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September 15, 2015

BNSF Railway Co.
KANSAS DIVISION

GENERAL NOTICE No. 1868

TO ALL CONCERNED,

SUBJECT: La Junta Subdivision Instructions

Kansas Division General Notice No. 1806 is cancelled and reissued
with revisions to Item Q. Siding Capacities, Air Hose Locations and
Procedures.

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A. Terminal Operations

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1. Newton Terminal

Crossing Protection required for KO Interchange Track 8519 and Main Track #1.

BNSF and KORR Crews must comply with GCOR 6.32.2 and ensure the warning devices are activated for a minimum of 20 seconds before occupying 7th St. on Track 8519 and Walnut Street on Main Track 1 moving either westbound or eastbound to and from Track 8519 (KORR Connection Track).

Lube oil and water stations on fuel pad Newton Tracks 8414 and 8417 create a close clearance. Riding on the steps of locomotives, sides of cars and on track equipment at this location is prohibited.

Derail and sign in place on CLIC Track 8160 between West Switch 8131 and West Switch 8130. Tracks will be used by Newton RIP track forces when cars are pulled from RIP after repair.

All switch engine crews will contact the on duty Trainmaster for instruction on location to tie power up at end of shifts.

Do not walk between any switch stand and the running rail while switching in Newton, Kansas Sand Creek Yard. Walk around all switch stands to keep from slipping, tripping and/or falling.

The switch on Track 8195 (McGraw Lead) is considered rigid as well as all other switches in Sand Creek Yard.

Unless otherwise notified, all trains which will park for over four (4) hours on Main 2 North of the RIP Track Facility at Newton, Kansas, La Junta Subdivision, must cut the east road crossing to allow access into the RIP facility for vehicle traffic. Proper clearance must be given on both sides of this crossing to allow vehicles to see approaching trains on Main 1.

2. Hutchinson Yard

Switch Crew / Road Switcher Instructions

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Meal Periods:

When working any Hutchinson yard job / road switcher, it is the responsibility of the footboard yardmaster to ensure that the yard crew takes a scheduled on-time lunch. Under no circumstance is it allowed to take a late lunch (CODE 22) unless the on-duty trainmaster has been notified and given his/her permission .If you cannot contact the on-duty trainmaster, you are to take a lunch period prior to receiving a late lunch (Code 22). This meal period will be no longer than 30 minutes including any travel time required to get meal.

On Duty Instructions:

All yard jobs / road switchers going on duty at Hutchinson will be dressed / fully prepared for work and will contact the Sand Creek Trainmaster within 30 minutes of on-duty time for a Job Safety Briefing. Also, the footboard yardmaster will have lists marked / work orders downloaded and be out of the depot within 60 minutes of on duty time unless given permission by the Sand Creek Trainmaster. All other crew members will begin work after TM JSB.

Off Duty Instructions:

All yard job crew members will remain on duty and present at work for at least 5 hours every shift. A crew / crew member may only tie up and/or leave the work location on a specific shift after permission from the Sand Creek Trainmaster has been granted.

Overtime

A crew will get permission from the Sand Creek Trainmaster for any overtime worked and will communicate the barriers to completing scheduled work no later than 5 hours on duty.

Daily requirements:

Each shift the footboard yardmaster or designee will completely fill out and sign a train activity report (form 15417), including all delays to switching operations, and fax to Sand Creek Trainmaster at 316-284-3237. Footboard will retain the original(s) for 7 days.

The footboard or designee will contact the Sand Creek Trainmaster when/if there is an anticipated switching delay that may exceed 45 minutes.

All electronic interchange work and scheduling of cars will be handled by Sand Creek TM.

Any barriers to completing work / meeting customer's expectations will be immediately communicated to the Sand Creek Trainmaster. All "work not done" WOR comments will be consistent with guidelines and professionally written. Before entering a "customer reason" code, permission must be given from the Sand Creek TM.

At Hutchinson, all grain trains spotting or terminating at Hutchinson, crew is to bring ETD and battery back to Newton.

Trains are to be secured in accordance with ABTH 102.1 and 102.1.2.

Derail and Sign has been installed at East end of Hutchinson Yard.

3. Dodge City Terminal

All final destination trains arriving Dodge City, including locals, will remove ETD and put on the rack and place the battery on a charger.

(a) Kubota Use:

Before commencing to use the Kubota, a basic walk around inspection noting any defects and/or condition affecting the safe use of the Kubota must be done noting any exception and reporting exception to the immediate supervisor.

