway | Twin Cities | Wayzata | Twin Cities |
| Milk River | Montana | Westhope | Twin Cities |
| Mitchell | Twin Cities | Wichita Falls | Texas |
| Mobridge | Montana | Wymore | Nebraska |
| Mojave | California | Yakima Valley | Northwest |
| Monticello | Twin Cities | Yates City | Springfield |
| Moorhead | Twin Cities | Zap Line | Twin Cities |
| Morris | Twin Cities | | |
| Mykawa | Gulf | | |
| Napier | Nebraska | | |
| Needles | California | | |
| 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 | Colorado | | |
| Ravenna | Nebraska | | |
| Red River Valley | Texas | | |
| Red Rock | Texas | | |
| River | Springfield | | |
| Rolla | Twin Cities | | |
| San Bernardino | California | | |
| San Diego | California | | |
| Sand Hills | Powder River | | |
| Sarpy Line | Montana | | |
| Scenic | Northwest | | |
| Seattle | Northwest | | |
| Seligman | Southwest | | |
| Sidney | Montana | | |
| Silsbee | Gulf | | |
| Sioux City | Nebraska | | |
| Slaton | Kansas | | |
| Sooner | Texas | | |
| 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 | | |
| Thomas Hill | Chicago | | |
| Topeka | Kansas | | |
| Twin Peaks | Colorado | | |
| Valier | Montana | | |

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 |