
October 28, 2013

BNSF Railway Co.
TWIN CITIES DIVISION

GENERAL NOTICE NO. 67

TO ALL CONCERNED,

SUBJECT: Twin Cities Division Operations Policies

Twin Cities Division General Notice No. 65 is canceled.

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Explanation: Section 2) Setting Out Locomotives-MU Lines and Brake Pipe modified for clarification.
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1) Format changes for Documentation of Air Tests

As of July 6, 2009, BNSF train documentation identifies the location and the type of inspections/air brake tests that are required to be performed at scheduled locations as per FRA Code of Federal Regulations.

This information is being provided on the Work Orders for conductor who may be responsible for performing the test and inspection and then must document the details of the inspection and test on both the Work Order and locomotive engineer's copy of the Train Profile on blank spaces provided.

In addition to maintaining written record on locomotive, conductor must also report inspection and air brake test details he/she has performed utilizing Voice Train Reporting (VTR).

If at a location where carmen are assigned to perform air brake inspections and tests, conductor must verify inspection and test was performed by receipt of carman's air brake inspection and test record, Form 15287. Information on previously conducted inspections and air brake tests will continue to be provided on the train documentation.

Note: The information provided on train lists does not include inspections and air brake tests that may be required on cars picked up or on the train after a set out. This information being provided on train list is to support the requirements outlined in Air Brake and Train Handling rules. If any conflict should occur, ABTH rules regarding inspections and air brake tests still apply.

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2) Setting Out Locomotives - MU Lines and Brake Pipe:

When separating locomotive(s) from consist, disconnect the MU cable by hand but not the MU air lines or train line hoses. Pull apart to disconnect air line hoses.

It is still permissible to separate by hand if replacing a gasket or hose.

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3) Train Inspections - Crew Chenge Locations

Train Inspection - At Twin Cities Division crew change locations, a roll-by inspection is required on trains that do not receive an inspection from mechanical forces.

Maximum speed of outbound train during Inspection:

Train Inspected By:	Maximum Speed
Inbound Crew	20 MPH
Mechanical Forces	10 MPH

Unless otherwise provided the inbound train crews will perform the inspection for the departing train.

A roll-by is not required when train will be extensively delayed (20 min. or greater), the outbound bound crew is not on duty within 10" of yard stop and unavailable to perform the inspection. Permission to be relieved of this responsibility must be received from Yardmaster, at crew change locations where Yardmaster is stationed and on duty.

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4) Twin Cities Division Knife Policy

Pertaining to G.C.O.R. Rule 1.12 Weapons; when employee is in possession of knife as allowed by rule, knife must not be used in the performance of any duties.

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5) WOR - Toughbook Wireless Device Information:

Those WOR jobs identified to be converted to WOR Wireless devices will be required to report work through WOR system will now also be able to report by wireless. Crews will be required to report while online as work is completed.

The initial download for the day will still need to be taken while the unit is docked in the wallrack. The conductor/foreman will then take the device with them and report the work throughout the day. After the reporting is recorded on the unit, they will then be able to press the REFRESH button to send and receive the data wirelessly. Whenever REFRESH

button is pressed the unit will automatically establish a wireless connection, if successful the data will be sent and received. Toughbook will also display a strength bar when connected wirelessly. If for some reason the wireless connection cannot be established the user will receive a popup window advising wireless connection could not be established and to try again later. With the conductors/foreman reporting work throughout the day, TSS will reflect what is actually happening in field as it is reported.

For wireless Toughbook help call 1-817-593-4357 option 4 option 1

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6) Twin Cities Division Brakeman - Pool Service - Away From Home Terminal Instructions

All Brakemen, upon arrival at the away from home terminal, are instructed to contact the MCO at the Fort Worth Dispatching Office on company line 8-352-2729 to make arrangements for their return trip back to their home terminal.

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7) Ride Quality Incident Reporting Requirements

Crews must immediately report any Ride Quality Incident to the Dispatcher supplying the following information.

* Date, Time, MP Location, & Specific Event (type of event rough track condition or a locomotive condition).

* Train Number, Lead Locomotive number.

* Speed at time of incident, Throttle position, amperage or tractive effort or Dynamic Brake position.

* Any air brake application in effect.

* Report of a rough track condition or a locomotive condition.

* Whether crew recommends a speed restriction until inspection is made.

* What the Ride Quality experienced was prior to this event.

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8) Fuel MVP Program

The FUEL MVP Program includes the following pools on the Twin Cities Division:

Dilworth-Mandan
Sioux City-Willmar
Northtown-Dilworth
Dilworth-Minot

Engineers who rank in the top 10% of their crew district for fuel efficiency will receive a $100 fuel card while those ranking in the top 20% will receive a $50 fuel card. Awards will be given each month based on fuel efficiency performance for the two previous months. For example, winners will be announced in November or December based on data for the two months prior to the award period.

To ensure your success in the program, you should consistently adhere to the fuel saving practices as outlined in the BNSF Air Brake and Train Handling Rules as well as maximize opportunities to coast.