The Kubota will be stationed on the North side of the Dodge City Yard Office building. When fuel is needed for the Kubota, the yard foreman will need to call the Dodge City Trainmaster at (620) 227-5961 to arrange for fueling of the Kubota. At least 36 hours' notice will need to be given when fuel is needed.

When Kubota is parked during a shift for lunch or brief stops or not in use, it needs to be parked in the clear of all tracks with parking brake applied.

When operating the Kubota from the East end of the yard to the West end of the yard or West end of the yard to the East end, the only route that is allowed is along the South side of the yard along 115 track. The Kubota is not to be operated between yard or main line tracks.

When there are any cars in Track 115, the Kubota is not to be operated along the South side of Track 115 due to close clearance. This means the Kubota will not be able to go from the East end of the yard to the West end or from the West end of the yard to the East end.

When crew is done with their shift or when finished using the Kubota for the day, it will need to be parked on the North side of the Dodge City Yard Office Building.

(b) Foreign Road Operations:

Foreign Railroads who operate in the yard will contact DS 104 prior to departing to report tracks that were pulled and tracks that were set out to.

4. Garden City Terminal

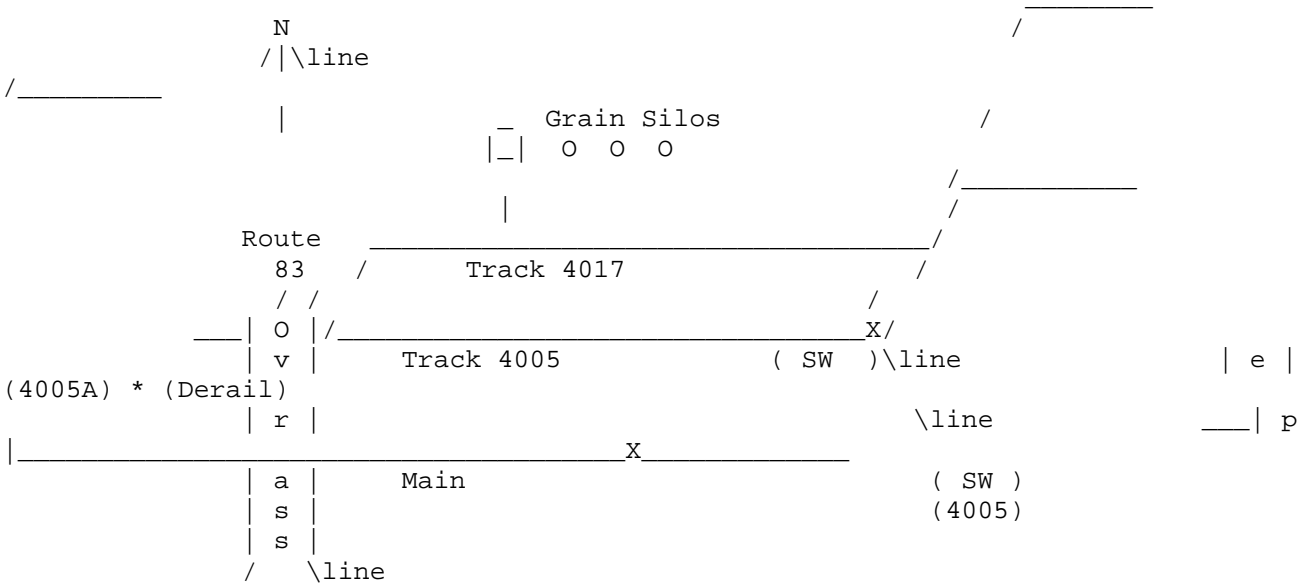
(a) Wind River Grain Elevator Switches:

At Garden City, Wind River Elevator, MP 400.43, diagram reflects switch arrangement.

Note: Switch identified as 4005A must be left lined away from the main track when usage of switch is complete. Derail must be left in the derailing position and locked. All main track switches must be left lined and locked for the main track.

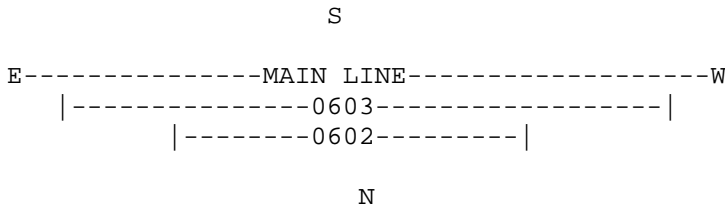
Switch 4005A has a signal controller attached and will leave main track occupancy indications if not lined and locked away from the main track when not in use.

