

March 26, 2021

BNSF Railway Co.
ALL DIVISIONS

SYSTEM GENERAL ORDER No. 122

TO ALL CONCERNED,

SUBJECT: System Special Instructions

BNSF System General Order No. 120 is canceled.

Explanation: Additional amendment added Effective April 1, 2021

Effective April 1, 2021

- Item 14. General Code of Operating Rules, BNSF Amendments and Supplements is amended
- Item 17. PTC - Supplemental Information is amended
- Item 47. Train Makeup Instructions is amended
- Item 47(A). Train Makeup Instructions and Locomotive Requirements Applicable to Conventional, Distributed Power and Manned Helpers is amended

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Amendments to BNSF System Special Instructions No. 1, dated April 1, 2020.
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Effective April 1, 2020

Item 1. Speeds

In the Equipment table, the row for Schnabel type cars, empty is changed entirely to read:

Schnabel type cars, empty. Cars 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	45	45
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Exception: GEGX 21154, GEGX 21155, GEX 80000, GEX 80002, MAMX 1001	40	40
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Exception: KRL 3600, KRL 3601, GEX 80003, HEPX 200, PTDX 202	25	25
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Effective August 1, 2020

Item 1. Speeds

Add the following as a new fourth paragraph in the first section:

Amtrak trains operating in Cascade service may observe Talgo speeds. The consist must be entirely Horizon and/or Amfleet Single Level Passenger Equipment. If the PTC Onboard Consist does not reflect the correct train type, crews may modify their consist to "Tilt" Train Type.

Effective November 1, 2020

Item 4. Geometry Test Car Instructions

That part reading:

Geometry test cars 80/81, 85/86, 87/88, 90, 91, 92 and NXGX 390 (NxGen Car) must move in train by themselves. Geometry test cars 80/81, 85/86, 87/88, 90, 91 and 92 are not required to have an ETD at the rear of the car when the car is occupied.

Work Orders for trains handling unmanned geometry test cars BNSF 90, 91 and 92 will include instructions advising the conductor to call the Geometry Car Desk at 817-352-4559.

Is changed to read:

Geometry test cars 80/81, 85/86, 87/88, 90, 91, 92, 93 and NXGX 390 (NxGen Car) must move in train by themselves. Geometry test cars 80/81, 85/86, 87/88, 90, 91, 92, and 93 are not required to have an ETD at the rear of the car when the car is occupied.

Work Orders for trains handling unmanned geometry test cars BNSF 90, 91, 92, and 93 will include instructions advising the conductor to call the Geometry Car Desk at 817-352-4559.

Effective December 1, 2020

Item 11. Shunting the Track

Commodities Insulating Track In CTC And ABS is changed entirely to read:

Commodities Insulating Track

Employees should be alert for insulating commodities such as clay, chips, oil, etc. on top of rails, or leaves covering the rails. This condition could possibly insulate the track and cause loss of train shunt. Such conditions should be promptly reported to the train dispatcher. When conditions are reported, trains 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.

Effective April 1, 2020

Item 13. In Effect on BNSF Railway

Delete:

General Code of Operating Rules, Seventh Edition, in effect April 1, 2015

Add:

General Code of Operating Rules, Eighth Edition, in effect April 1, 2020

Delete:

BNSF Chicago Passenger Operations Manual No. 3, in effect February 18, 2019

Add:

BNSF Chicago Passenger Operations Manual No. 4, in effect February 1, 2020

Effective April 20, 2020

Item 13. In Effect on BNSF Railway

Delete:

United States Hazardous Material Instructions for Rail in effect June 1, 2017.

Add:

United States Hazardous Material Instructions for Rail in effect April 20, 2020.

Effective September 1, 2020

Item 13. In Effect on BNSF Railway

Delete:

2016 Emergency Response Guidebook

Add:

2020 Emergency Response Guidebook

Effective November 1, 2020

Item 13. In Effect on BNSF Railway

Delete:

Train Dispatcher's and Control Operator's Manual, in effect August 16, 2017.

Add:

Train Dispatcher's and Control Operator's Manual, in effect November 1, 2020

Effective May 1, 2020

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements

Delete:

GCOR 6.29.1 Inspecting Passing Trains - "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.

Add:

GCOR 6.29.1 Inspecting Passing Trains - "Ground Inspections" is changed to read:

Conducting Inspections

When a train is stopped and is met or passed by another train, a member of the crew must inspect the passing train. All crew members must remain alert and attentive while the inspection is being conducted.

If inspecting from the ground:

- * Dismount equipment on the side opposite approaching train.
- * Do not cross adjacent tracks solely for the purpose of inspecting a passing train.

Effective June 1, 2020

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements

Add:

GCOR 9.8 Next Governing Signal - add the following bullet under the paragraph:

- * Trains operating with TO/PTC-IM may continue operating in Auto Control when the PTC display indicates the next governing signal is Approach (Yellow Track Line on PTC Display) or more favorable. This does not apply when the previous signal indication was Approach or less favorable.

Effective July 1, 2020

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements

Add:

GCOR 15.13 Voiding Track Bulletins

A. Voiding Track Bulletins Verbally

That part reading:

Employee must repeat the information to the train dispatcher. If correct, the word "VOID" will be entered to indicate that portion is no longer in effect.

Is changed to read:

Employee must repeat the information to the train dispatcher. Where paper copies are used, if correct the word "VOID" will be entered to indicate that portion is no longer in effect.

GCOR 15.13.1 Voiding General Track Bulletins or Restrictions

Under 1. "Restriction (number) _____ reading _____ is void."

That part reading:

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.

Is changed to read:

An employee must repeat this information to the train dispatcher. Where paper copies are used, if correct the employee must write "VOID" in the margin to the left of the restriction made void.

Under 2. "General track bulletin No. _____ is void."

That part reading:

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.

Is changed to read:

An employee must repeat this information to the train dispatcher. Where paper copies are used, if correct the employee must write "VOID" across the first page of the general track bulletin being voided.

Effective August 1, 2020

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements

Add:

GCOR 6.11 Mandatory Directive - That part reading:

Indicate "VOID" on mandatory directive form when:

Is changed to read:

Where paper copies are used, indicate "VOID" on mandatory directive form when:

GCOR 14.9 Copying Track Warrants

That part reading:

The conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it.

Is changed to read:

Where paper copies are used, the conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it.