For example:

o Comply with HPT guidelines (106.1).
o Shut down locomotives in compliance with 106.2 and 106.3 when conditions permit.
o Plan ahead for stops and slow orders. Minimize unnecessary time in higher notches.
o Don't power brake. (103.6.3, Item F. Stretch Braking)
o Limit stretch braking as much as possible. (103.6.3, Item F. Stretch Braking)
o Center reverser when stopped.
o Fully utilize the AESS system.
o Comply with maximum horsepower allowance for empty trains (106.1.4).
o Comply with 100.7 and don't rev engines equipped with electric motor-driven air compressors to assist in charging train.
o Communicate, communicate, communicate.
o Comply with 106.8 on light engine moves.

Visit the FUEL MVP website at:
http://bnsfweb.bnsf.com/departments/operations/mvp/ or write to MVP.Program@BNSF.com with any questions regarding the program.

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9) Repeating Authorities - 3 Strikes

The following process will take affect June 15, 2004:

When authorities are repeated precisely as they are transmitted, the train dispatcher is able to follow the words when checking the repeat for accuracy. When authorities are not repeated properly, it is more difficult for the train dispatcher to follow the repeat process.

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

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

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10) Rules Support Information

A number of contact points have been established with the goal of providing assistance to employees when questions or clarifications are needed relating to work practices, procedures or operating rules. When an employee's first line supervisor can't be contacted to provide assistance, one of the following contact points may be beneficial:

Operating Rules Support Line - 817-593-6535 or 800-539-0418
To provide TY&E operating rules support when employees are faced with operating situations requiring immediate assistance, and employee is unable to contact their immediate supervisor, the operating rules/audit desk located in the BNSF network operations center will provide 24 hour operating rule support for TY&E employees.

Yardmaster Information Line - 817-234-1691
This voice mailbox can be used by yardmasters for questions concerning operating rules and any questions about TSS commands and procedures. Responses will be given by the next business day.

Engineer Training Assistance Hotline - 913-319-3996
For questions concerning Engineer Training, locomotive equipment or air brake systems.

For Questions concerning Maintenance of Way Operating Rules and other instructions, call your local Manager of MW Field Training:
Grace Baxter - Texas/Kansas - 405-670-7520
Joey Gutierres - Montana/Powder River - 307-685-7651
Troy Hunter - Chicago/Northwest - 816-472-2354
Bob Marostica - Southwest/California/LA/Northwest - 928-226-3840
Bob May - Kansas/Texas - 913-319-2659
Carl May - Gulf/Texas - 713-249-8674
Royce McConnell - Kansas/Nebraska - 785-435-5069
Eric Powell - Springfield - 417-264-4710
Ancil Shropshire - Southwest/Texas - 806-790-3646
Rich Simmons - Twin Cities - 218-795-7787

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11) Twin Cities Division Remote Control Operations

In addition to System Special Instructions Item 23, the following will apply:

1. If remote control feature of an RCO operation fails and there is a

need to go into conventional operations, all applicable collective

bargaining agreements must be strictly adhered too. Conventional operation requires an engineer called from the applicable decision table through Crew Support Center, Topeka.

2. RCO ground employees are not permitted and will not be authorized to operate any locomotive by any conventional means. Only certified locomotive engineers or hostlers, while assigned to a conventional locomotive operation, are allowed to operate a locomotive in conventional mode. If there is a need for any reason to operate the RCO engine in conventional mode, contact the appropriate authority.

3. Remote Control Operators will conduct operations consistent with accepted operating practices for ground service personnel in conventional operations. This means that Remote Control operator(s) may position themselves in a locomotive cab as a ground service employee normally would during conventional operations. Remote Control Operators shall work from the ground as a ground service employee normally would in conventional operations.

4. When working in a locomotive cab, a Remote Control Operator with control over movement will not receive hand or radio signals directing movement from other crew members on the ground, except in an emergency. A Remote Control Operator in the cab should use the "shared" or "pitch and catch" feature on the Remote Control Transmitter if it is necessary for an RCO on the ground to direct movement.

5. The Remote Control Operator at the coupling is required to be the primary operator during a coupling operation.

Example 1: A crew of two Remote Control Operators is involved in switching operations. The operator at a coupling should be the primary operator who will make a coupling. If the other operator is in control, stop short of coupling and transfer control to the operator located at coupling.

Example 2: A crew is working with an attached Utility Employee who is assisting in setting out a block of cars and will be at the location of coupling when the cut of cars are put back together. Either Remote Control Operator may be the primary operator as neither are located at the coupling and are receiving signals from the Utility Employee.

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12) Quiet Zone Signs

BNSF is implementing a Quiet Zone sign as an additional indicator where quiet zones have been established on BNSF property. These signs will be placed on existing Whistle Board/Crossing signs. Signs will be black letters QZ on a white background placed below the W.

The division timetable special instructions are the governing authority and provides detail as to where quiet zones are established. The QZ signs will act as an additional identifier for the quiet zones.

Division timetable special instructions will include exceptions when whistling is required such as in an emergency situation and when

approaching roadway workers on or near the track.

