



GENERAL ORDER NO. 4

January 1st, 2017 – 00:01 hrs.

1. GCOR 6.5 Shoving Movement

Revised to read:

1) Shoving Movement:

A) Equipment must not be shoved until the engineer and the employee protecting the movement have completed a job briefing concerning how protection will be provided.

1. The employee must be at, on, or ahead of the leading end of the movement being shoved to provide visual protection of the leading end of the movement.
2. The employee directing the movement must not engage in unrelated task while providing protection.
3. Providing protection from inside a motor vehicle either stationary or in motion is prohibited.

B) Equipment will not be shoved until it is visually determined that:

1. Portion of track to be used is clear of equipment or conflicting movements.
2. The track will remain clear to the location where the movement will be stopped.
3. The switches and derails for the movement are properly lined and the position of switches and derails involved with the movement are communicated with the operator controlling the movement of the equipment.
4. **All shoving movements into a customer track must be protected by an employee on or ahead of the leading end of the movement.**

C) Employees may be relieved from providing visual protection when:

1. Authority on a main track or controlled siding allows for movement in the direction of the shove, provided the route is properly lined, road crossings will not be fouled and movement at restricted speed is not required.
2. Picking up a crew member in accordance with Rule 6.6 (Picking up a Crew Member)



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D) Shoving movements over road crossings must be made in accordance with Rule 6.32.1 (Providing Warning over Road Crossings).

E) Speeds When Shoving

1. When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:
2. 20 MPH for freight trains.
3. 30 MPH for passenger trains.
4. Maximum timetable speed for snow service unless the employee in charge authorizes a higher speed.

Marvin Lockman

Marvin Lockman
General Manager

The following General Orders are in effect: 1, 2, 3, 4

Posted _____ By _____

Location

Name

Date & Time _____

The employee posting this General Order must fill in the above and return a copy or fax to: [REDACTED]



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GENERAL ORDER NO. 5

January 1st, 2017 – 00:01 hrs.

Effective immediately, the use of GCOR 14.0, Box 9. “Do Not Foul Limits Ahead Of” is prohibited.

A track warrant will not be issued on the DGNO/TNER Railroad using any of the following boxes listed in GCOR 14.0 Rules Applicable Only Within Track Warrant Control (TWC) Limits:

- Box 6. “This authority expires at”
- Box 7. “Not in effect until after arrival of”
- Box 9. “Do not foul the limits ahead of”
- Box 15. “Flag protection not required against following trains on the same track.”

Marvin Lockman

Marvin Lockman
General Manager

The following General Orders are in effect: 1, 2, 3, 4, 5

Posted _____ By _____

Location

Name

Date & Time _____

The employee posting this General Order must fill in the above and return a copy or fax to: [REDACTED]



GENERAL ORDER NO. 7

January 1st, 2017 – 00:01 hrs.

1. Job Briefing

Effective job briefings at the beginning of and throughout our workday make us more aware of our surroundings and better prepared to recognize and avoid potential hazards. Remain alert for anything out of the ordinary that occurs during your shift.

A. When to Conduct a Job Briefing

- Before beginning a work activity.
- When work activity or work conditions change.
- When another person joins the crew.
- When required to handle a hand operated main track switch in non-signaled territory.
- Prior to equipment being shoved to determine how protection will be provided
- Any other time as prescribed by rule or special instructions

B. Conducting a Job Briefing

When conducting a job briefing:

- Discuss the sequence of job steps.
- Identify, eliminate, contain, or communicate all potential hazards related to the job.
- Inspect tools and equipment before use.
- Identify proper PPE for the job task.
- Ensure understanding of the planned sequence of events.
- Follow up to ensure compliance with safe work practices.

2. Hearing Protection

Wear hearing protection when operating or working close to any equipment or machinery marked with a warning label or at locations posted requiring its use.

Company furnished hearing protection must also be used when:

- (a) Within 100 feet of a locomotive operating in a throttle position other than idle
- (b) When opening the door to or inside an engine room with the engine running
- (c) When in front of a locomotive at a crossing being protected.
- (d) Within 100 feet of:
 - power retarding equipment



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- working roadway maintenance equipment
- Gas or pneumatically powered tools

3. Illumination

Effective immediately, when working in low levels of light, a Railroad approved light must be used to illuminate your path.

4. Addition to GCOR 1.3.2 - General Orders

Add under last paragraph of rule 1.3.2;

The Conductor and Engineer must each have a current copy of all General Orders they can refer to while on duty.

Updating Books

When a General Order contains an amendment, addition or change to the Timetable or Special Instruction, General Code of Operating Rules, Safety Rules, Air Brake & Train Handling, Hazardous Materials Instructions for Rail or the 2016 Emergency Response Guide Book, a notation must be made in these books. If a General Order is cancelled, the proper notation of the cancellation must be made.

5. Distributed Power

The Distributed Power Supplement to the Genesee & Wyoming Inc. Air Brake and Train Handling Rules dated January 1, 2016 is in effect. In the event you are required to operate a DP consist, contact your supervisor for the supplement.

6. DGNO Timetable No. 8

Garland Subdivision, under “Other Specific Instructions” add:

- Fritz Industry switch located at MP 716.7 is out of service
- Rockteen switch located at MP 716.8 is out of service
- Track #807 Ridlen located at MP 754.4 is out of service

McKinney Subdivision, under “Other Specific Instructions” add:

- Track between 292.5 and 295.0 is out of service



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Carrollton Subdivision, under "Other Specific Instructions" add:

- Track #121 and #122 on the Inwood Industrial Lead is out of service
- The track between Spring Valley Road and the south derail is out of service

Mockingbird Subdivision, under "Other Specific Instructions" add:

- Track #799 on the Centerport Industrial Spur west of Cambridge Road crossing is out of service
- HD Supply Track on the Centerport Industrial Spur is out of service

7. TNER Timetable No. 7

Sherman Subdivision, under "Other Specific Instructions" add:

- Track from MP 155.16 to 157.7 is out of service
- Old Trenton Grain Silo track at MP 687.95 is out of service
- Trenton Siding is out of service
- Bonham Industrial Track between MP 126 and MP 140.5 is out of service

Marvin Lockman

Marvin Lockman
General Manager

The following General Orders are in effect: 1, 2, 3, 4, 5, 6, 7

Posted _____ By _____

Location

Name

Date & Time _____

The employee posting this General Order must fill in the above and return a copy or fax to: [REDACTED]



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GENERAL ORDER NO. 10

January 1st, 2017 – 00:01 hrs.