Effective September 1, 2020

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements

Add:

GCOR 18.3 Broken or Missing Seals - That part reading:

Unless authorized, do not break the protective seals on PTC devices.
Report broken or missing PTC seals to the designated authority.

Is changed to read:

Unless authorized, do not break the protective seals on PTC devices.
Report broken or missing PTC seals to the PTC Desk.

Effective November 1, 2020

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements
GCOR 2.21

In section C. Railroad-Supplied Electronic Devices

Under the last bullet reading "* Verbally obtaining or releasing
mandatory directives when railroad radio communication is available."

Add:

A railroad-supplied electronic device may be used to take a photograph
pertaining to authorized business purposes that include a potential
safety hazard, violation of a rail safety law, regulation, order or
standard; or conditions that prevent a train crew from accessing and
performing work at a customer facility provided that:

- * Train is stopped.
- * A Job Safety Briefing is conducted including all members to confirm
that it is safe to do so.
- * If the crew member taking the photograph is on the ground they cannot
be within 4 feet of any track.

Effective December 1, 2020

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements
GCOR 2.21 Electronic Devices

A. Personal or Railroad-Supplied Electronic Devices

After the last paragraph reading:

Other than railroad operating employees may use electronic devices in the
body of a business car or passenger train when it will not interfere with
an employee's performance of safety-related duties.

Add:

Except as otherwise authorized, the use of any audio or video recording
device to record communications by or between employees is strictly
prohibited without the prior knowledge and express consent of all parties
to the communication.

B. Personal Electronic Devices

That part reading:

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 job 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.

When communication has been completed turn device off and stow out of sight.

Is changed to read:

A railroad operating employee may use an electronic device when:

- * Rolling and on track equipment is stopped,
- * A job 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.

When device is not in use it must be off and stowed out of sight.

Effective January 1, 2021

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements
GCOR 14.7 Reporting Clear of Limits, Supplemental Instruction
Reporting Clear/Releasing Track Warrants

That part reading:

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

Is changed to read:

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

Add:

GCOR 18.13 Freight Yard Movements

Movements engaged in, or related to yard, local, hostling, or work train operations may operate without PTC if the movement:

- * Originates or terminates in a yard,
- * Does not travel in excess of 20 miles on PTC territory, and
- * Does not exceed restricted speed while on PTC territory.

January 20, 2021

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements
GCOR 18.13 Freight Yard Movements

That part reading:

Movements engaged in, or related to yard, local, hostling, or work train operations may operate without PTC if the movement:

Is changed to read:

Movements engaged in, or related to yard, local, hostling, or work train operations may operate without PTC when permitted by rule, special instruction or the train dispatcher, and if the movement:

Effective February 1, 2021

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements

GCOR 6.5.1 Remote Control Movements

Under Relief of Providing Protection

That part reading:

The remote control operator is relieved from providing protection and the requirement to stop within half the range of vision for movements with engine on leading end when:

1. The remote control zone has been activated.
2. Switches/derails are known to be properly lined.
3. Track(s) within the zone are known to be clear of other trains, engines, railroad cars, and men or equipment fouling the track.

Is changed to read:

The remote control operator is relieved from providing protection and the requirement to stop within half the range of vision for movements with engine on leading end when a qualified employee who is a part of the RCO crew has performed the following:

1. Verify switches/derails are known to be properly lined.
2. Track(s) within the zone are known to be clear of other trains, engines, railroad cars, and men or equipment fouling track.
3. Once steps 1 and 2 are completed and all crew members have been briefed, the zone may be activated.

Effective February 15, 2021

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements

Add:

GCOR 18.12 Movements with Inoperative PTC System

Immediately notify the train dispatcher when the controlling locomotive's PTC system becomes inoperative, except where PTC is suspended by mandatory directive.

When operating without the PTC system in an "Active" state, the following speeds will govern:

In signaled territory
Passenger trains 79 MPH

Effective March 1, 2021

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements

GCOR 1.43 Stopped in Tunnels

Under:

A. Engine or Train Stopped in Tunnel

That part reading:

4. Apply hand brakes to prevent movement in case the air brakes leak off.

Is changed to read:

4. Secure required number of cars to prevent movement in case the air brakes leak off.

GCOR 6.20 Equipment Left on Main Track

A. Portion of Train Left on Main Track

That part reading:

- * Set a sufficient number of hand brakes to keep the detached portion from moving.

Is changed to read:

- * Secure a sufficient number of cars to keep the detached portion from moving.

GCOR 6.22 Maintaining Control of Train or Engine

As a new, second paragraph, add:

When following a train or engine on a Main Track or controlled siding, crew members must ensure they stop at least 400 feet behind the train or engine, if length of train permits.

GCOR 7.6 Securing Cars or Engines is changed entirely to read:

GCOR 7.6 Securing Cars or Engines

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 a job briefing, to ensure equipment left unattended is properly secured and a sufficient number of cars have hand brakes applied to prevent movement. If hand brakes are not adequate, block the wheels.

When the engine is coupled to a train or cars standing on a grade, do not release the hand brakes until the air brake system is fully charged.

When cars are moved from any track, secure enough cars by applying hand brakes to prevent any remaining cars from moving.

Effective April 1, 2021

Item 14. General Code of Operating Rules, BNSF Amendments and Supplements

GCOR 18.12 Movements with Inoperative PTC System

That part reading:

Immediately notify the train dispatcher when the controlling locomotive's PTC system becomes inoperative, except where PTC is suspended by mandatory directive.

Is changed to read:

Immediately notify the train dispatcher and PTC Desk when the controlling locomotive's PTC system fails to initialize or becomes inoperative, except where PTC is suspended by mandatory directive.

GCOR 18.13 Freight Yard Movements is changed entirely to read:

GCOR 18.13 Movements Without PTC

Movements engaged in freight switching, yard, local, hostling, assembly or disassembly of trains, or work train operations may operate without PTC when permitted by rule, special instruction or the train dispatcher, and if the movement:

- * Originates or terminates in a yard,
- * Does not travel in excess of 20 miles on PTC territory, and
- * Does not exceed restricted speed while on PTC territory.