The switch also serves as additional main track occupancy protection when lined away from the main track supporting the derail also shown in this diagram.



5. Coolidge

Scouler Shuttle Grain Facility. All inbound trains are to be set out on Track 603 only, and power is to be placed between derails on the west end unless otherwise instructed.



B. Authority for Movement
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All trains must obtain permission from the on-duty Trainmaster or footboard yardmaster. In the absence of a Trainmaster or footboard yardmaster contact the dispatcher before any movement takes place in any yard.

C. Securing Equipment
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A minimum of one hand brake must be placed on each track at all locations on the La Junta Sub. This includes all industry and yard tracks. Best practice is to place a hand brake on the west end of each yard track at Dodge City and east end of each track in the long and short yards at Newton and Hutchinson.

D. Air Brake and Train Handling
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At Hutchinson on the east end of the yard, a temporary air compressor has been put in place to provide train air for the purpose of doing initial terminal air tests on pick ups and also maintain air on trains that are shuttled.

E. Equipment Handling
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Shiftable loads will not be kicked into track during set out or spotting to rip tracks.

Loaded or empty auto racks will not be kicked and must be switched with air, shoved to a joint to prevent damage to equipment.

1. Business Cars/Geo Car Handling

All crews handling business cars will be required to contact the on duty supervisor for instructions and briefing of the work to be performed.

No cars will be kicked into cars on a curve reducing the risk of misaligned draw bars.

F. Reporting Mechanical Issues or Work Performed
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Voice Train Reporting (VTR) must be notified prior to departure when performing a set out of a bad order or a set out of a block of cars.

G. Locomotive Daily Inspection Cards
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On all trains that are fuel/inspected, Outbound Engineers will perform the locomotive daily inspection as required by Air Brake and Train Handling Rule 101.2 before departing the originating location.

Report fuel readings must be reported to DS 104 of any engine(s) set out on line on the La Junta Subdivision.

On all trains changing crews at Newton, the inbound crew will report the fuel readings to the dispatcher prior to arrival at Newton so that, if needed, arrangements can be made to fuel before the train departs Newton.

H. Penalty Claims

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Employees must notify the trainmaster on an office phone prior to performing any work that would result in a penalty or arbitrary payment authorization. If a trainmaster does not answer, leave an explanation and who instructed you to perform this work. Employees must then include the Trainmaster's name that authorized the move on their time slip or penalty claim.

Conductors on trains originating at Newton and Superior claiming Initial Terminal Delay (ITD) will advise the Trainmaster at Newton via radio or telephone on the amount and reason for the ITD.

I. Crew Swap Locations

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Road crews will change crews at Newton and Dodge City for all Eastbound and Westbound trains.

J. Road Crew Instructions

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1. Signal Awareness Forms

Third Rail Conductors, I.D. Conductors and West Conductors will turn in completed Signal Awareness forms for both trips upon their return to Newton. La Junta I.D. Conductors fax Signal Awareness forms to Dodge City Trainmaster at (620) 227-5971.

All Conductors tying up at Dodge City from La Junta will turn in a completed Signal Awareness form at Dodge City.

Boxes have been provided at the crew tie up facilities for this purpose.

2. Unit Grain Trains

All La Junta Subdivision originating unit grain trains will be DP'd at origin by outbound crew unless advised differently by train dispatcher or on-duty trainmaster. This includes any grain trains coming from the CVR into Dodge City.

All La Junta Subdivision originating unit grain trains will have 100 cars or more assigned to the train. In the event there are less than 100 cars assigned to a La Junta Subdivision originating unit grain train, please contact the Kansas Division Chief Dispatcher for instructions.

Upon reaching destination, conductors of all inbound empty or loaded unit grain trains must report fuel readings for all engines to DS 104.

3. Manifest Trains

The H-PUEKCK1 / H-PUEKCM1 symbols between La Junta and Newton on the La Junta Subdivision are required to pick up behind the CORX beer cars and keep their train in compliance. At La Junta, check work orders or instructions from Trainmaster to determine pick up location. At Hutchinson, check with the footboard Hutchinson and/or TM Newton as to location of any pickup and if crew van would be of assistance. Newton TM will need a 1-hour notification if a crew van is needed.

When working the H-KCKDEN1 or H-PUEKCK1 only straight pickups and set outs will be made. If there are cars in the pickup that are not assigned to the train you are on then consult the Trainmaster or Chief Dispatcher for instructions.

No crews are to perform switching unless authorized by either the Trainmaster or the Chief Dispatcher.