1. **Texas Northeastern Timetable #7, Effective 0001, October 15th, 2016**
 - A. Texarkana Subdivision, Page 5 – Delete “*Texarkana Subdivision in its entirety*” from the FRA Excepted section.

2. **Dallas, Garland & Northeastern Timetable #8, Effective 0001, October 15th, 2016**
 - A. Brookhollow Subdivision, Page 7 – Under “FRA Excepted” section, change “*Brookhollow Subdivision – All industrial leads*” to read, “*All industrial spur tracks except Brookhollow A Industrial Spur and Brookhollow B Industrial Spur.*”

The following General Orders are in effect: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

Marvin Lockman

Marvin Lockman
General Manager

Posted _____ By _____

Location

Name

Date & Time _____

The employee posting this General Order must fill in the above and return a copy or fax to: [REDACTED]



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GENERAL ORDER NO. 12

January 15th, 2017 – 00:01 hrs.

1. Dallas Garland and Northeastern Timetable #8, Effective 0001, October 15th, 2016

A. Mockingbird Subdivision, Page 8 – Add to “Other Specific Instructions”:

“DGNO trains and engines may occupy DART tracks for crossover movement from Valley Yard or the Alphabet Lead after receiving permission from the DART dispatcher to operate the crossover switches. DART dispatcher must be notified when crossover switches are restored to normal position.”

The following General Orders are in effect: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Marvin Lockman

Marvin Lockman
General Manager

Posted _____ By _____

Location

Name

Date & Time _____

The employee posting this General Order must fill in the above and return a copy or fax to: [REDACTED]

[REDACTED]



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GENERAL ORDER NO. 13

March 17th, 2017 Effective 0001 hrs.

1. Texas Northeastern Railroad Timetable #7, Effective 0001, October 15th, 2016

A. Texarkana Subdivision, Page 5 – Add to “Other Specific Instructions”:

Close Clearances exist at the following locations:

West Frasier, Alcoa, BWI, and Saw Mill.

Be governed by GCOR 7.10 Movement through Gates or Doorways.

The following General Orders are in effect: 1,2,3,4,5,6,7,8,9,10,11,12,13

Joe Newsom

Joe Newsom

Assistant General Manager

Posted at _____ By _____

Date & Time _____

The employee posting this General Order must fill in the above and return a copy or fax to : [REDACTED]



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GENERAL ORDER NO. 15

Effective December 24th, 2017 – 00:01 hrs.

1. GCOR Rule 1.3.1

Add New Last Bullet Point;

- *Rules of the Week for Transportation Employees:*

Employees will be responsible to have a copy of the current Rules of the Week in their possession while on duty with answers filled out by the employee and will be produced when requested by a Supervisor. Employees are responsible for filling out and completing their own copy of the Rules of the Week and are not allowed to make a copy of another employees completed Rules of the Week.

The following General Orders are in effect: 2,3,4,5,6,7,8,9,10,11,12,13,14,15

Joe Newsom

Joe Newsom

Assistant General Manager

Posted _____ By _____

Location

Name

Date & Time _____

The employee posting this General Order must fill in the above and return a copy or fax to:





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GENERAL ORDER NO. 17

January 1, 2018 – 0001 hrs.

General Order #2 dated January 1st, 2017 is annulled.

General Code of Operating Rules, Seventh Edition, Effective April 1, 2015

1. Glossary Abbreviations

Add the following:

EIC.....Employee In Charge. The abbreviation “EIC” may be used interchangeably with “Foreman.”

2. 1.47 Duties of Crew Members

Add the following:

D. All Operating Employees

1. Announcing Stations

A crew member on every train or an occupant of any on track equipment must announce via radio transmission on the appropriate frequency when approximately two miles from the following locations:

- Stations
- Yard Limits
- Interlocking and non-interlocking drawbridges
- Interlocking and non-interlocking railroad crossings at grade

Announcement must include identifying Engine Number or On Track Equipment ID and the direction of travel. In addition, all trains and on track equipment will transmit when they depart Yard (or Restricted) Limits.

3. 1.47.1 Training and Familiarization

Add New Rule:

Employees assigned to a position for the purpose of training or familiarization must be under the direct and immediate supervision of a qualified employee. While performing duties in connection with the movement of trains, the qualified employee must closely monitor the performance of the employee in training. The qualified employee must keep an unimpeded path to the employee in training to be able to take immediate action as necessary but not separated by more than one railcar length.

When necessary to ride equipment, the employee in training must ride on the opposite side of the leading end of the same car the qualified employee is riding. If unsafe to ride at that position, the



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employee in training may ride on the same side as the qualified employee, on the leading end of the next car. Do not ride the cars if both of these positions are unsafe.

When performing duties as a conductor, employees must have a current certificate accessible, to be able to display that certificate upon receiving a request to do so from; A representative of the Federal Railroad Administration, an authorized State inspector, an officer of the issuing railroad, or an officer of another railroad when serving as a conductor in joint operations territory.

4. 6.20 Equipment Left on Main

Add the following paragraphs:

- C. When necessary to leave any equipment unattended on mainline track outside yards or terminals:
1. After the equipment has been properly secured as required by AB&TH Rule 102.1, 102.1.1, 102.1.2 and/or 102.3 the crew must notify the dispatcher of the number of handbrakes applied and that their effectiveness has been verified as required.
 2. At locations where dispatchers are not on duty, the information must be provided to another designated qualified railroad employee.
 3. It is not necessary to contact the Dispatcher or Designated Qualified Employee when equipment is left unattended by a railroad employee(s) who is actively engaged in the following activities:
 - Picking up, setting off or repositioning cars at an industry;
 - Assembling cars from several tracks adjacent to the main track;
 - Adding, removing or swapping locomotives; or
 - Moving part of a train when doubling a hill or cutting crossings.(These exceptions do not apply when employees are on break from their normal duties.)
- D. "Key Trains," as defined by the "United States Hazardous Materials Instructions for Rail, effective June 30, 2015" must not be left unattended on Main Track or Siding outside of a yard or terminal until all requirements of CFR §232.103 have been met, including notification to the FRA that a written plan is on file for inspection as required by 49 CFR §232.103.
- A. When it is necessary to stop a "Key Train" on Main Track due to emergencies or unforeseen operating conditions, such as impassable track or the need to double the hill, handbrakes must be applied to the standing train or portion of the train in accordance to applicable GWI AB&TH Rules and a qualified person shall be left attending the train or portion of the train left standing on Main Track.
 - B. If it is necessary to stop a "Key Train" on Main Track or Siding for an extended period of time, the following information must be provided to the dispatcher or designated qualified railroad employee:
 1. Number of handbrakes applied
 2. Effectiveness of the handbrakes has been verified as required.
 3. Tonnage of the train or equipment to be stopped on main track