Effective April 14, 2020

Item 17. PTC - Supplemental Information

Under PTC - Directive Delivery (PTC/DD)

The second paragraph is changed to read:

Directives that are delivered electronically via the PTC system will immediately be displayed on-board and protected by PTC on trains operating with PTC active. When any restriction is voided in the system by the train dispatcher, including those provided by the GTB at the initial on-duty time, trains operating with PTC active will no longer display an associated restriction target and the train crew may consider any restriction, other than a Form B, no longer in effect. At this time voiceless PTC/DD will not be used to issue or remove a Form B restriction. All Track Bulletin Form B restrictions remain in effect until they expire or are made void by the train dispatcher.

Under PTC - Directive Delivery (PTC/DD)

Delete the last paragraph reading:

Although system prompts will be generated, PTC/DD will not be used for

Amtrak, Metra, Metrolink, Northstar, or Sounder passenger trains. The train dispatcher will contact these trains verbally regarding directives while en-route.

Add:

When crew members responsible for complying with electronically delivered restrictions are not in the controlling locomotive (such as train service employees in passenger service), the engineer will communicate to those crew members the contents of new restrictions as soon as practical after the prompt is received and prior to reaching the restriction. In addition, if PTC becomes disengaged, or status changes to a condition where electronic view of restrictions is not available on the PTC display, the train crew will brief to determine if any restrictions were delivered electronically, then contact the train dispatcher to verbally receive the restriction prior to reaching the location of restriction, if necessary.

Effective August 1, 2020

Item 17. PTC - Supplemental Information

Under PTC - Directive Delivery (PTC/DD)

That part reading:

When any restriction is voided in the system by the train dispatcher, including those provided by the GTB at the initial on-duty time, trains operating with PTC active will no longer display an associated restriction target and the train crew may consider any restriction, other than a Form B, no longer in effect.

Is changed to read:

When any directive is voided in the system by the train dispatcher, trains operating with PTC active will no longer display an associated target and the train crew may consider any directive, other than a Form B, no longer in effect.

Under PTC - Directive Delivery (PTC/DD)

That part reading:

Train crews are responsible for complying with electronically delivered directives when notified by the prompt on the PTC display, or contacted by the train dispatcher confirming receipt of the directive, or when PTC is disengaged.

Is changed to read:

Train crews are responsible for complying with electronically delivered directives when notified by the prompt on the PTC display, or contacted by the train dispatcher confirming receipt of the directive, or when PTC is disengaged with the track warrant(s) viewable on the PTC display.

Under PTC - Directive Delivery (PTC/DD)

The last paragraph is changed entirely to read:

When crew members responsible for complying with electronically delivered directives are not in the controlling locomotive (such as train service

employees in passenger service), the engineer will communicate to those crew members the contents of new directives as soon as practical after the prompt is received and prior to reaching the directive location.

Effective August 7, 2020

Item 17. PTC - Supplemental Information

PTC - Directive Delivery (PTC/DD) is changed entirely to read:

PTC - Directive Delivery (PTC/DD)

Locations identified within individual Subdivision Special Instructions as PTC/DD enabled are equipped for electronic delivery of directives to enroute trains through the onboard PTC system. When a directive is electronically delivered, PTC will generate a crew prompt indicating a directive has been received. Train crews must review as soon as practical and follow prompts for acknowledgment.

Directives that are delivered electronically via the PTC system will immediately be displayed on-board and protected by PTC on trains operating with PTC active. When any directive is voided in the system by the train dispatcher trains operating with PTC active will no longer display an associated target and the train crew may consider any directive, other than a Form B, no longer in effect. At this time voiceless PTC/DD will not be used to issue or remove a Form B restriction. All Track Bulletin Form B restrictions remain in effect until they expire or are made void by the train dispatcher.

Directives, including those electronically delivered, are viewable by the train crew utilizing the PTC display. If PTC status changes to a condition where electronic view of directives is not available on the PTC display, be governed as follows:

- * If an authority has been delivered electronically, stop the train, consistent with good train handling, and contact the train dispatcher.
- * If no restriction has been electronically delivered while enroute, the train may continue operating by observing restrictions included in the General Track Bulletin.
- * If a restriction has been electronically delivered while enroute, contact the train dispatcher to verbally receive the restriction information before reaching the location of the restriction.
- * If crew is unsure if a restriction has been electronically delivered, or of the location of an electronically delivered restriction, stop the train, consistent with good train handling, and contact the train dispatcher.
- * When the dispatcher has been contacted due to electronic view of restrictions being unavailable, the dispatcher will determine if any enroute restrictions are needed by the train crew. If any are required, the train dispatcher will verbally deliver the restriction information and advise when the train may proceed.

Train crews are responsible for complying with electronically delivered directives when notified by the prompt on the PTC display, or contacted by the train dispatcher confirming receipt of the directive, or when PTC is disengaged with the directive(s) viewable on the PTC display.

When crew members responsible for complying with electronically delivered directives are not in the controlling locomotive (such as train service employees in passenger service), the engineer will communicate to those crew members the contents of new directives as soon as practical after the prompt is received and prior to reaching the directive location.

Effective January 1, 2021

Item 17. PTC - Supplemental Information

Locomotive Consist is changed entirely to read:

Locomotive Consist

At locations where locomotive consists are assembled for trains that will operate on PTC territory, a PTC-equipped, lead-qualified locomotive must be placed in lead position. At non-PTC originating locations, departure of a train that will operate on PTC territory without a PTC-equipped, lead-qualified locomotive in lead position, must be approved by a local supervisor, or train dispatcher if local supervisor is not on-duty.

Delete in its entirety:

PTC Desk

BNSF and foreign train crews experiencing PTC issues such as initialization failures, enroute failures, or any other PTC-related exceptions, must contact the PTC desk to assist with troubleshooting and coordination with the BNSF Train Dispatcher and foreign railroad PTC support. To contact the PTC Desk by radio, set the radio to the assigned AAR road channel and use the three digit code for the nearest radio tower as indicated in the timetable Radio Call-In chart. For the PTC Desk, X=9.

The PTC desk can also be contacted via telephone by calling 817-593-5900.

When practical, contact with the PTC Desk should be established by a crew-member on the lead unit.

Delete in its entirety:

Foreign Train PTC Initialization/Enroute Failures on BNSF

The following instructions apply to foreign freight and passenger trains that are PTC-interoperable with BNSF, and experience PTC initialization or enroute failures while operating on BNSF. Local instructions will take the place of these instructions where conflicts exist.

Dispatcher Notification

All foreign trains must notify the BNSF Train Dispatcher as soon as practical of PTC failures and be governed by instructions received.