H-KCKDEN1 cannot be lower than 1.5 HPT into La Junta. It is the conductor's responsibility to ensure that this train is not lower than 1.5 HPT into La Junta. Any Garden City and La Junta set out cars do not factor into this HPT requirement.

H PUEKCK1 cannot exceed 8,000 feet and cannot have an HPT lower than 0.8 out of Dodge City. It is the conductor's responsibility to ensure this requirement is not violated.

4. Fuel Readings

On all trains changing crews at Newton, the inbound crew will report fuel readings to the Dispatcher prior to arrival at Newton so that, if needed, arrangements can be made to fuel before the train departs Newton.

Westbound trains destined the Colorado Division must report fuel readings to the train dispatcher upon departure Dodge City or upon departure originating station between Dodge City and Las Animas. Amtrak trains are exempt from this requirement.

K. Local Crew Instructions

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If for any reason or foreseen reason the local will not depart the terminal after 2 hours on duty, get in contact with the on duty Trainmaster.

Conductors on locals originating and terminating at Newton and

Dodge City will complete a job requirement sheet for each days work. ITD will be recorded on this sheet along with the reason for the ITD. Also, Conductors will record work performed and work not performed on sheet along with reason for work not being performed. Sheet will need to be faxed to 316-284-3414 at the conclusion of each trip.

All crews assigned to use the WOR equipment (Hammerhead/Renegade) are required to use it for their tour of duty.

Download is to be taken at the start of their tour of duty and upload prior to end of tour of duty.

All work performed/not performed is to be reflected in the equipment as it happens (that way if a crew goes DOL the work completed to that point is reflected).

All exceptions to the scheduled work are to be reported using the WOR Equipment.

L. Switch Crew Instructions

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1. Dodge City

(a) Y DDC1011 / YDDC2011

When working the Y DDC1011 or Y DDC2011, it is the responsibility of the footboard yardmaster to ensure that the yard crew takes a scheduled on-time lunch. Under no circumstance is it allowed to take a late Lunch (CODE 22) unless the on-duty trainmaster has been notified and given his/her permission. If you cannot contact the on-duty trainmaster, you are to take a lunch period prior to receiving a late lunch (CODE 22)

(b) L KAN0131

When building the L KAN0131, please block the cars in the following order:

- (1). From West to East and in compliance with Haz-Mat instructions and long/short car compliance:

- a. Cimarron
- b. Deerfield
- c. Lakin
- d. Kendall
- e. Syracuse
- f. Coolidge
- g. Holly
- h. Grenada
- i. Grote
- j. Lamar
- k. La Junta

When building the H PUEKCK1 pick up, when possible, there will need to be 10 loads on the East end of the pick up. The pick up must also be in compliance with train make up and must be laced when possible and time allows. It is the responsibility of the footboard to be sure all cars in the pick up are assigned for the correct train date (i.e. H PUEKCK1 15, H UEKCK1 16. If there are cars in the pick up assigned to both of these train symbols, you will need to manually assign all of the cars to the earlier date H PUEKCK1 15) If you are unsure of how to do this, please contact the trainmaster on duty.

When building the H KCKDEN1 pick up, when possible, there will need to be 10 loads on the West end of the pick up. The pick up must also be in compliance with train make up and must be laced when possible and time allows. It is the responsibility of the footboard to be sure all cars in the pick up are assigned for the correct train date and scheduled to set out at the correct destination.(i.e. H KCKDEN 1 15, H KCKDEN1 16. If there are cars in the pick up assigned to both of these train symbols, you will need to manually assign all of the cars to the earlier date of H KCKDEN1 15)

When manually assigning these cars be sure you schedule the cars to be set out at the correct location. If you are unsure of how to do this, please contact the trainmaster on duty. Blocking for this pick up will be as follows:

- (2). From West to East:
 - a) Holcomb
 - b) Garden City
 - c) Belen
 - d) Denver/Pueblo

The Belen cars will set out at La Junta.

The footboard will update the SD daily prior to the end of their shift.

(c) Y DDC2011 Yard Job

Crew is required to keep a Train Delay Sheet documenting the days work and delays. This can be turned in daily in the appropriately marked box in the Dodge City Footboard Office.

(d) Garden City R KAN0071

Crew is required to keep a Train Delay Sheet documenting the days work and delays. This Train Delay Sheet can be turned in with your signal awareness sheets.