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4. Grade and terrain features of the track where train or equipment will be secured.
5. Relevant weather conditions
6. Type of equipment being secured.
7. That the cab(s) of the controlling consist has been secured to prevent unauthorized access or a qualified person must remain in the cab on the controlling locomotive.
8. The Dispatcher or Designated Qualified Employee must verify and confirm with the train crew that the securement meets the all railroad's requirements and record the information provided by the employee.
9. It is not necessary to contact the Dispatcher or Designated Qualified Employee when a "Key Train" is left unattended by a railroad employee(s) who is actively engaged in the following activities:
 - Picking up, setting off or repositioning cars at an industry;
 - Assembling cars from several tracks adjacent to the main track;
 - Adding, removing or swapping locomotives; or
 - Moving part of a train when doubling a hill or cutting crossings.(These exceptions do not apply when the employee(s) are on break from their normal duties.)

5. 6.21.3 Track Obstruction / Unusual Conditions

Revise entire rule to read:

When a train is advised in the words, "Between (location) and (location) be governed by Rule 6.21.3", within the specified limits train must move at Restricted Speed and be able to stop short of any adverse track conditions which will affect the safe operation of the train.

6. 6.32.1 Providing Warning Over Road Crossings

Revise the entire rule to read:

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

Warning is not required when crossing is equipped with gates that are in the fully lowered position.

Shoving movements must not exceed 15 MPH over crossing until occupied.



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7. 6.32.2 Automatic Warning Devices

Revise the first paragraph and bullet points to read:

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

- Movement has stopped within 3,000 feet of the crossing.
- Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
- Movement is closely following another movement.
- Movement is on other than the main track or siding
- Movement enters a main track or siding within 3,000 feet of the crossing.

or

- When notified by track bulletin that a road crossing at grade, equipped with automatic warning devices that are set to Island Circuit Only and after stopping within the Island Circuit.

8. 6.32.2 A. Automatic Warning Devices Malfunctioning:

Revise entire note to read:

NOTE: An equipped flagger is a person other than a crew member who is wearing approved "High-Visibility" outerwear. At night, the outerwear must include approved retro-reflective striping. The flagger must be equipped with a red flag or stop paddle by day and a light at night.

9. 7.1 Switching Safety and Efficiently

That part reading:

Equipment may be left on a:

- Main track, fouling a siding switch, when the switch is lined for the main track.
- Siding, fouling a main track switch, when the switch is lined for the siding.
- Yard switching lead, fouling a yard track switch when the switch is lined for the yard switching lead.

or

- Industry track beyond the clearance point of the switch leading to the industry.

Revise to read:

Only after receiving permission from the transportation supervisor, equipment may be left on a:

- Main track, fouling a siding switch, when the switch is lined for the main track.
- Siding, fouling a main track switch, when the switch is lined for the siding.
- Yard switching lead, fouling a yard track switch when the switch is lined for the yard switching lead.

or

- Industry track beyond the clearance point of the switch leading to the industry.



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10. 7.1.1 Position of Switches and Derails

Add new rule:

When using radio communication during shoving movements or movements where the engineer's view of the switches and/or derails are obscured, the employee directing the movement must convey to the engineer that the switches and/or derails have been positioned correctly. The engineer will acknowledge the information and instruct the employee operating the switches and/or derails to "Double-Check" the switches and/or derails. Movement must not proceed until confirmation is received that switches and/or derails have been double-checked and confirmed to be in the correct position and that the person confirming the switch position is clear of all tracks.

11. 7.1.2 Safety Stops

Add New Rule:

A safety stop must be made no less than 50 feet from any of the following:

- Bumping post
- Stopping devices
- Coupling with light locomotives
- Closed gates or doors
- Clearance markers when required to shove to the clearance of a double ended track
- Initial coupling where cars are being loaded or unloaded
- Couplings greater than 250 feet from previous stop
- Coupling to cars on a descending grade, near end of tracks, near highway crossings and inside buildings.

After safety stop has been completed movement may resume in accordance with applicable rules.

12. 7.7 - Kicking or Dropping Cars

Revise entire rule to read:

Kicking or dropping cars is not permitted. All couplings shall be controlled and shoved to rest with equipment coupled to working locomotive or motorized on-track equipment.

13. 7.7.1 Gravity Switch Moves

Revise entire rule to read:

Gravity switch moves are prohibited



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14. 7.11 Charging Necessary Air Brakes

Revise entire rule to read:

Do not handle cars or switch cars in trains or yard movements without coupling all air hoses and charging the air brake system before movement is made.

15. 8.3 Main Track Switches

That part reading:

Before leaving the location where a hand-operated main track switch was operated:

- Crew members must confirm the position of the switch with each other.
- Engineering Department employees granted authority to enter working limits must confirm the position of the switch with the employee in charge or a designated employee who will notify the employee in charge.

Revise to read:

When lining a main track switch, a switch tag will be placed on the switch lock of a hand operated switch and must remain on the lock until the switch is restored to normal for the final time.

Before leaving the location where a main track switch was operated:

- Switch Position Awareness Form (SPAF) must be completed as required and outlined on the form instruction.
- Crew members must confirm the position of the switch with each other and confirm that the qualified person handling the switch has possession of all assigned switch tags.
- Engineering Department employees granted authority to enter working limits must confirm the position of the switch and confirm possession of all assigned switch tags with the employee in charge or a designated employee who will notify the employee in charge.

Or

- If the switch operated is a Radio Controlled Switch, confirmation must be received that all Radio Controlled Switches operated have been restored to normal. Confirmation can be by transmission of an automated radio message or by visual inspection of the operated switch(es) by a qualified employee.

16. 8.6 Restoring Switch to Normal Position

That Part Reading:

An employee getting off moving equipment to return the main track switch to normal position must, when possible, get off the equipment on the opposite side from the switch stand.

Revise to read:

An employee must not get off moving equipment to return any switch to normal position, when possible, get off the standing equipment on the opposite side from the switch stand.

17. 8.18 Variable Switches



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Revise entire rule to read:

Trailing point movements may not be made over a variable switch from either track, without lining the switch for movement through the switch.