An example of the QZ sign will be added to the printed System Special Instructions, scheduled to become effective on October 29, 2006.

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13) Homeland Security

Maintaining Homeland Security continues to be vitally important. At BNSF, every employee plays a role in identifying and reporting trespassers as well as suspicious or unusual persons, circumstances or items on and near rail equipment or property.

By acting as the "eyes and ears" of the railroad, employees can assist BNSF in preventing criminal or terrorist acts. Any suspicious individuals or activities should be reported as part of BNSF's On-Guard program to the Resource Operations Call Center (ROCC) at 800-832-5452.

Employees should also realize that, as a result of government security initiatives, they may encounter individuals identifying themselves as government officials from the Transportation Security Administration, Federal Railroad Administration or other agencies. In many cases, the inspector's mission is to assess the level of security awareness or preparedness at specific rail locations.

In the interest of safety and security, when you encounter these individuals, please ask to see their identification and credentials unless you know the individual or you see that the individual is accompanied by a known railway official. You may also call the ROCC at the number above to verify the inspector's identity and assignment.

Remember, everyone on BNSF property must wear the appropriate personal protective equipment and follow the safety rules. As always, employees are empowered to intervene if they observe anyone on railroad property potentially putting themselves at risk.

Other important security measures include the following:
* Employees should always have their BNSF identification cards available.
* Always control computer passwords and properly dispose of sensitive documents, including train lists with shipper or commodity information.

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14) Unsafe Condition Reporting

TY & E observing an unsafe condition not identified in a Track Condition Message, Track Warrant, General Notice, General Order or Track Bulletin will notify dispatcher if condition presents an immediate danger. Dispatcher will provide protection and notify appropriate Roadmaster and Trainmaster.

TY & E observing a track condition/situation not identified in a Track Condition Message, Track Warrant, General Notice, General Order or Track Bulletin which DOES NOT present an immediate danger or threat will be communicated to the responsible Trainmaster.

TY & E are reminded that the SIRP process is the appropriate venue for repair of conditions which do not present an immediate danger or threat.

TY & E employees are reminded that unsafe conditions may require immediate protection (Red Tag, etc.)

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15) Close Clearance/No Clearance

When switching locations where close clearance or no clearance conditions exist employees are prohibited from riding equipment on the side where close clearance or no clearance conditions are present. If riding on the side of equipment where close clearance or no clearance conditions are present, employees must stop movement prior to passing the close clearance or no clearance marker and disembark equipment. Employees must walk ahead of movement into the close clearance or no clearance area. If no suitable walking conditions exist employees must empower themselves to not service the location.

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16) Additional Switching Requirements-5 Car Cut in Motion

No more than FIVE (5) cars will be cut off in motion when switching and then will not exceed FOUR (4) miles per hour on impact of cars coupled to.

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17) Undesired Release or Inability to Apply Brake Application

Engineers experiencing an undesired release or inability to make a brake application on a train shall immediately stop and secure their train per ABTH RULE 102.17. Once train is stopped and secured, contact the dispatcher as well as local supervision and report the unusual condition.

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18) Train Separation/Stall Reports-All Subdivisions

1. When a train has stopped for an emergency application for any reason, the crew must notify the dispatcher immediately.

2. As soon as the reason for the emergency has been determined the dispatcher must be informed of the milepost location, car number(s) and location in train and type of coupler.

3. Upon arrival at the terminal, engineer must complete a Train Separation Report (Form OPE15181, 10-02) per ABTH Rule 102.18 for any break-in-two regardless of cause, and fax this report along with a copy of the Train Delay Report to the fax number listed below. In addition, call the appropriate Road Foreman of Engines to discuss the break-in-two or leave a message at the telephone number listed below explaining the break-in-two or Train Stall.

4. The information in the Voice Mail must include the following:

    Lead Locomotive initial and number
    Date of the event
    Time of the event
    Subdivision
    Milepost location
    Throttle position (if applicable)
    Dynamic brake amperage (if applicable)
Status of train at the time of the event; e.g., stopped, accelerating slowing, etc. (if applicable)
Train speed (if applicable)
Car (s) initial and number (if applicable)
Identify, if applicable, the end of the car involved; "A" or "B" end (if applicable)
    Other information which the engineer feels is pertinent to the event

TELEPHONE & FAX NUMBERS TO PROVIDE INFORMATION SUBDIVISION:

Aberdeen, Appleton, Browns Valley, Canton, Corson, Hanley Falls, Madison, Marshall, Mitchell, Mobridge, Moorhead, Morris, Watertown and Wayzata Subdivisions:

* Telephone: 605-229-7224
* Fax: 605-229-7274

Clifford, Hunter, Jamestown, KO, P-Line, Prosper, and Warwick Subdivisions:

* Telephone: 218-291-2566
* Fax: 218-291-2402

Zap Subdivision:

