DAD on the Web 04/22/16
DGKAN28 07:07:22CT

April 22, 2016

BNSF Railway Co.
KANSAS DIVISION

GENERAL ORDER No. 28

TO ALL CONCERNED,

SUBJECT: PTC - Kansas Division

Kansas Division General Order No. 22 is canceled.

****
Explanation: Effective 1000, April 26, 2016, PTC is in effect on the Emporia subdivision.
****

Positive Train Control in Effect

Hereford subdivision -

Positive Train Control (PTC) is in effect for PTC equipped trains on all main tracks, controlled sidings and tracks where CTC is in effect on the Hereford subdivision.

Emporia subdivision - effective 1000, April 26, 2016

Positive Train Control (PTC) is in effect for PTC equipped trains on all main tracks, controlled sidings and tracks where CTC is in effect on the Emporia subdivision.

Introduction

The Positive Train Control System (PTC) is a safety enhancement system designed to monitor and stop train movement before the train:
* Moves into a section of track for which the train does not hold an authority;
* Moves into a section of track under the control of a maintenance employee in charge without permission;
* Operates over an improperly lined main track switch, or;
* Exceeds the maximum permissible speed.

PTC establishes no authority or restrictions for train movement. Only existing GCOR methods of authorizing movement will be used.

Information viewed on the PTC system is currently for display purposes only. Any discrepancy between information on the PTC display versus what is actually conveyed by track warrants, track bulletins and/or signal aspects must be reported to the train dispatcher.

Locomotive Engineers must not rely on PTC as a means of train braking. When the system determines enforcement is necessary, PTC will apply the train brakes with a penalty brake application. Controlling the train, including proper braking remains the responsibility of the Locomotive Engineer.

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Locomotive Engineers must not rely on PTC as a means of train braking. When the system determines enforcement is necessary, PTC will apply the train brakes with a penalty brake application. Controlling the train, including proper braking remains the responsibility of the Locomotive Engineer.

PTC Display Indicates Braking In Progress.

When display indicates braking is in progress, report the situation to the train dispatcher and be governed by his/her instructions before proceeding.

Initial Training/Qualification

All BNSF train crews operating where PTC is in effect will be provided initial training on the system by a Designated Supervisor of Locomotive Engineers (DSLE), engineer mentor, or other qualified employee and will also be provided a qualified PTC engineer pilot while operating a locomotive, or locomotive simulator equipped with PTC during their qualification check ride.

Note: Only properly trained and qualified employees should attempt to utilize PTC equipment. Engineers who have received the classroom training and completed their PTC check ride are considered qualified. Train crewmembers who have received the PTC classroom training are considered qualified.

PTC qualified BNSF train crewmembers should have 'P1' and engineers should have 'P2' displayed in the individual employee Class Code/Qualification Data Screen within the TSS system.

Job Safety Briefing

PTC qualified train crews are required to conduct a job safety briefing at the beginning of each tour of duty regarding their PTC equipment and at any time PTC is initialized, re-initialized or cut out en route.

The job safety briefing will include, but is not limited to, the following:
* Verify PTC Status.
* Verify the PTC and MCC circuit breakers are in the ON position when the controlling locomotive is PTC equipped and the train is operating where PTC is in effect.
* Verify that PTC safety devices have not been cut out. (Crew members must not cut out, tamper with, or defeat a safety device without permission from the proper authority.)
* Review PTC requirements and functionality.
* Mutual understanding of each other's knowledge and experience with the PTC System.

Departure Test

A departure test must be performed:
* When prompted by the PTC system
  or
* When instructed to do so by the train dispatcher.

Ensuring PTC is Initialized

The engineer must initialize the PTC system when any of the following occurs when operating within PTC designated limits:
* The crew is ready to receive authority and/or depart their initial station
* A PTC equipped locomotive (or cab control car in passenger service) is placed in the lead position

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* The crew is ready to receive authority and/or depart their initial station
* A PTC equipped locomotive (or cab control car in passenger service) is placed in the lead position

* The engineer first takes charge of the train
* When instructed by the train dispatcher

Initializing PTC

Prior to initializing PTC, a crew member must verify that the lead locomotive (or lead cab control car in passenger service) is the identifying unit.

Verify the PTC and MCC circuit breakers are in the ON position. When PTC screen is illuminated, select the "INIT" button to INITIALIZE the system. (Prompts will display advising of the progress of the initialization.) If initialization fails, contact train dispatcher and be governed by his/her instructions.

After successfully initializing, confirm that the most current information regarding the train's consist is displayed by the PTC system. Verify the following:
* Total number of locomotives in the consist
* Total number of loaded and empty cars in the train
* Train's tonnage and length
* Total braking force (ensure value is not zero) and operative brake count
* Lowest of any speed restriction imposed on equipment in the train

If initialization fails or any of the above information is not correct, inform the train dispatcher and be governed by his/her instructions.

After setting out or picking up cars, or locomotives the dispatcher must be notified and the train's consist updated for proper PTC operation.