18. 8.20 Derail Location and Position

That part reading:

Sidings having hand-thrown derails will have derail locked in non-derailing position, except when engines or cars are left unattended on siding. On auxiliary tracks other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

Revise to read:

Tracks connected to Main Track and equipped with hand-thrown derails will have derail locked in derailing position, except when derails are placed in non-derailing position to permit movement and/or when the derail corresponds with a main track switch that has been authorized by the Dispatcher by Track Authority to be left lined in reverse and there is no unattended equipment present in the track. Lock all derails equipped with a lock.

Unattended equipment left in any track protected by a derail must be left secured at least 50 feet from the derail.

19. 15.1 Track Bulletins

Add the following paragraph:

Daily Operating Bulletins (DOB) may be issued in lieu of Track Bulletins. All rules and instructions governing the issuance and use of Track Bulletins also apply to DOB.

DOB are issued as needed and contain:

- Speed restrictions (Track Bulletin) Form A.
- Protection of men or on-track equipment (Track Bulletin Form B).
- Other unusual conditions (Form C).
 - Each DOB supersedes the previous DOB.
 - Employees must always review the entire DOB for completeness.
 - Additions to DOB are permitted in accordance with rule 15.7.
 - Deletions to DOB are permitted in accordance with rule 15.13.
 - Employees whose duties are affected by a timetable, must have a current copy of the DOB, this DOB can be considered to be in effect for that entire tour of duty.
- Other relevant operating information as determined by the dispatcher or operating department.



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G & W Airbrake and Train Handling Rules, Second Edition, Effective January 1, 2016

20. 102.1.1 Securing an Unattended Train or Portion of a Train with Locomotive Attached

Add the following note:

Note: If locomotive is not left running or does not maintain at least 60 psi brake pipe pressure, the angle cock on the lead locomotive must be opened and the brake pipe pressure for the entire train must be vented to atmosphere.

21. Appendix C

Page 93 – Form 229.21B *New Nov 2014*

Revise to reflect Form 229.12B Revised 2017

GW Transportation Safety Rules and Procedures, in effect: December 31, 2006

22. Rule 1201

That part reading:

You must not wear loose clothing, dangling accessories, rings or other jewelry unless they are so tied, fitted, covered, or otherwise secured to prevent entanglement with a moving part or contact with energized equipment.

Revise to read:

Do not wear:

- Loose fitting, torn or ragged clothing
- Finger rings outside an office environment.
- Jewelry or accessories that could become entangled in equipment.
- Mouth and tongue jewelry.
- Metal objects; including finger rings and/or watchbands when repairing or maintaining electrical equipment



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23. Rule 1700

That part reading:

Place feet firmly and have a secure handhold whenever you are involved in any operation or situation on the ground or on equipment when necessary to maintain stability. Some examples are:

Revise to read:

Place feet firmly and have secure three points of contact whenever you are involved in any operation or situation on the ground or on equipment when necessary to maintain stability. Some examples are:

24. Rule 1703

Revise paragraph (k) to read:

(k) On the end or crossover platform of any rail car except in instances when an employee riding a tank car must ride on the end platform of a tank car as governed by Transportation Safety Rule 1705

Add paragraph (q), which reads:

(q) On the stirrup of railcars equipped with a single vertical handhold in the position where the employee is required to ride.

24. Rule 1705

Revise entire rule to read:

1705. Be careful when riding, mounting or dismounting the equipment. Observe the following procedures:

- (a) Except when riding a tank car, face the equipment and turn your head in the direction in which the equipment is moving. Keep your body as close as possible to the equipment.
- (b) Choose a safe location for getting on or off equipment, away from live tracks, main tracks, close clearances, areas of poor footing, or other potential hazards. Ride the last car on a trailing movement if possible.
- (c) Dismount equipment prior to the time of coupling.
- (d) Use only the handhold, ladder, step, stirrup, or other part designed and placed for the purpose of getting on or off equipment.
- (e) When climbing a car or riding a car other than a tank car, position your heels against the outside edge of the rung or stirrup if possible. Otherwise, use the ball of your foot turned slightly sideways and pointed in the direction of movement.
- (f) A trainman's lantern is the only item you are allowed to carry when getting on or off equipment. The lantern should rest on the back of your hand with the bale on the palm between your thumb and forefinger.



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- (g) If a shoving platform is not available and it is necessary to ride a car that is not the first or last car of the movement, always ride the leading end of a car in the direction of movement.
- (h) When riding tank cars with single vertical hand holds:
 - (1) Employees may only ride a tank car when no alternative positions are available and when the tank car is the leading car of a shoving movement or the last car of a pulling movement.
 - (2) Employees must maintain at least three points of contact with both feet firmly on the end platform. If unable to place both feet securely on the end platform, an employee must not ride the car.
 - (3) When riding a shoving movement, the employee must be positioned to ride on the end platform outside the gauge of rail, maintaining three points of contact and keeping a firm grip on the end safety rail. If unable to maintain a safe position, an employee must not ride the tank car.
 - (4) When riding a pulling movement, the employee must be on the trailing end of the trailing tank car, facing the direction of movement, maintaining three points of contact and a firm grip on the end safety rail.
 - (5) Do not ride on the center side ladder of a tank car.

25. Rule 1709.

Add the following paragraph:

- (i) A train or cut of cars consisting of intermodal cars equipped with crossover platforms without handholds and/or empty flatcars may be crossed through without three points of contact; taking short deliberate steps.

26. Rule 1709.

That part reading:

If equipment does not have the necessary safety appliances to crossover, separate the equipment by at least 50 feet or walk around the end of the coupled equipment.

Revise to read:

If equipment does not have the necessary safety appliances to crossover, separate the equipment by at least 100 feet or walk around the end of the coupled equipment.



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27. Rule 1710.

That part reading:

(f) Make sure that equipment is separated by at least 50 feet before making any adjustments to uncoupled equipment.

Revise to read:

(f) Make sure that equipment is separated by at least 100 feet before making any adjustments to uncoupled equipment.

28. Rule 1711.

That part reading:

(h) Separate equipment by at least 50 feet.

Revise to read:

(h) Separate equipment by at least 100 feet.

29. Rule 1720

Revise entire rule to read:

Kicking or dropping cars is not permitted. All couplings shall be controlled and shoved to rest with equipment coupled to working locomotive or motorized on-track equipment. **Rule 1920.**

That part reading:

Only qualified locomotive engineers may reset a crankcase overpressure device one time in order to return the engine to line. If after restarting, the device shuts the engine down again, the locomotive must remain isolated to its destination. The dispatcher or mechanical department must be notified immediately. Employees must never open air box covers, top deck covers or crank case lids. There is a possibility of an explosion if this is done.