* Telephone: 701-667-2260
* Fax: 701-667-2280

Staples Subdivision MP 11.7 to MP 250.3, Minneapolis crews between MP 11.7 and MP 410.5 on the St. Paul Subdivision, Minneapolis crews between MP 11.7 and MP 0.5 on the Midway Subdivision, Minneapolis crews between MP 136.9 and MP 72.3 on the Hinckley Subdivision, Minneapolis crews between MP 0.0 and MP 35.5 on the Monticello Subdivision, as well as Northtown Yard and St Cloud Yard:

* Telephone: 763-782-3239
* Fax: 763-782-3336

Allouez, Brainerd, Casco, Hib Tac, Hinckley, and the Lakes Subdivisions:

* Telephone: 715-394-1255
* Fax: 715-394-1269

Grand Forks Crews on the Devil's Lake Subdivision, Grand Forks Crews on the Lakes Subdivision, Drayton, Glasston, Grand Forks, Granville, Hannah, Hillsboro, Mayville, Noyes, Sarles, and Walhalla Subdivisions:

* Telephone: 701-795-1202
* Fax: 701-795-1240

Minot Crews on the Devil's Lake Subdivision, the Rolla and Westhope Subdivisions:

* Telephone: 701-837-6622
* Fax: 701-837-6691

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19) Track Cones

Identification of Danger Zone:

End of track marked by 6" Orange Cone to fouling point of adjacent track.

Requirements:

1. Shove the track to clear the Danger Zone when room is available on track.

2. When room does not permit, secure track to ensure movement

will not foul adjacent track and notify yardmaster who will initiate action to make space available to clear the Danger Zone.

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20) Use of Road Power to Switch Trains on the Twin Cities Division

Except during switching of unit trains designated by symbols C, G or U

To control and limit high in-train forces which may be generated when using a multiple unit locomotive consist to switch trains, the following applies:

The locomotive consist used for switching is limited to a maximum of sixteen(16) powered axles. All remaining locomotives in the consist in excess of the sixteen(16) powered must be isolated.

Due to the inability of the engineer to monitor functions (ie: tractive effort, amperage, breaking force, wheel slip) the controlling locomotive of a multiple unit consist used for switching, MUST NOT be isolated.

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21) Unattended Locomotives

Due to environmental concerns, unattended locomotives may not be left on bridges where any potential leakage may drip or spill into water.

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22) Calling Signals on the Twin Cities Division

All subdivisions in signaled territory when a train is passing a signal displaying other than clear in advance of a control point a crew member must transmit the following by radio:

> Train Identification (Initials Engine Number and Direction) (Signal Name) in advance of (Control Point Location) on (Track) at (Speed) MPH.

Example of transmission:

> BNSF 8852 West Approach Medium in advance of East Bess on Main Track at 50 MPH.

This requirement does not apply to freight trains, switch engines, light engines, locals and road switchers operating within the limits specified at the following terminals:

Northtown Terminal Complex:

Staples Subdivision - Coon Creek to University on Channel 70
Midway Subdivision - University to Minneapolis Jct. on Channel 70
St. Paul Subdivision - between Mississippi St. and University on Channel 70

Minot Terminal:

Glasgow Subdivision - WL Switch (MP 4.7) to Minot MP (0.0)
KO Subdivision - Surrey (MP 225.9, 196.2X) and Minot (0.0, 203.2X)
Devils Lake Subdivision - Surrey (MP 196.3)

Fargo/Dilworth Terminal:

Staples Subdivision - Glyndon to MP 251.0

KO Subdivision - MP 0.0 to MP 16.0

Prosper Subdivision - MP 21.4X to MP 5.0
Moorhead Subdivision - MP 38.0 to MP 41.3

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24) Reporting Fuel Readings - All Subdivisions

All crew members are jointly responsible for advising train dispatcher of of fuel reading for each engine in their consist no less that two hours before arriving final terminal.

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25) Placement of Cars Within 250 Feet of Crossings

GCOR and MWOR Rule 6.32.4, Clear of Crossings and Signal Circuits references a 250 foot setback from end of car when an adjacent track is present.

MW forces are beginning a process to place a two inch wide yellow paint stripe to aid in the 250 foot identification. The stripe will be placed on the rail web and base of the field side of both rails for sidings or industry tracks.

The two inch wide yellow strip shall be placed at locations with public grade crossings or other locations specified by the Division General Manager.

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26) Twin Cities Division Caboose Policy

In an attempt to reduce the risk of injury to employees engaged in road train operation, switching operations and work train/ work equipment operation, etc., the following guidelines and division policy will be implemented on the Twin Cities Division, effective immediately, whenever a caboose is being used in any class of service.

* Locals/Switch Engines:
Cabooses may be placed on trains, such as locals and switch engines that make significant reverse movements and/or shoving movements where an employee may ride to direct and protect the shoving move only. After the shove is complete, the employee must ride the lead locomotive to the next destination. A Highly Visible Marker or Alternative Marker must be installed on the rear of caboose as prescribed by GCOR 5.10.1 & 5.10.2 when operating on the main line.

* Work Trains:
Employees may occupy and ride in cabooses while engaged in work train/work equipment service. Employees may occupy the caboose while traveling to and from work site only when other means of accessing the work site are unavailable. The policy is that employees will ride on the head end of train or alternate transportation to and from the work site unless safety dictates riding the caboose.