Provide the BNSF Train Dispatcher with the following information in a timely manner:

- * What type of issue caused the delay, if known
- * Amount of delay that was incurred from troubleshooting the PTC issue

PTC Desk Notification

When a foreign train experiences a PTC initialization or enroute failure while on BNSF, a train crew member (located on the lead unit when practical), must contact the BNSF PTC desk. The PTC desk will review available information related to the failure and communicate with the BNSF Train Dispatcher and foreign railroad PTC support, as necessary. If determined that PTC must be cutout or the train must proceed without PTC functioning as intended, the PTC desk will advise the train crew to notify the Train Dispatcher, then proceed accordingly.

Troubleshooting will be conducted until one of the following occurs:

- * The failure is corrected,
- * Proper authority of the foreign railroad determines the failure cannot be resolved and train must proceed with nonfunctioning PTC, or
- * BNSF determines that the failure cannot be resolved and further instructions are issued which could include train proceeding with non-functioning PTC.

Add:

Inoperative PTC - All Trains

Trains experiencing PTC failures while operating on BNSF, such as initialization failures, enroute failures, or any other PTC-related exceptions causing loss of PTC protection, must notify the BNSF Train Dispatcher as soon as practical and be governed by instructions received. A crew member located on the lead locomotive (when practical) also must contact the PTC Desk to assist with troubleshooting or other PTC issues. The PTC Desk may be reached by radio, or telephone 817-593-5900.

After troubleshooting is complete, provide the train dispatcher with the following information:

- * Type of issue that caused the delay, if known, and
- * Amount of delay that was incurred from troubleshooting the PTC issue

Local instructions will take the place of these instructions where conflicts exist.

January 20, 2021

Item 17. PTC - Supplemental Information

Locomotive Consist

The part reading:

At non-PTC originating locations, departure of a train that will operate on PTC territory without a PTC-equipped, lead-qualified locomotive in lead position, must be approved by a local supervisor, or train dispatcher if local supervisor is not on-duty.

Is changed to read:

At non-PTC originating locations, departure of a train that will operate on PTC territory without a PTC-equipped, lead-qualified locomotive in lead position, must be approved by the train dispatcher.

Inoperative PTC - All Trains

Delete that part reading:

Local instructions will take the place of these instructions where conflicts exist.

Effective February 1, 2021

Item 17. PTC - Supplemental Information

PTC - Directive Delivery (PTC/DD) deleted in its entirety.

Effective April 1, 2021

Item 17. PTC - Supplemental Information

Delete:

Inoperative PTC - All Trains

Trains experiencing PTC failures while operating on BNSF, such as initialization failures, enroute failures, or any other PTC-related exceptions causing loss of PTC protection, must notify the BNSF train dispatcher as soon as practical and be governed by instructions received. A crew member located on the lead locomotive (when practical) also must contact the PTC Desk to assist with troubleshooting or other PTC issues. The PTC Desk may be reached by radio, or telephone 817-593-5900.

After troubleshooting is complete, provide the train dispatcher with the following information:

- * Type of issue that caused the delay, if known, and
- * Amount of delay that was incurred from troubleshooting the PTC issue

Add:

PTC Desk

The PTC Desk may be contacted by radio, or telephone 817-593-5900. When necessary to troubleshoot PTC issues, contact should be established by a crew member located on the lead locomotive (when practical).

Effective February 1, 2021

Add:

Item 18. Electronic Delivery of Information

PTC initialized trains may receive the following electronically delivered directives:

- * Form A track bulletins
- * Form B track bulletins
- * Crossing warning notifications
- * Track warrants

Train crews are responsible for complying with electronically delivered directives when:

- * Notified by the prompt on the PTC display,
- * Contacted by the train dispatcher confirming receipt of the directive, or
- * Directives(s) remain viewable on the PTC display.

When crew members responsible for complying with electronically delivered directives are not in the controlling locomotive (such as train service employees in passenger service), the engineer will communicate to those crew members the contents of new directives as soon as practical after the prompt is received and prior to reaching the directive location.

Failure Mode

Electronically and verbally delivered directives are viewable via the PTC display. If PTC status changes to a condition where electronic view of directives is not available on the PTC display, be governed as follows:

Directive -----	Train Crew Action -----
Authority	
Authority has been delivered electronically	Stop the train consistent with good train handling and contact the train dispatcher
Restrictions	
No restriction has been electronically delivered while enroute	Train may continue operating by observing restrictions included in the General Track Bulletin
Restriction has been electronically delivered while enroute	Contact the train dispatcher to verbally receive the restriction information before reaching the location of the restriction
Unsure if a restriction has been electronically delivered, or unsure of the location of an electronically delivered restriction	Stop the train consistent with good train handling and contact the train dispatcher

Effective February 1, 2021

Add:
Item 18 (A). PTC Territory

Trains operating in a PTC active state may receive electronically delivered directives without verbal interaction with the dispatcher. (Note: this process does not apply to Form B Track Bulletins). Train crews must review as soon as practical and follow prompts for acknowledgment.

Directives that are delivered electronically via PTC will immediately be displayed onboard and protected by PTC on trains operating in a PTC active state. When any directive is voided in the system by the train dispatcher trains operating with PTC active will no longer display an associated target and the train crew may consider any directive, other than a Form B, no longer in effect. All Track Bulletin Form B restrictions remain in effect until they expire or are made void by the train dispatcher.

Effective February 1, 2021

Add:
Item 18 (B). Non-PTC Territory

When taking charge of a PTC-equipped train, the PTC system on the controlling locomotive must be initialized. The train dispatcher will initiate communication that a directive has been delivered. (Note: this verbal confirmation process does not apply to Form B Track Bulletins). Because PTC is in a disengaged state, directives will not be enforced by PTC. When any directive is voided in the system by the train dispatcher, the directive will remain in effect until verbally notified by the train dispatcher.

Authority

Train crews will receive "delivery prompts" for track warrants. Because PTC is in a disengaged state, these will not be enforced by PTC.

The train dispatcher will state the track warrant number, and if included, box 5 (after arrival). Train crew will confirm receipt of the track warrant to the train dispatcher by stating the track warrant number, limits (including track) and total number of boxes marked including which specific boxes are marked. The train dispatcher will confirm information repeated is correct.

Example:

Train dispatcher states: "BNSF 5179 East, did you receive track warrant 725-45 with a box 5 on your PTC display?"