Revise to read:

If the crankcase pressure device trips the engine may not be restarted. The dispatcher or mechanical department must be notified immediately. Employees must never open air box covers, top deck covers or crank case lids. There is a possibility of an explosion if this is done.



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G&W Engineering Safety Rules and Procedures, in effect: April 25, 2014

30. Rule 8053

Revise the entire rule to read:

8053. An approved hard hat must be worn when on duty, on company property, in shop areas, or other locations required by your immediate supervisor. A hard hat is not required when you are in motor vehicles, parking lot, lunch room, office building or fully enclosed cab. If you are performing maintenance or construction work in a motor vehicle, parking lot, lunch room, office building or fully enclosed cab, the exception does not apply.

31. Rule 8120 part (b)

That part reading:

(b) A qualified person shall be provided with an approved certification card, which they must keep with them on duty. A copy must be kept on file with the employee's place of employment.

Revise to read:

(b) A list of employee qualifications shall be maintained in the supervisor's office.

32. Rule 8021

That part reading:

You must not wear loose clothing, dangling accessories, rings or other jewelry unless they are so tied, fitted, covered, or otherwise secured to prevent entanglement with a moving part or contact with energized equipment.

Revise to read:

Do not wear:

- Loose fitting, torn or ragged clothing
- Finger rings outside an office environment.
- Jewelry or accessories that could become entangled in equipment.
- Mouth and tongue jewelry.
- Metal objects; including finger rings and/or watchbands when repairing or maintaining electrical equipment



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G&W Mechanical Safety Rules and Procedures, in effect: December 31, 2006

33. Rule 4021

That part reading:

You must not wear loose clothing, dangling accessories, rings or other jewelry unless they are tied, fitted, covered, or otherwise secured to prevent entanglement with a moving part or contact with energized equipment.

Revise to read:

Do not wear:

- Loose fitting, torn or ragged clothing
- Finger rings outside an office environment.
- Jewelry or accessories that could become entangled in equipment.
- Mouth and tongue jewelry.
- Metal objects; including finger rings and/or watchbands when repairing or maintaining electrical equipment .

G&W Office & Administration Safety Rules and Procedures, in effect: January 1, 2007

26. Rule 1203 (Add new rule)

Do not wear:

- Loose fitting, torn or ragged clothing
- Finger rings outside an office environment.
- Jewelry or accessories that could become entangled in equipment.
- Mouth and tongue jewelry.
- Metal objects; including finger rings and/or watchbands when repairing or maintaining electrical equipment

The following General Orders are in effect: 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16 and 17.

Kenny Day

Kenny Day
General Manager

Posted _____ By _____

Location

Name

Date & Time _____

The employee posting this General Order must fill in the above and return a copy or fax to:





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GENERAL ORDER NO. 18

February 15, 2018 Effective Immediately

1. Add the Genesee & Wyoming Air Brake and Train Handling Rules Second Edition

ADDITION TO ABTH RULE 102.3 Unattended Locomotive(s)

When securing unattended locomotives:

1. Apply handbrakes on all locomotives in the consist; or the controlling consist if attached to a train.
2. Release all air brakes and apply sufficient tractive effort to determine effectiveness of the handbrakes and that the handbrakes will prevent movement once the tractive effort is terminated.
3. Fully apply the independent brake.
4. Make a 20-psi brake pipe reduction after allowing the brake system to re-charge.
5. Leave the automatic brake valve cut in.
6. Place the throttle in IDLE unless protecting the engine from freezing (see Rule 105.2 and Rule 105.6).
7. Place the transition handle (if equipped) in the OFF position.
8. Place the generator field switch or the circuit breaker on the control stand (if equipped) in the OFF position.
9. Remove the reverser handle and stow it in the receptacle, if equipped. Do not remove the reverser handle if needed to increase the throttle position to prevent freezing.
10. Place engine control switch to ISOLATE on all locomotives unless conditions require winter protection as prescribed by Rule 105.2 and Rule 105.6.
11. If grade requires, block the wheels securely if locomotive(s) are not attached to railroad cars.
12. Secure all doors and windows in the controlling consist to prevent unauthorized access to the locomotive(s).

When securing a single unattended locomotives

In addition to steps 1-12 outlined above, single locomotives must have wheel chocks secured to prevent unintended movement.



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The following General Orders are in effect: 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17 and 18.

Kenny Day

Kenny Day
General Manager

Posted _____ By _____

Location

Name

Date & Time _____

The employee posting this General Order must fill in the above and return a copy or fax to: [REDACTED]



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GENERAL ORDER NO. 21

July 1, 2018 – 0001 hrs.

General Orders:

1. General Order No. 20, Dated June 6, 2018 is annulled.

General Code of Operating Rules, Seventh Edition, Effective April 1, 2015

2. Glossary Abbreviations

Add the following:

EIC.....Employee In Charge. The abbreviation “EIC” may be used interchangeably with “Foreman.”

3. 1.47 Duties of Crew Members

Add the following:

D. All Operating Employees

1. Announcing Stations

A crew member on every train or an occupant of any on track equipment must announce via radio transmission on the appropriate frequency when approximately two miles from the following locations:

- Stations
- Yard Limits
- Interlocking and non-interlocking drawbridges
- Interlocking and non-interlocking railroad crossings at grade

Announcement must include identifying Engine Number or On Track Equipment ID and the direction of travel. In addition, all trains and on track equipment will transmit when they depart Yard (or Restricted) Limits.

4. 1.47.1 Training and Familiarization

Add New Rule:

Employees assigned to a position for the purpose of training or familiarization must be under the direct and immediate supervision of a qualified employee. While performing duties in connection with the movement of trains, the qualified employee must closely monitor the performance of the employee in training. The qualified employee must keep an unimpeded path to the employee in training to be able to take immediate action as necessary but not separated by more than one railcar length.



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When necessary to ride equipment, the employee in training must ride on the opposite side of the leading end of the same car the qualified employee is riding. If unsafe to ride at that position, the employee in training may ride on the same side as the qualified employee, on the leading end of the next car. Do not ride the cars if both of these positions are unsafe.

When performing duties as a conductor, employees must have a current certificate accessible, to be able to display that certificate upon receiving a request to do so from; A representative of the Federal Railroad Administration, an authorized State inspector, an officer of the issuing railroad, or an officer of another railroad when serving as a conductor in joint operations territory.

5. 2.21 Electronic Devices

C. Railroad Supplied Electronic Devices

That part reading:

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.