* Thru Freight:
Cabooses will be occupied only when absolutely necessary to protect shoving or reverse movements. Any deviation must be authorized by trainmaster, roadmaster, road foreman, terminal manager, terminal superintendent, or chief dispatcher.

* Emergency Situations:
When emergency situations exit, cabooses may be used to

transport employees when authorized by trainmaster, roadmaster,

road foreman, terminal manager, terminal superintendent, or chief dispatcher.

* Exceptions:
In the event that there is insufficient room for all employees to occupy the locomotive(s), the supervisor who authorizes the employee(s) to occupy the caboose will notify the Superintendent Operations of the territory and the Division Manager of Safety and Rules.

The following must be complied with when conditions require employee(s) occupy caboose:

* job briefing is held between all employees involved in the train/equipment movement discussing movement to be made, the conductor is responsible to insure this occurs.

* engineer/equipment operator is aware of and understands that employees are occupying the caboose.

* train handling is maintained to minimize slack action on the rear of train.

* employees occupying the caboose must maintain three point contact or remain seated at all times.

* employees occupying caboose must anticipate and be prepared for slack action at any time, both while stopped or while moving. The locomotive engineer must communicate with employee(s) in caboose when movement will begin and when stop will be made.

*radio communication between caboose and head end must be maintained and available at all times. If communication fails, employees riding caboose must relocate to head end of train as soon as this can be safely accomplished.

* caboose must have fully operative and tested air brakes and hand brakes before movement begins.

Please contact your supervisor if you have any questions concerning this policy.

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28) Engineers Rest Periods

Engineers operating under former Great Northern Scheduled Rules deadheading to the distant terminals of Fargo-Dilworth, Willmar, Northtown, Grand Forks, Cass Lake, Hettinger and Minot will, unless otherwise instructed, be given a minimum legal rest period.

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29) Picture Identification Cards For All Employees

All BNSF Railway employees are required to carry a BNSF Railway employee employee picture identification card.

The identification card will provide Resource Protection officers and others a way to easily identify if you are an employee and authorized to be on company property.

Anyone on BNSF property who does not have a BNSF photo ID and who is not a guest accompanied by a BNSF employee should be escorted off the property.

These ID cards should be kept in your wallet or another safe place that will allow easy access when requested.

Employees should contact their supervisor if they have any questions about the program or if they have not yet received their BNSF ID card.

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30) Electronic Daily Locomotive Inspection

Engineers completing trip tickets in TSS screens for payroll purposes are required to complete their Daily Locomotive Inspections electronically in the pop-up screens displayed during tie up.

It is still necessary for the engineers to fill out FRA Rule 229.21 Daily and Mid Trip inspection form (cab card), but is no longer necessary for engineers to fill out, send, and retain paperwork for locomotive exceptions. All other instructions in ABTH 101.0 Locomotive Air Brakes and Inspections, will still apply. At locations where TSS tie up screens are not available for tie ups, daily inspections will be handled as previously outlined in ABTH Rule 101.0. At this time, RCO Operation is not included in this process.

Effective Sunday, April 6, 2008, yard hostler positions will now have the ability to electronically report daily locomotive inspections. This electronic process is the same that all engineers and RCO operators use to report locomotive inspections.

Contact your local Road Foreman of Engines or closest Terminal for additional information regarding this process.
Actual copy of screen print:

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32) Norfolk Southern ETDs

Norfolk Southern ETD's NS 78001 through NS 79326 are configured to stay off until the test button is pressed. This applies to a battery change-out or recovery from "sleep mode" - moving unit from horizontal to a vertical position with battery installed.

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33) Coupling into Cars with ETD Attached

Except in helper service, coupling into a car that has an ETD attached is prohibited. Coupling may be made if ETD is at the opposite end of car or cars to be coupled into.

EXPLANATION: Recently there has been an increase in damage to our ETD fleet from being coupled into while ETD's are attached to the knuckle of the car being coupled.

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34) Distributed Power Trains with Armed ETD

Crew members operating trains with Distributed Power (DP) will determine if the End-Of-Train device is armed and dialed in . If equipped with End-Of-Train device and armed, the ETD must be disarmed and the Head End Device zeroed out . This will insure that the DP signal and ETD signal will not mix causing a undesired Emergency Brake Application .

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35) Utility Employees Handling ETDs - Devices and Batteries

A Utility Employee may handle an End of Train Device if it is in connection with equipment he is working, or has, worked.

Examples:

If a Utility Employee does an air test, bleeds air, or couples air hoses on equipment, he can handle the End of Train Device to or from that equipment.

If a Utility Employee bleeds air, then he can remove the End Of Train Device and put it into storage.

If a Utility Employee couples air on equipment then it is permissible for him to get an End Of Train Device from storage and place it on that same equipment.

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36) General Electric Locomotive Radios - Model 12R, Series II

Locomotive radios manufactured by General Electric (Model 12R, Series II) have been found to change to Channel 30 when power to the radio is removed and restored either manually or by the locomotive's Automatic Engine Start/Stop Systems (AESS). The cause of this radio characteristic has been identified and a correction is forthcoming.