Train crew responds: "BNSF 5179 East, yes we did receive track warrant 725-45 from Anna to Bess on main track with two boxes marked, 2 and 5."

If the train crew cannot confirm the directive is on the PTC display or if the information displayed is incorrect, the directive will be issued using the verbal transmission / repetition process. Dispatcher will

notify the PTC desk.

Restrictions

Train crews may not always receive "delivery prompts" for restrictions. It may be necessary to select "view bulletins" on the PTC display to locate the restriction being confirmed. Because PTC is in a disengaged state, these will not be enforced by PTC.

The train dispatcher will contact the train crew and state the restriction number or milepost(s) that restriction applies to. The train crew will confirm receipt of the restriction to the train dispatcher by stating the restriction number (where applicable), milepost(s), speed (where applicable) and track on which the directive applies. The train dispatcher will confirm information repeated is correct.

Example:

Train dispatcher states: " BNSF 5179 East, did you receive form A track bulletin 1355 on your PTC display?"

Train crew responds: "BNSF 5179 East, yes we did receive form A track bulletin 1355 from MP 181.0 to MP 181.5, 10 MPH on main track ".

Effective November 1, 2020

Item 29. Trains Performing Track Maintenance Work

That part reading:

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.

Is changed to read:

When Maintenance of Way, Signal, Structures, Mechanical or other work groups are involved with the activities of the work train (i.e. weed spraying, dumping ballast, loading/unloading track materials, etc.), a coordinator from such group must be designated. The train crew will communicate with the designated coordinator concerning all train movements and work activities.

That part reading:

In signaled territory, when at the intended work location and before performing work associated with track maintenance (i.e., dumping ballast, loading/unloading track materials, etc.) on a Main Track or Siding the conductor must:

- * Notify the train dispatcher of the milepost limits where the work will be performed.
- * Notify the train dispatcher when the work has been completed.

Is changed to read:

In signaled territory, when at the intended work location and before performing work associated with track maintenance (i.e. weed spraying, dumping ballast, loading/unloading track materials, etc.) on a Main Track

or Siding the conductor must:

* Notify the train dispatcher of the milepost limits where the work will be performed.

* Notify the train dispatcher when the work has been completed.

Effective January 1, 2021

Delete:

Item 38. Currently Not Used

Add:

Item 38. De Minimis Territory

De minimis territory carries a minimal quantity of PIH/TIH materials and must meet certain criteria related to annual tonnage, grade, train spacing, and volume factors including:

* Fewer than 100 loaded cars containing PIH/TIH materials per year, and

* Two or fewer trains per calendar day carrying any quantity of PIH/TIH (loaded and residue/empty).

Prior to operating on de minimis territory train crew must notify the train dispatcher if carrying any quantity of PIH/TIH materials (loaded and residue/empty).

Maximum speed of trains carrying any quantity of PIH/TIH materials on de minimis territory is 40 MPH.

De Minimis Territories

Division	Subdivision	Limits
California	Stockton	MP 1168.9 to MP 1188.3
Red River	Conroe	MP 77.0 to MP 152.2
Southwest	El Paso	MP 936.1 to MP 1152.5
	Phoenix	MP 135.0 to MP 181.2
Powder River	Casper	MP 458.9 to MP 513.1
Montana	Great Falls	MP 37.3 to MP 97.0
Twin Cities	Aberdeen	MP 704.6 to MP 777
	Noyes	MP 0.0 to MP 85.0

Effective January 12, 2021

Item 38. De Minimis Territory

Delete:

California	Stockton	MP 1168.9 to MP 1188.3
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Effective May 1, 2020

Item 43. Signal Awareness/Position of Switch Form

Before the first paragraph, Add:

Signal awareness and Position of Switch Forms must be completed when operating on subdivisions where PTC is not in effect, or when operating on territory where PTC is in effect and train is not PTC equipped.

Note: On PTC active trains where the PTC system becomes inoperable enroute, Signal Awareness and Position of Switch Forms are not required to be completed.

In the first paragraph, that part reading:

In addition to observing and calling signals as required by GCOR 1.47, the conductor must fill out one of these forms in ink while operating on BNSF and foreign railroads.

Is changed to read:

When required, in addition to observing and calling signals as required by GCOR 1.47, the conductor must fill out one of these forms in ink while operating on BNSF and foreign railroads.

That part reading:

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:

Is changed to read:

In addition, when completion of Position of Switch Form is required and operating 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:

Delete the following:

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.

Effective November 1, 2020

Item 45. Network Operations Center Notification Requirements is changed entirely to read:

Item 45. Network Operations Center Notification Requirements

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.
- * Chief Dispatcher - For Mechanical Related Service Interruptions (SIs), must make sure that the correct lead locomotive ID, ETD, cars, etc., are correctly reported when generating a service interruption in SIDOL.
- * 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. Train 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. A bad order tag must then be attached to the ETD to prevent subsequent use before repairs can be made and be governed by local supervision on where to place bad ordered ETD.

- * Bad Order ETD Handling Between Terminals- Train crews who have a bad order ETD removed from their train must open an ETD defect with the Mechanical Desk, attach a bad order tag to the ETD, and either turn over the bad order ETD to the mechanical responder on site or if no mechanical responder is assisting train, transport the bad order ETD in the front portion of the cab of the lead locomotive. When transporting, ensure the ETD is placed to where a tripping hazard will not exist while entering and exiting the locomotive cab. Upon reaching the terminal, the train crew must contact and be governed by local supervision on where to place the bad ordered ETD. Train crews being relieved enroute must notify relief crew of bad ordered ETD placed in the cab for their handling upon reaching terminal.

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

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

Effective May 11, 2020

Item 47. Train Makeup Instructions is changed entirely to read:

Item 47. Train Makeup Instructions

If a train is determined to be out of compliance with these train makeup rules as listed in items 47 & 47(A), 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.

System Tonnage Restrictions:

1. 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.

Note: Item 1 does not apply to test cars BNSF 82/83 and multi-platform cars except those with individual platforms exceeding 80 feet. (Examples: Twin flat cars and Automax cars.)

2. The following cars must not be ahead of more than 5,500 trailing tons:

- * Multi-platform spine cars, regardless of how loaded.

The following are considered restricted 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) and Wind Tower Trains with distributed power.
- * 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.

3. Trains greater than 5,500 total tons (excluding empty bulk commodity

trains):

Restricted cars must not be within the first 10 cars/platforms

4. Trains greater than 7,000 tons:

The rear 1/4 of the train by car count 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.