Upon receipt of consist update, verify the following:
* Total number of locomotives in the consist
* Total number of loaded and empty cars in the train
* Train's tonnage and length
* Total braking force (ensure value is not zero) and operative brake count
* Lowest of any speed restriction imposed on equipment in the train and
* Form A and B restrictions

If any of the above updated information is not correct, inform the train dispatcher and be governed by his/her instructions.

Restrictions and Authorities

After successful initialization and before departing, the engineer must compare displayed Form A and Form B restrictions on board PTC with the paper copy of the GTB issued to the train. Authorities received onboard PTC must be compared to the paper copy of the authority. Any discrepancies must be reported to the dispatcher.

The dispatcher may deliver crossing notifications and temporary restrictions after the train has departed but prior to encountering the restriction. Once the restrictions are verbally delivered to the train crew, the restrictions must then be compared to the onboard PTC system.

When permitted by the Train Dispatcher, PTC may be cut out for, but not limited to, the following reasons:

* The engineer first takes charge of the train
* When instructed by the train dispatcher

Initializing PTC

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* Total number of loaded and empty cars in the train
* Train's tonnage and length
* Total braking force (ensure value is not zero) and operative brake count
* Lowest of any speed restriction imposed on equipment in the train and
* Form A and B restrictions

If any of the above updated information is not correct, inform the train dispatcher and be governed by his/her instructions.

Restrictions and Authorities

After successful initialization and before departing, the engineer must compare displayed Form A and Form B restrictions on board PTC with the paper copy of the GTB issued to the train. Authorities received onboard PTC must be compared to the paper copy of the authority. Any discrepancies must be reported to the dispatcher.

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When permitted by the Train Dispatcher, PTC may be cut out for, but not limited to, the following reasons:

* It becomes defective, or
* It prohibits train movement that should be allowed

When cutting out PTC, the locomotive engineer must:
* Stop the train/locomotive
* Place PTC in Cut-out Mode
* Record the date, time, reason and who authorized the system to be cut out on the PTC trip report

Making Necessary Reports to the Train Dispatcher

The engineer must report the following conditions and occurrences to the train dispatcher:
* Any time PTC indicates train braking in progress
* The train is stopped due to a PTC warning, or
* PTC is suspected of not providing a warning when it should have
* A mandatory directive is received in writing which is not reflected on the PTC system
* PTC enforcement for a restriction which has not been received in writing

When making a report to the train dispatcher, include the following information:
* Locomotive or control cab car initials/number
* Time and location of occurrence, and
* Any unusual occurrence, which may have attributed to the problem

Unusual Conditions

When information displayed by PTC and aspects of the wayside signal system or information received in writing do not correspond, the following will apply:
* The engineer must operate according to the most restrictive information.
* The engineer must promptly report the following to the train dispatcher:
  - time and location of incident.
  - signal identification (i.e. number plate on intermediate signal).
  - location when PTC initially provided conflicting information related to the wayside signal aspects or written information.

PTC Desk

The PTC desk is manned 24 hours a day, 7 days a week as a resource to train crews with PTC issues such as such as initialization failures, braking events, or any other PTC-related exceptions. Contacting the PTC desk does not relieve the requirement for the engineer to contact the train dispatcher as stated above under "Unusual Conditions".

Train crews experiencing PTC issues such as initialization failures, braking events, or any other PTC-related exceptions may contact the PTC desk to assist with troubleshooting and coordination with the train dispatcher as necessary.

Radio Call-In code "9" has been established to contact the PTC desk. 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,

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Option 3.

Submitting a Trip Report

The engineer must submit a trip report upon completion of any trip experiencing unusual conditions related to PTC. The report will be placed in the designated location at the destination terminal upon tie-up. At least once per day, a designated person at each location will transmit all submitted trip reports to the PTC desk and retain the originals.

List any of the following on report:
* PTC indicates Braking in Progress
* Any unusual conditions
* Anytime PTC is cut-out, name and title of authorizing person
* When unable to INIT, name and title of person authorizing operating with PTC cut-out

Report will include, but not limited to:
* Date and time
* Train ID
* Locomotive Consist
* Loads
* Empties
* Tons
* Length, and
* A description of any unusual or safety-related events
* Engineers name and signature
* Location of occurrence
* Name and title of employee authorizing PTC cutout

Locomotive Engineers must have a copy of the "PTC Trip Report" form at all times when operating on PTC territory.

****

PTC TRIP REPORT

DATE _____ TRAIN _____ ORIGIN _____

DESTINATION _____

EAST ____ WEST ____ LOADS ____ EMPTIES ____ TONS ____ LENGTH ____

Lead Locomotive Consist _____

DP Locomotive Consist (if any) _____

EXCEPTIONS OR UNUSUAL EVENTS -

EVENT #1 - DATE _____ TIME _____ Location _____ Cutout Y/N

_____

_____

_____

_____

EVENT #2 - DATE _____ TIME _____ Location _____ Cutout Y/N

Option 3.