Until a correction is in place, be aware when utilizing a locomotive radio of this type that the channel on which you are operating may change inadvertently due to this condition.

Note: These radios have been used as replacement radios and may be found on locomotives of any model type, not only BNSF General Electric locomotives, but are predominately found on recently delivered BNSF GE locomotives.

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37) Utility Employees Hauling TY & E Employees in Company Vehicles

Utility Employees are prohibited from hauling TY & E employees in any company vehicle.

Utility Employee must properly wear seat belts at all times when vehicle is moving including inspecting trains and buckling hoses.

Utility Employee may not provide protection while driving a utility vehicle. If needed, employee should stop movement and reposition vehicle in order to protect movement.

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38) Locomotive-Mounted Video Cameras

BNSF began taking delivery of production locomotives equipped with forward-facing video cameras from GE Transportation Rail on March 22. The cameras are being installed to help provide information on grade-crossing and train/pedestrian accidents. The railway expects to equip a total of 350 locomotives, including about 100 new locomotives and 250 retrofits, by the end of 2005. BNSF plans to install the cameras on lead-qualified locomotives that will operate throughout the system.

One camera will be mounted on each locomotive. The camera is intended to capture the view of the track ahead as seen by the locomotive engineer. The camera will be mounted inside the windshield of the cab and will be

pointed down the track ahead. It will not provide a view of any activity

inside the locomotive cab. The camera will be mounted on the locomotive's windshield and will be fixed in position; it will not be able to move from side to side or up and down. The camera is approximately three inches in diameter and will be located so as not to interfere with train crew members' vision from the cab. The camera installation will also include a microphone, placed outside the cab. Its purpose is to record exterior sounds, such as the locomotive whistle and bell; it is not intended to capture conversation inside the cab.

The camera will be synchronized with the locomotive event recorder. The camera will provide color video at 15 frames per second, compared with 30 frames per second for standard broadcast video.

Each camera will record at least 70 hours' information, given normal locomotive operating conditions. Recorded audio and video can be downloaded by BNSF and used for such purposes as confirming the operation of grade crossing warning devices and motorist behavior.

BNSF installed cameras on six GE Dash 9 locomotives as part of an initial implementation in August 2004. The first six cameras helped BNSF determine specifications and requirements for locomotive-mounted video cameras.

Similar cameras have been in use on Norfolk Southern for several years. NS now has this equipment on about 1,000 locomotives. Other railroads, including Class I railroads and shortlines, are also either using or testing on-board cameras.

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39) Locomotive Toilets and Sewage Treatment Systems

Inca locomotive cab toilets must be manually purged through the diesel shops sewage treatment systems. Microphor chlorinated toilet systems are not manually purged but treat human waste and toilet paper through the use of filters, bacteria, and chlorine tablets.

The Environmental and Mechanical Departments at BNSF must clean, maintain, and environmentally ensure that the sewage treatment systems across the railroad are functioning properly. They request the following from all employees that use these locomotive cab toilet systems:

MICROPHOR TOILET SYSTEMS - It is extremely important that only human waste and toilet paper go into these toilet systems. Anything else corrupts the entire toilet system and turns into extra and unnecessary work for the diesel shop forces. They have to dismantle the entire Microphor System, clean, disinfect, and reinstall it back into the cab of the locomotive.

INCA AND OTHER CHEMICALLY TREATED STORAGE TOILETS - While these locomotive toilet systems are not as sensitive as the Microphor Systems, it is important to note that only human waste and toilet paper should go into these toilets. Tossing trash items into these types of toilets, such as plastic water bottles, pop cans, Teri Towels (or similar brands of reinforced towels), causes the sanitary sewage lift station motors at the diesel shops to seize and eventually burn up when contents of these toilets are purged by the diesel shop personnel. In turn, employees from the Water Service Department have to either repair or replace these motors by removing all of this trash from the lift station units to service the problem.

40) Taconite Trains

When loaded taconite cars are observed leaking, report this condition so they may be repaired. To report a leaking taconite car, call General Foreman Mechanical-Superior, using company line at 8-394-1272. Leave date and time, the leaking car number and approximate location where you observed the car leaking.

Upon return to the Superior, Wisconsin area, arrangements will be made to inspect and repair the car.

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41) Voice Train Reporting

Voice Train Reporting (VTR) System is now implemented on the Twin Cities Division.

VTR is a system, which enables a conductor to directly access the BNSF computer system by Radio, or telephone in order to report Train Arrivals, Departures, Setouts, Pickups and Interchange Delivery, Bad Order Setout and Train Inspection.

Only the MRAS/PBX system is available for radio reporting at this time. Use of MRAS does not relieve a conductor from the requirement to monitor the dispatcher's radio frequency. Twin Cities Division MRAS numbers and instructions are published in a separate General Notice.

Any telephone can be used. When using a telephone on a train, be governed by Rule 1.10 as amended by Item 14, System Special Instructions.

An information card with channels for MRAS radios on the division will be available at on duty points.