Mountain Grade Tonnage Restrictions

The following restrictions are in addition to System Tonnage Restrictions (excludes solid empty bulk commodity trains):

1. On Glorieta (MP 775.0 - MP 842.0) and Raton (MP 639.0 - MP 660.0) Subdivisions the following additional restrictions apply:
 - * Multi-platform spine cars, regardless of how loaded, must not be ahead of 2,500 trailing tons.
 - * Trains greater than 2,500 tons and less than 3,000 tons, restricted cars must not be within the first 10 cars/platforms.
 - * Trains 3,000 tons or greater, restricted cars must not be within the first 15 cars/platforms.
2. On Cajon (Main 3, MP 56.6 - MP 62.8), North County Transit Coaster (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, restricted cars must not be within the first 10 cars/platforms.
 - * Trains 4,000 tons or greater, restricted cars, and autoracks weighing less than 60 tons (does not apply to trains consisting entirely of autoracks), must not be within the first 15 cars/platforms.
3. On Cajon (Eastward Main 3, MP 56.6 - 62.8), North County Transit Coaster (MP 250 - 255), UPRR Mojave (Eastward MP 331.3 - 381.3), UPRR Moffat Tunnel (MP 17 - 63), UPRR Provo (MP 626 - 685), Gateway (Northward MP 178 - 188), Stampede (MP 41 - 58.5) and Scenic (Eastward MP 1694.5 - 1731.3) Subdivisions, the following additional restrictions apply:
 - * Multi-platform spine cars, regardless of how loaded, must not be ahead of 4,000 trailing tons.

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).

Exceptions

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

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

Detoured Foreign Trains

If a foreign line train operating on BNSF for purposes of detour is in compliance with BNSF train makeup 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 makeup instructions, train is authorized to operate on BNSF at a maximum speed of 45 MPH.

Effective September 1, 2020

Item 47. Train Makeup Instructions

System Tonnage Restrictions

Under 2. The following cars must not be ahead of more than 5,500 trailing tons:

- * Multi-platform spine cars, regardless of how loaded.

Delete that part reading:

The following are considered restricted 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) and Wind Tower Trains with distributed power.
- * 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.

Under 3. Trains greater than 5,500 total tons (excluding empty bulk commodity trains):
Restricted cars must not be within the first 10 cars/platforms

Add:

The following are restricted cars that pertain to SSI 47 System Tonnage Restrictions Item 3 and Mountain Grade Tonnage Restrictions Items 1 & 2 below:

- * 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) and Wind Tower Trains with distributed power.
- * 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.

Effective November 1, 2020

Item 47. Train Makeup Instructions

Loaded Coiled Steel Cars is changed entirely to read:

Loaded Coiled Steel Cars

The maximum number of loaded coiled steel cars and GRS/GOS on any train is limited per the table below:

Total Coil Cars in Train	Maximum # of GRS/GOS Coil Cars
80	0
70	10
65	20
60	30
55	40
50	50

Additional Train Makeup Restrictions Applicable to Trains Containing Coiled Steel Cars Operating on:

Birmingham, Cuba, Ft Scott (except between Edward - MP 102.6 and 19th Street Yard - MP 0.0), Ft. Worth (except between Gainesville - MP 411.3 and Fort Worth - MP 346), Galveston (except between Bellville - MP 106.2 and Galveston - MP 0.0), Lampasas, Phoenix, Seligman, Thayer North, Thayer South (except between River Jct. - MP 462.6 and Tennessee Yard - MP - 496.1) and Wichita Falls and UP Lufkin.

1. Conventional Unit Coiled Steel Trains

Conventional (non-DP) unit trains made up entirely of loaded GOS and GRS cars are limited to 30 cars total and will be operated in a 2x0 configuration.

2. Conventional Manifest Trains Containing Coiled Steel Cars (mixed freight without distributed power)

TOTAL TRAIN TONNAGE	MAXIMUM LOADED STEEL CARS WITH END OF CAR CUSHIONING ALLOWED
4,500 tons or less	30
4,501 - 5,500 tons	25
5,501 - 6,500 tons	20
6,501 - 7,500 tons	15
7,501 - 8,500 tons	10
Greater than 8,500 tons	0

When moving on conventional trains, all loaded shipments identified by car kind code GOS or GRS (includes ATSF, BN, BNSF, foreign and private equipment) must be placed within the first 20 cars of the train and be as close to the locomotives as practical. When handling more than 20 GOS or GRS loaded shipments, these cars must be placed directly behind locomotive consist.

3. Unit Coiled Steel Train Operating with DP

Unit trains made up entirely of loaded GOS and GRS cars are limited to 50 cars total and will be operated in a 1X2 DP configuration with dynamic brakes cut out on the trail unit of the remote DP consist. The dynamic brakes must remain cut in on the controlling DP remote unit.

4. Manifest Trains Containing Loaded GOS/GRS Coiled Steel Cars Operating with DP on Rear

Trains containing more than 10 loaded GOS/GRS coiled steel cars:

- * May not have more than 30 cars equipped with end of car cushioning (including GOS/GRS cars)
- * Must have the GOS/GRS cars immediately behind the lead locomotive consist. Exception: GOS/GRS cars may be intermixed with other loaded coiled steel cars in a block directly behind the lead locomotive consist.

5. Manifest Trains Containing Loaded GOS/GRS Coiled Steel Cars Operating with Cut In DP

Trains containing more than 10 loaded GOS/GRS coiled steel cars:

- * May not have more than 30 cars equipped with end of car cushioning (including GOS/GRS cars) ahead of the cut in DP
- * Must have the GOS/GRS cars immediately behind the lead locomotive consist. Exception: GOS/GRS cars may be intermixed with other loaded coiled steel cars in a block directly behind the lead locomotive consist
- * May not have more than 15 additional cars equipped with end of car cushioning behind the cut in DP.

Effective April 1, 2021

Item 47. Train Makeup Instructions

Mountain Grade Tonnage Restrictions

Under 2, the second bullet reading:

Trains 4,000 tons or greater, restricted cars, and autoracks weighing less than 60 tons (does not apply to trains consisting entirely of autoracks), must not be within the first 15 cars/platforms.

Is changed to read:

Trains 4,000 tons or greater, restricted cars, automax cars weighing less than 120 tons, and autoracks weighing less than 60 tons (does not apply to DP trains consisting entirely of automax/autorack cars), must not be within the first 15 cars/platforms.

