Rule Change Briefing

Dec. 20, 2021

GCOR 18.12 Movements with Inoperative PTC System and System Special Instructions, Item 18 Electronic Delivery of Information

On January 1, 2022, changes to **GCOR 18.12 Movements with Inoperative PTC System** will go into effect regarding actions to be taken by the locomotive crew when the Positive Train Control (PTC) system on the controlling locomotive fails to initialize or becomes inoperative, except where PTC is suspended by mandatory directive. Changes to SSI 18 Electronic Delivery of Information further outlines train crew actions when electronic directives are not viewable on the PTC display.

Rule Change Effective January 1, 2022

GCOR 18.12 Movements with Inoperative PTC Systems

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

Maximum Speeds

The following maximum speeds will apply to movements with an inoperative PTC system.

In non-signaled territory, or when operating against the current of traffic in Rule 9.14 (Movement with the Current of Traffic) territory:

Trains transporting one or more loaded cars containing TIH/PIH	30 MPH
All other trains	40 MPH

In signaled territory:

Freight trains transporting one or more loaded cars containing TIH/PIH	40 MPH
Freight trains not transporting loaded cars containing TIH/PIH	49 MPH
Locomotives without cars	49 MPH
Passenger trains	59 MPH

Rule Change Briefing *(continued)*

SSI Item 18. Electronic Delivery of Information

Upon receipt of a PTC directive prompt, crew members utilizing iGTB (general track bulletins delivered via the iGTB application on the iPad) must select the refresh button. If, after selecting the refresh button the information is not viewable on iGTB, information from the PTC display must be copied on the prescribed form, verbally confirmed with the train dispatcher as outlined in SSI Item 18. (B), and the engineer must have a written copy.

Inoperative PTC

Directive	Train Crew Action
Form A Track Bulletin or Crossing Warning	If PTC status changes to a condition where electronic view of directives is not available on the PTC display, be governed as follows: • When directives delivered to PTC have been copied and confirmed with the train dispatcher or are viewable in iGTB, GCOR 18.12 applies. • When directives delivered to PTC have not been copied and confirmed with the train dispatcher, or are not viewable in iGTB, stop train consistent with good train handling and contact the train dispatcher to verify and determine if additional directives are needed. Once verified, crew members may proceed per GCOR 18.12.
Track Warrant	Stop train consistent with good train handling and contact the train dispatcher.

Questions for Discussion

☐ **What if I don't understand or have doubt about what to do when PTC becomes inoperative?**
Stop the train consistent with good train handling and contact the train dispatcher.

☐ **What is required if PTC fails to initialize?**
Contact the train dispatcher and be governed by their instructions. Any subsequent movement with inoperative PTC will be governed by speeds listed in GCOR 18.12 Movements with Inoperative PTC System.

☐ **What is required if PTC becomes inoperative after departing the initialization location?**
• If all directives delivered to PTC are in iGTB or have been copied and confirmed with the train dispatcher, be governed by maximum speeds listed in GCOR 18.12,
• If all directives delivered to PTC are not in iGTB or have not been copied and confirmed with the train dispatcher, stop the train consistent with good train handling and contact the train dispatcher.

☐ **What is required if PTC is suspended by mandatory directive?**
If a mandatory directive is issued making PTC inoperative, movements of the train will be governed by instructions outlined within the mandatory directive.

☐ **What if there is a directive on iGTB that is not shown on the PTC system?**
Be governed by the PTC system.

☐ **What if a PTC prompt is received for a directive that is not on my route, and PTC become inoperable?**
Be governed by SSI 18.

☐ **What is iGTB and when will it be available for BNSF TYE?**
iGTB is an application on BNSF TYE iPAD that will display a train's GTB and enable the crew to access electronically delivered directives en route. iGTB will be released after the first of the year.

☐ **What if I am not able to immediately confirm that a new directive has been delivered to iGTB on my iPad?**
While operational situations may not permit the crew to immediately check iGTB upon receipt of a PTC directive prompt, the crew must ascertain if the new directive is viewable on the iGTB application as soon as practical as to comply with SSI Item 18.

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