Conductors will use this system in lieu of calling or faxing work to a Service Support Representative to report Train Arrivals, Departures, Setouts, Pickups, Bad Order Setouts both enroute and at the conclusion of a trip. To report an Interchange Delivery you can say 'Interchange,' 'Interchange Delivery' or 'Delivery' as a type of work option. The VTR System will prompt you for the interchange carrier.

Through trains only on the following subdivisions are required to report by VTR (Voice Train Reporting) departure times at the following locations:

Aberdeen Subdivision:	Summit
Brainerd Subdivision:	Mcgregor
Devils Lake Subdivision:	Rugby, Lakota
Grand Forks Subdivision:	Erskine
Hillsboro Subdivision:	Hillsboro
Hinckley Subdivision:	Hinckley
Jamestown Subdivision:	Steele, Jamestown and Peak
Lakes Subdivision:	Brookston
Noyes Subdivision:	Stephen

Arrival and Departure times at any location where delay will exceed one hour must also be reported.

Reporting should be accomplished as soon as possible after performance of work. Conductors spotting unit grain and coal trains must use the VTR system in order to provide an accurate time and date of actual placement

of the train. This process will ensure the contractual requirements are

adequately applied for the spotting of this equipment. In order to use this system, a conductor is required to register his or her voice with the Voice Train Reporting System prior to their first use of the system.

Conductors must know the correct track numbers to report by voice. A Program is available that enables a Conductor to display or print track numbers and descriptions by station or for a subdivision. Using the "BNSF Crew Management - TEY Display Status" menu, select #8 "Yard Inquiries" then #15 "Track List by Stn or Sub Div". Instructions on registration and system use will be available at on duty points. The phone number for registration and to use the system is (company) 593-7670, (commercial) (817)593-7670, (Toll Free) 1-800-327-3230. Mechanical Help Desk 817-234-6259. VTR Help is available at (817) 593-7600, and a demonstration line can be accessed at (817) 593-7677.

If you encounter any communications problems when using the MRAS/PBX, call the help number at 593-7600 option 1 option 2 at the conclusion of your trip. Tell the representative what the problem was, what your location was, and which MRAS/PBX station you were trying to use when the problem occurred. We can correct many communications problems if we know about them.

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42) Voice Train reporting - Casselton, ND - KO Subdivision

Casselton ND - RRVW Railroad: All grain trains that arrive and depart must report through the VTR interchange and delivery. Track number is 2127.

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42) Voice Train reporting - Air Brake Inspections - Trainmen

Train air brake inspections performed by trainman must be reported via VTR, option 7.

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43) Deadheading - Individual to Contact is Yardmaster

All Twin Cities Division employees who are called for service to either the home or distant terminals and upon arrival at the initial terminal are transported to an intermediate point to assume control of the train are instructed to combine the deadhead to the train with their subsequent service trip.

In these instances, the conductor or engineer will advise the yardmaster of their departure time from the initial terminal.

All crews deadheading must get permission to depart from the yardmaster on duty before departing. This is to determine if all crews called prior to your on duty time have departed.

Any crew claiming a yard runaround from a deadhead must include the name of the yardmaster, in the comment section of the claim that authorized the deadhead crew to depart ahead of them.

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44) Familiarization Trip Requirements

In order to achieve a standardized process, all TY&E employees that are making familiarization trips will be shown on the respective outbound crew board. TYE Compensations will manage the trip ticket regarding whether payment for familiarization is warranted or not, and ensure

employees are compensated accordingly.

TY&E employees who are in training (after the fifth week of New Hire training), or are familiarizing, are required to place themselves in TSSCREW in order to be called. In the TYE Display Status Screen, select Option 6 and then Option 2. Elect to make a "Temporary" bump and enter the appropriate information in the column "Bumping a Job Only." This must be accomplished prior to calling time for the position where you are training.

Upon completion of the tour of duty, the trainee can remove themselves from the temporary by using the same screen and selecting the "Clear Temporary Assignment" option.

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45) Twin Cities Division Signal Awareness Form Requirements

All trains operating on the Twin Cities Division must comply with the following in addition to the requirements of System Special Instructions Item 43:

Engineer:

Engineer must date & sign the bottom of first page of Signal Awareness Form Prior to departure from On Duty Station. Signature acknowledges that Form was available at beginning of crew's tour of duty and prior to departure.

Conductor:

Conductor must date & sign the bottom of first page of Signal Awareness Form acknowledging the accuracy of all information entered prior to submission of form at the end of tour of duty.

Both conductor and engineer signatures are required regardless whether or not space is provided on form.

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46) Distributed Power Procedure - Twin Cities Division

All grain trains and other identified trains must be DP'd at Originating Station, providing that assigned locomotives are DP equipped and units have a minimum of 2000 gallons of fuel. DP information will be secured from local Mechanical forces or FTW Mechanical desk.

When conditioning/setting up/linking up a DP consist, if the initial attempt fails, the Engineer will make a second attempt. Prior to a second attempt, the Engineer will notify the appropriate Yardmaster or Dispatcher that he/she is encountering problems. If the second attempt fails, the Engineer will then contact Ft. Worth Mechanical for troubleshooting assistance.