Revise to read:

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 or outside 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.

6. 6.20 Equipment Left on Main

Add the following paragraphs:

- C. When necessary to leave any equipment unattended on mainline track outside yards or terminals:
1. After the equipment has been properly secured as required by AB&TH Rule 102.1, 102.1.1, 102.1.2 and/or 102.3 the crew must notify the dispatcher of the number of handbrakes applied and that their effectiveness has been verified as required.



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2. At locations where dispatchers are not on duty, the information must be provided to another designated qualified railroad employee.
 3. It is not necessary to contact the Dispatcher or Designated Qualified Employee when equipment is left unattended by a railroad employee(s) who is actively engaged in the following activities:
 - Picking up, setting off or repositioning cars at an industry;
 - Assembling cars from several tracks adjacent to the main track;
 - Adding, removing or swapping locomotives; or
 - Moving part of a train when doubling a hill or cutting crossings.(These exceptions do not apply when employees are on break from their normal duties.)
- D. "Key Trains," as defined by the "United States Hazardous Materials Instructions for Rail, effective June 30, 2015" must not be left unattended on Main Track or Siding outside of a yard or terminal until all requirements of CFR §232.103 have been met, including notification to the FRA that a written plan is on file for inspection as required by 49 CFR §232.103.
- A. When it is necessary to stop a "Key Train" on Main Track due to emergencies or unforeseen operating conditions, such as impassable track or the need to double the hill, handbrakes must be applied to the standing train or portion of the train in accordance to applicable GWI AB&TH Rules and a qualified person shall be left attending the train or portion of the train left standing on Main Track.
 - B. If it is necessary to stop a "Key Train" on Main Track or Siding for an extended period of time, the following information must be provided to the dispatcher or designated qualified railroad employee:
 1. Number of handbrakes applied
 2. Effectiveness of the handbrakes has been verified as required.
 3. Tonnage of the train or equipment to be stopped on main track
 4. Grade and terrain features of the track where train or equipment will be secured.
 5. Relevant weather conditions
 6. Type of equipment being secured.
 7. That the cab(s) of the controlling consist has been secured to prevent unauthorized access or a qualified person must remain in the cab on the controlling locomotive.
 8. The Dispatcher or Designated Qualified Employee must verify and confirm with the train crew that the securement meets the all railroad's requirements and record the information provided by the employee.
 9. It is not necessary to contact the Dispatcher or Designated Qualified Employee when a "Key Train" is left unattended by a railroad employee(s) who is actively engaged in the following activities:
 - Picking up, setting off or repositioning cars at an industry;
 - Assembling cars from several tracks adjacent to the main track;
 - Adding, removing or swapping locomotives; or
 - Moving part of a train when doubling a hill or cutting crossings.(These exceptions do not apply when the employee(s) are on break from their normal duties.)



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7. 6.21.3 Track Obstruction / Unusual Conditions

Revise entire rule to read:

When a train is advised by the dispatcher, “Between (location) and (location) be governed by Rule 6.21.3”, within the specified limits the train must move at Restricted Speed and be able to stop short of any adverse track conditions which will affect the safe operation of the train.

8. 6.32.1 Providing Warning Over Road Crossings

Revise the entire rule to read:

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

Warning is not required when crossing is equipped with gates that are in the fully lowered position.

Shoving movements must not exceed 15 MPH over crossing until occupied.

9. 6.32.2 Automatic Warning Devices

Revise the first paragraph and bullet points to read:

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

- Movement has stopped within 3,000 feet of the crossing.
 - Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
 - Movement is closely following another movement.
 - Movement is on other than the main track or siding
 - Movement enters a main track or siding within 3,000 feet of the crossing.
- or
- When notified by track bulletin that a road crossing at grade, equipped with automatic warning devices that are set to Island Circuit Only and after stopping within the Island Circuit.

10. 6.32.2 A. Automatic Warning Devices Malfunctioning:

Revise entire note to read:

NOTE: An equipped flagger is a person other than a crew member who is wearing approved “High-Visibility” outerwear. At night, the outerwear must include approved retro-reflective striping. The flagger must be equipped with a red flag or stop paddle by day and a light at night.



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11. 7.1 Switching Safety and Efficiently

That part reading:

Equipment may be left on a:

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

Revise to read:

Only after receiving permission from the transportation supervisor, equipment may be left on a:

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

12. 7.1.1 Position of Switches and Derails

Entire rule is changed to read:

“When making movements where a crew member must operate a switch or derail, the employee directing the movement must convey to the Engineer that the switches and/or derails have been positioned correctly. The Engineer will acknowledge the information and instruct the employee operating the switches and/or derails to “Double-Check” the switches and/or derails. Movement must not proceed until the switches and/or derails have been double-checked and the Engineer receives confirmation of that fact.”

13. 7.1.2 Safety Stops

Add New Rule:

A safety stop must be made no less than 50 feet from any of the following:

- Bumping post
- Stopping devices
- Coupling with light locomotives
- Closed gates or doors
- Clearance markers when required to shove to the clearance of a double ended track
- Initial coupling where cars are being loaded or unloaded
- Couplings greater than 250 feet from previous stop
- Coupling to cars on a descending grade, near end of tracks, near highway crossings and inside buildings.

After safety stop has been completed movement may resume in accordance with applicable rules.



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14. 7.7 - Kicking or Dropping Cars

Revise entire rule to read:

Kicking or dropping cars is not permitted. All couplings shall be controlled and shoved to rest with equipment coupled to working locomotive or motorized on-track equipment.

15. 7.7.1 Gravity Switch Moves

Revise entire rule to read:

Gravity switch moves are prohibited

16. 8.3 Main Track Switches

That part reading:

Before leaving the location where a hand-operated main track switch was operated:

- Crew members must confirm the position of the switch with each other.
- Engineering Department employees granted authority to enter working limits must confirm the position of the switch with the employee in charge or a designated employee who will notify the employee in charge.

Revise to read:

When lining a main track switch, a switch tag will be placed on the switch lock of a hand operated switch and must remain on the lock until the switch is restored to normal for the final time.

Before leaving the location where a main track switch was operated:

- Switch Position Awareness Form (SPAF) must be completed as required and outlined on the form instruction.
- Crew members must confirm the position of the switch with each other and confirm that the qualified person handling the switch has possession of all assigned switch tags.
- Engineering Department employees granted authority to enter working limits must confirm the position of the switch and confirm possession of all assigned switch tags with the employee in charge or a designated employee who will notify the employee in charge.