Effective May 1, 2020

Item 47(A). Train Makeup Instructions and Locomotive Requirements
Applicable to Conventional, Distributed Power and Manned Helpers

5. Placement of Cut In DP/Helper Consists

Under "a. One DP Remote Consist":

That part reading:

Exception: Does not apply to solid loaded intermodal trains. The DP remote consist cut in location must be cut in no closer than mid-train by length. This cut in location may vary by 1000 ft. forward of mid train as long as train makeup requirements next to DP remote consist outlined above are met.

Is changed to read:

Exception: Does not apply to solid intermodal trains. The DP remote consist cut in location must be cut in no closer than mid-train by length. This cut in location may vary by 1,000 ft. forward of mid train as long as train makeup requirements next to DP remote consist outlined above are met.

Effective May 11, 2020

Item 47(A). Train Makeup Instructions and Locomotive Requirements
Applicable to Conventional, Distributed Power and Manned Helpers

5. Placement of Cut In DP/Helper Consists

Under "a. One DP Remote Consist":

That part reading:

Exception: Does not apply to solid intermodal trains. The DP remote

consist cut in location must be cut in no closer than mid-train by length. This cut in location may vary by 1,000 ft. forward of mid train as long as train makeup requirements next to DP remote consist outlined above are met.

Is changed to read:

Exception: Does not apply to solid intermodal trains or trains with loaded bulk commodity cars ahead of cut in DP/Helper consist. The DP remote consist cut in location must be cut in no closer than mid-train by length. This cut in location may vary by 1,000 ft. forward of mid train as long as train makeup requirements next to DP remote consist outlined above are met.

Effective June 1, 2020

Item 47(A). Train Makeup Instructions and Locomotive Requirements
Applicable to Conventional, Distributed Power and Manned Helpers

4. Additional Train Makeup Restrictions Applicable to DP Trains Operating On:

That part reading:

No more than 30 cars with end of car cushioning between head end consist and any consist of 9 RPA or greater. No more than 40 cars with end of car cushioning total in train when operating with two remote consists (Does not apply to solid loaded bulk commodity unit trains with cars equipped with end of car cushioning.)

Is changed to read:

No more than 30 cars with end of car cushioning between head end consist and any consist of 9 RPA or greater. No more than 40 cars with end of car cushioning total in train when operating with two remote consists (Does not apply to solid intermodal and solid loaded bulk commodity unit trains with cars equipped with end of car cushioning.)

Effective July 1, 2020

Item 47(A). Train Makeup Instructions and Locomotive Requirements
Applicable to Conventional, Distributed Power and Manned Helpers

2. DP Remote and ETD Placement Limitations

In the table, delete the fourth row reading:

Train of any type (excluding solid intermodal trains) with two DP remote consists, cut in and on rear of train	8,000 ft between each consist
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In the fifth row of the table, that part reading:

Solid intermodal trains operating with two DP remote consists, cut in and on rear of train

Is changed to read:

Train of any type operating with two DP remote consists, cut in and on rear of train

Below the table, add:

Placement instructions for Cut in/Helper DP Consists:

a. One DP Remote Consist

A single DP remote consist cut into the train must not have the cut in DP consist further than 10,000 feet from the head end of train (excluding locomotive length). Single DP consists cut into the train exceeding 8 RPA must be cut in at 300 tons per axle exceeding 8 RPA, but no closer to the head end than 20 cars forward of mid-train, by car count, as long as train makeup requirements next to DP remote consist outlined below in Item 47(A) 3 and 4 are met.

Exception: The requirement to cut in at 300 tons per axle exceeding 8 RPA does not apply to solid intermodal trains or trains with loaded bulk commodity cars ahead of cut in DP/Helper consist. On solid intermodal trains, the DP remote consist must be cut in no closer than 1000 feet forward of mid train by length, as long as train makeup requirements next to DP remote consist outlined below in item 47(A) 3 and 4 are met.

b. Two DP Remote Consists

When two DP remote consists are used, they must be positioned with one DP remote consist cut into the train, and one DP remote consist at the rear end. The cut in DP remote consist must not be cut in further than 10,000 feet from the head end of train (excluding locomotive length) and must not be closer to the head end than 20 cars forward of mid-train, by car count.

Exception: Solid intermodal trains operating with two DP remote consists must not have the cut in DP remote consist further than 10,000 feet from the head end of train (excludes locomotive lengths) and must not be closer to the head end than 1,000 feet forward of mid-train, by length.

3. System Distributed Power and Manned Helper Train Makeup Restrictions

In the Cut In DP/Helper 9 - 24 RPA column

That part reading:

Exception:

Does not apply to empty bulk commodity/comboination trains or to loaded single well double stack cars of any weight (car kind beginning with QU or QK).

Is changed to read:

Exception:

Does not apply to empty bulk commodity/comboination trains, trains with only baretable equipment behind the cut in DP or to loaded single well double stack cars of any weight (car kind beginning with QU or QK).

4. Additional Train Makeup Restrictions Applicable to DP Trains Operating on:

In the table, Restricted Cars column, that part reading:

Coiled steel shipments identified by car kind code GOS or GRS are limited to 5 cars (Does not apply to loaded unit coiled steel trains.)

Is changed to read:

Coiled steel shipments identified by car kind code GOS or GRS are limited to 5 cars (Does not apply to loaded unit coiled steel trains.)

Exception: Empty bulk commodity trains may operate with up to 15 loaded coil steel cars.

In the Restricted Cars column, delete the cell reading:

Any conventional car (non-multiplatform) weighing less than 45 tons.

Exception: Does not apply to empty bulk commodity/combination trains or to loaded single well double stack cars of any weight (car kind beginning with QU or QK).

In the Restricted Cars column, that part reading:

No more than 30 cars with end of car cushioning between head end consist and any consist of 9 RPA or greater. No more than 40 cars with end of car cushioning total in train when operating with two remote consists (Does not apply to solid intermodal and solid loaded bulk commodity unit trains with cars equipped with end of car cushioning.)

Is changed to read:

No more than 30 cars with end of car cushioning ahead of any individual consist of 9 RPA or greater. (Does not apply to solid intermodal and solid loaded bulk commodity unit trains with cars equipped with end of car cushioning.)