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EXCEPTIONS OR UNUSUAL EVENTS -

EVENT #1 - DATE _____ TIME _____ Location _____ Cutout Y/N

_____

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DESTINATION _____

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EXCEPTIONS OR UNUSUAL EVENTS -

EVENT #1 - DATE _____ TIME _____ Location _____ Cutout Y/N

_____

_____

_____

_____

EVENT #2 - DATE _____ TIME _____ Location _____ Cutout Y/N

_____

_____

_____

_____

EVENT #3 - DATE _____ TIME _____ Location _____ Cutout Y/N

_____

_____

_____

_____

EVENT #4 - DATE _____ TIME _____ Location _____ Cutout Y/N

_____

_____

_____

_____

Engineer Name _____

Signature _____

Name and title of employee authorizing cutout _____

****
The following supplements to GCOR and MWOR apply where PTC is in effect.
****

GCOR 5.11 Engine Identifying Number

Passenger trains operated from a cab control car on the leading end of the movement will be identified by the cab control car initials and number, adding the direction when required.

Metrolink engines or cab control cars with no initials stenciled on the side will be identified as SCAX units.

_____

GCOR 6.2.2 Electronic Display

A. Authority/Restrictions Electronically Displayed
   Employees may receive authority/restrictions as information only via an approved electronic display such as a computer, printer or other device where PTC is used.

B. Loss of Electronic Display Functionality
   Should the electronic display become inoperable, or if the hand written copy does not correspond to the associated PTC displayed information:
   * immediately stop the train
   * contact the Train Dispatcher or Control Operator, and

_____

_____

_____

_____

EVENT #3 - DATE _____ TIME _____ Location _____ Cutout Y/N

_____

_____

_____

_____

EVENT #4 - DATE _____ TIME _____ Location _____ Cutout Y/N

_____

_____

_____

_____

Engineer Name _____

Signature _____

Name and title of employee authorizing cutout _____

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   Employees may receive authority/restrictions as information only via an approved electronic display such as a computer, printer or other device where PTC is used.

B. Loss of Electronic Display Functionality
   Should the electronic display become inoperable, or if the hand written copy does not correspond to the associated PTC displayed information:
   * immediately stop the train
   * contact the Train Dispatcher or Control Operator, and

_____

_____

_____

_____

EVENT #3 - DATE _____ TIME _____ Location _____ Cutout Y/N

_____

_____

_____

_____

EVENT #4 - DATE _____ TIME _____ Location _____ Cutout Y/N

_____

_____

_____

_____

Engineer Name _____

Signature _____

Name and title of employee authorizing cutout _____

****
The following supplements to GCOR and MWOR apply where PTC is in effect.
****

GCOR 5.11 Engine Identifying Number

Passenger trains operated from a cab control car on the leading end of the movement will be identified by the cab control car initials and number, adding the direction when required.

Metrolink engines or cab control cars with no initials stenciled on the side will be identified as SCAX units.

_____

GCOR 6.2.2 Electronic Display

A. Authority/Restrictions Electronically Displayed
   Employees may receive authority/restrictions as information only via an approved electronic display such as a computer, printer or other device where PTC is used.

B. Loss of Electronic Display Functionality
   Should the electronic display become inoperable, or if the hand written copy does not correspond to the associated PTC displayed information:
   * immediately stop the train
   * contact the Train Dispatcher or Control Operator, and

be governed by his/her instructions

C. Trains must not continue movement until:
* The electronic display returns to normal operation for the PTC on board system "Normal Operations" would be that the PTC device shows "Cut In" and "Active" on the display screen and the authority/restriction text becomes viewable and correct, or
* Train dispatcher or control operator gives permission for the train to proceed with PTC cut out

---

GCOR 6.4 Reverse Movements

When making a reverse movement where PTC is in effect, the Restricted Speed requirement is not enforced by PTC when moving into the next signaled block.

GCOR 6.27 Restricted Speed

Where PTC is in effect, PTC will enforce a 16 MPH maximum speed when entering authorized limits requiring restricted speed, and a 20 MPH maximum speed while moving within authorized limits requiring restricted speed (e.g., non-signaled Yard Limits, Restricted Limits or block signal requiring restricted speed). The actual speed which allows trains to stop within 1/2 the range of vision will not be enforced. The crew is required to make the movement at the appropriate speed for compliance with this rule.

GCOR 15.12 Relief of Engineer or Conductor During Trip

Comparison of Information:

Where PTC is in effect, engineer will compare track warrants and track bulletins held with those shown on the PTC display and report findings to the train dispatcher.

GCOR & MWOR Abbreviations

PTC - Positive Train Control

GCOR & MWOR Glossary

PTC - A safety overlay system that enforces limits of authority and restrictions that pertain to train movement.

GENERAL ORDER(S) IN EFFECT

| 1,3,10-12,15,24-28 |

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be governed by his/her instructions

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