Or

- If the switch operated is a Radio Controlled Switch, confirmation must be received that all Radio Controlled Switches operated have been restored to normal. Confirmation can be by transmission of an automated radio message or by visual inspection of the operated switch(es) by a qualified employee.



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17. 8.6 Restoring Switch to Normal Position

That Part Reading:

An employee getting off moving equipment to return the main track switch to normal position must, when possible, get off the equipment on the opposite side from the switch stand.

Revise to read:

An employee must not get off moving equipment to return any switch to normal position, when possible, get off the standing equipment on the opposite side from the switch stand.

18. 8.18 Variable Switches

Revise entire rule to read:

Trailing point movements may not be made over a variable switch from either track, without lining the switch for movement through the switch.

19. 8.20 Derail Location and Position

That part reading:

Sidings having hand-thrown derails will have derail locked in non-derailing position, except when engines or cars are left unattended on siding. On auxiliary tracks other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

Revise to read:

All tracks having hand-thrown derails will have derail lined in derailing position, except when derails are placed in non-derailing position to permit movement. Lock all derails equipped with a lock.

Unattended equipment left in any track protected by a derail must be left secured at least 50 feet from the derail.



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20. 15.1 Track Bulletins

Add the following paragraph:

Daily Operating Bulletins (DOB) may be issued in lieu of Track Bulletins. All rules and instructions governing the issuance and use of Track Bulletins also apply to DOB.

DOB are issued as needed and contain:

- Speed restrictions (Track Bulletin) Form A.
- Protection of men or on-track equipment (Track Bulletin Form B).
- Other unusual conditions (Form C).
 - Each DOB supersedes the previous DOB.
 - Employees must always review the entire DOB for completeness.
 - Additions to DOB are permitted in accordance with rule 15.7.
 - Deletions to DOB are permitted in accordance with rule 15.13.
 - Employees whose duties are affected by a timetable, must have a current copy of the DOB, this DOB can be considered to be in effect for that entire tour of duty.
- Other relevant operating information as determined by the dispatcher or operating department.

G & W Airbrake and Train Handling Rules, Second Edition, Effective January 1, 2016

21. 102.1.1 Securing an Unattended Train or Portion of a Train with Locomotive Attached

Add the following note:

Note: If locomotive is not left running or does not maintain at least 60 psi brake pipe pressure, the angle cock on the lead locomotive must be opened and the brake pipe pressure for the entire train must be vented to atmosphere.

22. 102.1.2 Securing Train before Detaching Locomotives.

That part reading:

When detaching locomotives or locomotives and cars:

Make a 20-psi brake pipe reduction. After air stops exhausting at the automatic brake valve, secure the cars to be left unattended with the required number of hand brakes as outlined in Rule 102.1.

Revise to read:

When detaching locomotives or locomotives and cars:

Make a 20-psi brake pipe reduction. After air stops exhausting at the automatic brake valve, secure the cars to be left unattended with the required number of hand brakes as outlined in Rule 102.1. If switching without a charged air brake system a 20 psi brake pipe reduction is not required.

23. 102.2 Releasing Hand Brakes

That part reading:

Before moving cars or locomotives, fully release all hand brakes to prevent wheel damage.

Revise to read:

Before moving cars or locomotives, make certain hand brakes are released sufficiently to prevent wheels from sliding, causing wheel damage.



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24. 102.3 Unattended Locomotive(s)

To that part reading:

2. To determine the effectiveness of the handbrakes and that the handbrakes will prevent movement, perform the following action:

- Release all air brakes and apply sufficient tractive effort to determine effectiveness of the handbrakes and that the handbrakes will prevent movement once the tractive effort is terminated.

Add the following:

Note: If locomotive safety features prevent the application of tractive effort while the parking brake is applied, the following procedure is to be followed:

- Release the independent and automatic brakes, allowing 4 seconds per locomotive to ensure a complete release of all locomotive air brakes. Monitor the locomotive or locomotive consist for an additional minute with the air brakes released. If no movement occurs, the parking brake is considered to be sufficient.

25. 102.7.1 Bleeding off cars

That part reading:

Bleed off cars only when:

- Repairing the brake system (if necessary)
- Cutting out the brakes on a defective car

Revise to read:

Bleed off cars when:

- Repairing the brake system (if necessary)
- Cutting out the brakes on a defective car
- Preparing cars to classify or switch without charging the airbrake system

26. Appendix C

Page 93 – Form 229.21B New Nov 2014

Revise to reflect Form 229.12B Revised 2018



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GW Transportation Safety Rules and Procedures, in effect: December 31, 2006

27. Rule 1201

That part reading:

You must not wear loose clothing, dangling accessories, rings or other jewelry unless they are so tied, fitted, covered, or otherwise secured to prevent entanglement with a moving part or contact with energized equipment.

Revise to read:

Do not wear:

- Loose fitting, torn or ragged clothing
- Finger rings outside an office environment.
- Jewelry or accessories that could become entangled in equipment.
- Mouth and tongue jewelry.
- Metal objects; including finger rings and/or watchbands when repairing or maintaining electrical equipment

28. Rule 1700

That part reading:

Place feet firmly and have a secure handhold whenever you are involved in any operation or situation on the ground or on equipment when necessary to maintain stability. Some examples are:

Revise to read:

Place feet firmly and have secure three points of contact whenever you are involved in any operation or situation on the ground or on equipment when necessary to maintain stability. Some examples are:

29. Rule 1703

Revise paragraph (k) to read:

(k) On the end or crossover platform of any rail car except in instances when an employee riding a tank car must ride on the end platform of a tank car as governed by Transportation Safety Rule 1705 .

Add paragraph (q), which reads:

(q) On the stirrup of railcars equipped with a single vertical handhold in the position where the employee is required to ride.