5. Placement of Cut In DP/Helper Consists is entirely deleted.

6. Limited Tractive Effort When Using Manned Helpers with Trains Not in Compliance with Train Makeup Guidelines:

Is renumbered to read:

5. Limited Tractive Effort When Using Manned Helpers with Trains Not in Compliance with Train Makeup Guidelines:

Effective September 1, 2020

Item 47(A). Train Makeup Instructions and Locomotive Requirements
Applicable to Conventional, Distributed Power and Manned Helpers

In the table under 4. Additional Train Makeup Restrictions Applicable to DP Trains Operating On:

That part reading:

Coiled steel shipments identified by car kind code GOS or GRS are limited to 5 cars (Does not apply to loaded unit coiled steel trains.)
Exception: Empty bulk commodity trains may operate with up to 15 loaded coil steel cars.

Is changed to read:

Coiled steel shipments identified by car kind code GOS or GRS are limited to 5 cars (Does not apply to loaded unit coiled steel trains.)
Exception: Empty bulk commodity trains may operate with up to 15 loaded coil steel cars.

Effective October 1, 2020

Item 47(A). Train Makeup Instructions and Locomotive Requirements
Applicable to Conventional, Distributed Power and Manned Helpers

3. System Distributed Power and Manned Helper Train Makeup Restrictions

In the table, delete the row reading:

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),
North County Transit Coaster (NCTC)
(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)

Any conventional car (non-
multiplatform) weighing less
than 45 tons.
Exception: Does not apply to
empty bulk commodity/
combination trains or to
loaded single well double
stack cars of any weight (car
kind beginning with QU or QK)

Effective November 1, 2020

Item 47(A). Train Makeup Instructions and Locomotive Requirements
Applicable to Conventional, Distributed Power and Manned Helpers

4. Additional Train Makeup Restrictions Applicable to DP Trains Operating
on:

In the table, delete that part reading:

Restricted cars that must
be placed immediately
behind the lead locomotive
consist.

Coiled steel shipments identified by
car kind code GOS or GRS are limited to
5 cars (Does not apply to loaded unit
coiled steel trains.)
Exception: Empty bulk commodity trains
may operate with up to 15 loaded coil
steel cars.

Effective November 6, 2020

Item 47(A). Train Makeup Instructions and Locomotive Requirements
Applicable to Conventional, Distributed Power and Manned Helpers

2. DP Remote and ETD Placement Limitations

In the table, add:

Solid intermodal trains containing no autoracks operating with a single DP remote consist on rear	12,000 ft between lead consist and remote DP consist (Lead locomotive and DP remote must be LXA equipped)
---	---

That part reading:

Solid intermodal, manifest or bulk commodity trains operating with a single DP remote consist on rear	10,000 ft between lead consist and remote DP consist
---	--

Is changed to read:

Manifest and bulk commodity trains operating with a single DP remote consist on rear	10,000 ft between lead consist and remote DP consist
--	--

Effective December 1, 2020

Item 47(A). Train Makeup Instructions and Locomotive Requirements
Applicable to Conventional, Distributed Power and Manned Helpers

2. DP Remote and ETD Placement Limitations

In the table, that part reading:

Manifest and bulk commodity trains operating with a single DP remote consist on rear

Is changed to read:

Solid intermodal (without LXA), manifest, or bulk commodity trains operating with a single DP remote consist on rear

Effective April 1, 2021

Item 47(A). Train Makeup Instructions and Locomotive Requirements
Applicable to Conventional, Distributed Power and Manned Helpers

1. Maximum Rated Power Axle (RPA) Limitations for Conventional,
Distributed Power and Manned Helper Placement

Delete:

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). In addition, total RPA of the rear DP/Helper locomotive remote consist must not exceed 8 RPA of the head end locomotive consist.

Add:

DP RPA Differential:

Single Remote/Helper Consist- If operating with one distributed power consist either cut-in or on the rear, total RPA of head end locomotive consist must not exceed 16 RPA of the total RPA of DP/Helper locomotive remote consist. In addition, total RPA of the remote consist must not exceed 8 RPA of the head end locomotive consist.

Figure 1.

Multiple DP Consists- If operating with distributed power cut-in and on the rear, individual consist RPA must not exceed 16 RPA of the next consist towards the rear of the train (Head to Mid; Mid to rear). In addition, RPA of each consist must not exceed 8 RPA of the next consist towards the head end of the train (rear to mid; mid to head end).
Exception - Does not apply to loaded bulk commodity trains.

Figure 2.

Effective March 1, 2021

Item 48. Operations Testing

That part reading:

BNSF will use the following banners as stop indications when operations testing for compliance where train, engine or on-track equipment movements are required to stop short of the items listed in operating rules GCOR/MWOR 6.27, 6.28 and MWOR 6.50:

Is changed to read:

BNSF will use the following banners as stop indications when operations testing for compliance where train, engine or on-track equipment movements are required to stop short of the items listed in operating rules GCOR 6.22 (excludes Banner #3), 6.27, 6.28 and MWOR 6.27, 6.28, 6.50:

That part reading:

Banner 1 or 2 may be used on any track (main, controlled siding, yard, industry, etc.) for movements governed by GCOR/MWOR 6.27 Restricted Speed, GCOR/MWOR 6.28 Movement on Other Than Main Track, or MWOR 6.50 Movement of On-Track Equipment. These banners will be placed between the rails of the track, and simulate a condition requiring movement to stop. Train, engine and on-track equipment movements must stop short of the banner.

Is changed to read:

Banner 1 or 2 may be used on any track (main, controlled siding, yard, industry, etc.) for movements governed by GCOR/MWOR 6.27 Restricted Speed, GCOR/MWOR 6.28 Movement on Other Than Main Track, GCOR 6.22 Maintaining Control of Train or Engine (stopping 400 feet short of banners is applicable on a Main Track or controlled siding only), or MWOR 6.50 Movement of On-Track Equipment. These banners will be placed between the rails of the track, and simulate a condition requiring

movement to stop. Train, engine and on-track equipment movements must stop short of the banner.

Effective December 1, 2020

Item 50. Rail Security Sensitive Material (RSSM) Instructions

Completing the chain of custody documentation:

That part reading:

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.

Is changed to read:

1. TSS, TSS Xpress, or Mobile Train Reporting (MTR) 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 MTR is not available due to work performed on line.

GENERAL ORDER(S) IN EFFECT

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| 1,6,26,37,70,79,91,103,108-109,111,113,115,117-119,121-122 |
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