If DP setup exceeds the 1'30" minute standard, the Engineer will cease DP attempts and notify Dispatcher and Yardmaster or Trainmaster that the train will run conventional. (1'30" standard does not include positioning power onto train, it only measures time spent conditioning, setting up and linking up locomotives). Yardmaster or Dispatcher will leave VMS with the appropriate territory supervisor (Terminal Manager, Terminal/Division Trainmaster, Road Foreman).

In locations where a crossing will be blocked during the linking process, perform the linking before blocking crossings.

Fuel readings of rear DP engine are to be checked during set up process and provided to Yardmaster at next crew change location.

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47) Drive Cam Information

In an effort to eliminate all injuries and accidents, BNSF plans to install DriveCam driver safety system in all BNSF and contractor crew vans that operate on the Division.

Addressing crew van safety is an important part of BNSF's effort. In 2007, 55 reportable and 31 non-reportable injuries resulted while employees were riding in, embarking, or disembarking crew hauling vans.

The DriveCam system is a windshield-mounted video recording device that is activated by triggering events, such as:

* Sudden acceleration
* Sudden braking
* Swerving
* Impact collisions

The system will record video of the activitiy in front of, behind, and inside the vehicle eight seconds before and four seconds after the triggering event. Installation will begin in January and will be completed at the affected locations by mid year.

DriveCam will review all recorded video and forward the results to BNSF, who will coach and counsel their drivers to improve the overall safety of driver behavior and identify drivers who may need additional training.

DriveCam is a national company focused on improving driver safety. Other companies using the DriveCam system have experienced 30 to 60 percent reductions in vehicle accidents. During a 90-day pilot project on the Texas Division between January 21st and April 20th of 2007, the division experienced and 86 percent reduction of incidents.

If you have any comments or questions about this important initiative, feel free to contact your supervisor.

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48) Winter Switching Operations Instructions

During industry switching operations, switching on back tracks not used on a regular basis or traveling over roadways, driveways or paths crossing these tracks where snow, ice or debris can collect without detection, when snow or ice is covering the rail, a path shall be cleared prior to entering the track with empty cars.

Where a wheel path cannot be seen, crew will enter track light engine at walking speed taking care to position themselves clear of the movement and any potential obstructions should the equipment derail. Crew members will not ride on the outside of the engine while clearingpath.

When rail is covered and a wheel path is visible a loaded car of 250,000 lbs or more may be used for initial entry into track. Cars or outside of engine will not be ridden when rail is not visible.

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49) Working on Short Hood of Locomotives

There are occasions when it may be necessary for personnel to climb onto

the top of the short hood of a locomotive for the purpose of clearing

windshields. When these situations arise employees must:

Climb on to short hood of locomotive only if ladder rungs and hand holds are present.

Contact Supervisor or Train dispatcher prior to performing work on short hood of locomotives.

Conduct job briefing and include identified risks and appropriate precautions before performing work and contact train dispatcher to notify of task to be performed.

The employee on short hood of a locomotive must use the following precautions:

Observe for oily, icy, or slippery conditions and take appropriate measures to avoid any conditions that might create loss of balance.

Use tools or equipment defensively to avoid loss of balance if tool were to slip or disengage. Avoid over-reaching or overexertion while working.

Where possible, work in a kneeling or seated position.

Precautions must be taken to protect employees working below from falling objects.

No more than one employee on short hood of locomotive at any time.

Occupying the top of a locomotive long hood is prohibited.

Employees need to empower themselves to make the safe choice when faced with a situation that could require them to climb on the short hood of the locomotive to clear snow in order to see and proceed safely. They need to first consider if it necessary and the risks involved in doing it relative to not doing it. It may be appropriate to call for help and wait for assistance and additional tools from other BNSF team members.

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50) Twin Cities Division Switching Requirements

Yard Assignments on the Twin Cities Division handling cars in all yards must have the air cut in when switching cuts according to the following table:

Tonnage:	Minimum Number of Cars With Air Cut In:
1000-3000	3
3000-7000	5
7000 or more	10

Exception: Crews switching in Superior/Duluth and Northtown Terminal Complexes will be governed by the switching restrictions with operative air brakes cut in outlined their terminal-specific General Notices.

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51) Train Document Process - Crew Change Locations

Inbound crews at all Twin Cities Division Crew Change Locations must leave one copy of the following Train Information (Wheel Report) on the condutor's desk:

Train Profile - Locomotive Engineer

Inspections
Train List with Hazardous Manifest
Rail Cars/Units Containing Hazardous

The inbound Train Information may be discarded after it has been determined that the outbound Train Information (Wheel Report) contains required train inspection documentation and hazardous material information.

A Copy of the inbound 'Inspections' portion of the Train Information (Wheel Report) is not required if a properly completed Form 15287 is present in the locomotive cab.

GENERAL NOTICE(S) IN EFFECT

| 1-2,8,12-16,20-24,32,37,40,43-44,50,54,57,59,61-63,66-67 |