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30. Rule 1705

Revise entire rule to read:

1705. Be careful when riding, mounting or dismounting the equipment. Observe the following procedures:

- (a) Except when riding a tank car, face the equipment and turn your head in the direction in which the equipment is moving. Keep your body as close as possible to the equipment.
- (b) Choose a safe location for getting on or off equipment, away from live tracks, main tracks, close clearances, areas of poor footing, or other potential hazards. Ride the last car on a trailing movement if possible.
- (c) Dismount equipment prior to the time of coupling.
- (d) Use only the handhold, ladder, step, stirrup, or other part designed and placed for the purpose of getting on or off equipment.
- (e) When climbing a car or riding a car other than a tank car, position your heels against the outside edge of the rung or stirrup if possible. Otherwise, use the ball of your foot turned slightly sideways and pointed in the direction of movement.
- (f) A trainman's lantern is the only item you are allowed to carry when getting on or off equipment. The lantern should rest on the back of your hand with the bale on the palm between your thumb and forefinger.
- (g) If a shoving platform is not available and it is necessary to ride a car that is not the first or last car of the movement, always ride the leading end of a car in the direction of movement.
- (h) When riding tank cars with single vertical hand holds:
 - (1) Employees may only ride a tank car when no alternative positions are available and when the tank car is the leading car of a shoving movement or the last car of a pulling movement.
 - (2) Employees must maintain at least three points of contact with both feet firmly on the end platform. If unable to place both feet securely on the end platform, an employee must not ride the car.
 - (3) When riding a shoving movement, the employee must be positioned to ride on the end platform outside the gauge of rail, maintaining three points of contact and keeping a firm grip on the end safety rail. If unable to maintain a safe position, an employee must not ride the tank car.
 - (4) When riding a pulling movement, the employee must be on the trailing end of the trailing tank car, facing the direction of movement, maintaining three points of contact and a firm grip on the end safety rail.
 - (5) Do not ride on the center side ladder of a tank car.

31. Rule 1709.

Add the following paragraph:

- (i) A train or cut of cars consisting of intermodal cars equipped with crossover platforms without handholds and/or empty flatcars may be crossed through without three points of contact; taking short deliberate steps.



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32. Rule 1709.

That part reading:

If equipment does not have the necessary safety appliances to crossover, separate the equipment by at least 50 feet or walk around the end of the coupled equipment.

Revise to read:

If equipment does not have the necessary safety appliances to crossover, separate the equipment by at least 100 feet or walk around the end of the coupled equipment.

33. Rule 1710.

That part reading:

(f) Make sure that equipment is separated by at least 50 feet before making any adjustments to uncoupled equipment.

Revise to read:

(f) Make sure that equipment is separated by at least 100 feet before making any adjustments to uncoupled equipment.

34. Rule 1711.

That part reading:

(h) Separate equipment by at least 50 feet.

Revise to read:

(h) Separate equipment by at least 100 feet.

35. Rule 1720

Revise entire rule to read:

Kicking or dropping cars is not permitted. All couplings shall be controlled and shoved to rest with equipment coupled to working locomotive or motorized on-track equipment.



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36. Rule 1920

That part reading:

Only qualified locomotive engineers may reset a crankcase overpressure device one time in order to return the engine to line. If after restarting, the device shuts the engine down again, the locomotive must remain isolated to its destination. The dispatcher or mechanical department must be notified immediately. Employees must never open air box covers, top deck covers or crank case lids. There is a possibility of an explosion if this is done.

Revise to read:

If the crankcase pressure device trips the engine may not be restarted. The dispatcher or mechanical department must be notified immediately. Employees must never open air box covers, top deck covers or crank case lids. There is a possibility of an explosion if this is done.

G&W Engineering Safety Rules and Procedures, in effect: July 1, 2018

37. Rule 8452

Revise to Read:

When a vehicle is stopped and the qualified employee is not at the controls, protect it against movement by taking the following action:

- (a) Stop the engine or motor and remove the ignition key.
- (b) Leave the vehicle in gear. (Automatic transmissions should be placed in park.)
- (c) Set the brake to hold.
- (d) If you must leave the vehicle unattended, lock it.
- (e) If you are on a slope, chock the wheels.

G&W Mechanical Safety Rules and Procedures, in effect: December 31, 2006

38. Rule 4021

That part reading:

You must not wear loose clothing, dangling accessories, rings or other jewelry unless they are tied, fitted, covered, or otherwise secured to prevent entanglement with a moving part or contact with energized equipment.

Revise to read:

Do not wear:

- Loose fitting, torn or ragged clothing
- Finger rings outside an office environment.
- Jewelry or accessories that could become entangled in equipment.
- Mouth and tongue jewelry.
- Metal objects; including finger rings and/or watchbands when repairing or maintaining electrical equipment.



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G&W Office & Administration Safety Rules and Procedures, in effect: January 1, 2007

39. Rule 1203 (Add new rule)

Do not wear:

- Loose fitting, torn or ragged clothing
- Finger rings outside an office environment.
- Jewelry or accessories that could become entangled in equipment.
- Mouth and tongue jewelry.
- Metal objects; including finger rings and/or watchbands when repairing or maintaining electrical equipment

The following General Orders are in effect: 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 17, 18 19, 20 and 21.

Kenny Day

Kenny Day
General Manager

Posted _____ By _____

Location

Name

Date & Time _____



GENERAL ORDER NO. 22

July 1, 2018 – 0001 hrs.

- 1. General Order #16 dated January 1, 2018 is annulled.**
- 2. The following documents are in effect on all GWI properties operating in the United States:**
 - General Code of Operating Rules, Seventh Edition, in effect: April 1, 2015.
 - Air Brake and Train Handling Rules, Second Edition in effect: January 1, 2016
 - United States Hazardous Materials Instructions for Rail, in effect: June 30, 2015
 - 2016 Emergency Response Guidebook
 - Train Dispatcher's Rules/Instructions Manual, Second Edition in effect: August 30, 2015
 - Transportation Safety Rules and Procedures, in effect: December 31, 2006
 - Mechanical Safety Rules and Procedures, in effect: December 31, 2006
 - Engineering Safety Rules and Procedures, in effect: July 1, 2018
 - Roadway Worker Protection (RWP), Roadway Maintenance Machines (RMM) and On Track Safety Rules: Effective January 1, 2017
 - Procedures for the Installation, Adjustment, Maintenance and Inspection of CWR – Issued May 1, 2017, latest revision July 1, 2018.
 - Office and Administrative Safety Rules and Procedures, in effect: January 1, 2007

The following General Orders are in effect: 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 17, 18, 19, 21 and 22.



Kenny Day
General Manager



a Genesee & Wyoming Company



a Genesee & Wyoming Company

Posted _____ By _____

Location

Name

Date & Time _____

The employee posting this General Order must fill in the above and return a copy or fax to:

████████████████████.



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GENERAL ORDER NO. 24

August 9, 2018 – 0001 hrs.

1. General Order #9 has been delete. Reference the G&W ABTH Rules, Second Edition in effect: January 1, 2016.

The following General Orders are in effect: 3, 4, 5, 6, 7, 8, 10, 12, 13, 15, 17, 18, 19, 21, 22, 23 and 24.



Kenny Day
General Manager

Posted _____ By _____

Location

Name

Date & Time _____