When building the H KCKDEN1 and H PUEKCK1 pick ups, every car in the pick up must be assigned to the same train date, whichever one is the earliest. If you are unsure of how to do this, please contact the on-duty trainmaster. All pick ups made in the Garden City yard must be laced by the R KAN0071 crew.

The conductor must contact the on-duty Trainmaster at the beginning of each shift prior to going out to start work.

The conductor must contact the on-duty Trainmaster at the end of each shift if there are any exceptions (i.e. customer not spotted, pick up not built, etc.)

2. Hutchinson

(a) Y HUT1011/YHUT2021/YHUT301/Any Extra Yard Job

When working the Y HUT1011, Y HUT2011, YHUT301 or Extra, it is the responsibility of the footboard yardmaster to ensure that the yard crew takes a scheduled on-time lunch. Under no circumstance is it allowed to take a late lunch (Code 22) unless the on-duty trainmaster has been notified and given his/her permission. If you cannot contact the on-duty trainmaster, you are to take a lunch period prior to receiving a late lunch (Code 22).

(b) Hutchinson Yard Jobs

When building the M HUTKCK1 track must be switched for pick up to be in compliance with hazmat and train make-up instructions.

M. Yard, Industry or Special Track Instructions

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Maintenance of Way, Mechanical forces and contractors will contact the following prior to entering listed yards to do inspections and/or repairs:

Newton, Kansas (Sand Creek Yard) - Contact on duty Trainmaster

Hutchinson, Kansas - Contact the on duty Footboard Yardmaster

Dodge City, Kansas - Contact the on duty Footboard Yardmaster

Garden City, Kansas - Contact the on duty Road Switcher Conductor

Air Hose Extensions Installed On La Junta & Emporia Sub

In order to improve train velocity, we have installed extension hoses that run through the crossings in Walton Storage Track, Strong City Siding, and Ellinor Siding. These hoses should be used to connect both portions of a train that is left unattended with the crossing cut, allowing the train line to be continuous. As per ABTH Rule 102.1, it will still be required to secure any portion left unattended against undesired movement.

The hoses will allow for connecting the portion of train that is attached to the power to the portion left standing. This will allow the train to be considered "kept charged". The locations of the new hoses are as follows:

1. Walton Storage Track

The hoses are located on the south side of the storage track. There are hoses on both crossings in the storage track.

2. Strong City Siding

The hoses are located on the south side of the siding track. There are hoses on the crossing at MP 129.84 and MP 130.18.

3. Ellinor Siding

The hose is located on the north side of the siding track on the crossing at MP 125.72.

To connect the hoses, after cutting the crossing, connect them just as you would any air hose. The train should be charged to at least 15 lbs. of the regulating valve setting with the proper set or application of air for a train left unattended.

To disconnect the hoses, first turn the angle cock on both cuts of cars. Then press bleeder valve on the glad hand until all of the air has been released. Once air is released, disconnect just as you would any air hose and connect your train together.

The "extension" hoses can have up to 90 psi in them when coupled. Therefore, they should be handled as if they were "live" and under pressure. Do not attempt to separate the air hoses until the lines have been discharged.

N. Familiarization Trips Kansas West

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You must contact an on duty officer prior to bumping to a board that you will need to familiarize for:

Kansas West: Trainmaster - Dodge City or La Junta Sub Road Foreman of Engines - Newton

1. La Junta Board 6 - Kansas West

One round trip La Junta to Dodge City and return on L KAN0141 & L KAN0131

Two trips or days in Garden City on R KAN0071
One round trip La Junta to Dodge City and return

2. Newton Board 6 - Kansas West

One round trip Newton to Dodge City and return on L KAN0111 &

LKAN0131

- One trip at Dodge City on Y DDC1011
- One trip at Dodge City on Y DDC2011
- One trip at Hutchinson on Y HUT1011
- One trip at Hutchinson on Y HUT2011
- One round trip Newton to Dodge City and return

O. Taxi Services
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P. Crew Lodging
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The Travel Lodge of Dodge City is the primary lodging location for TY&E employees, phone number (620) 227-2125. If the Travel Lodge is out of rooms, please call the number that is on your Corporate Lodging card and they will make arrangements for you at another hotel. Under no circumstance are you to call any hotel directly and reserve, hold, or verify reservations.

BNSF has made arrangements with the hotel to reserve rooms and there is no need to call the hotel directly. If there are no rooms available at the Travel Lodge, once Corporate Lodging has located you a place of lodging, you must contact the Kansas MCO, 913-551-2391, and inform the Kansas MCO where you will be staying. If there is no answer, you must leave a message telling the Kansas MCO where you will be staying.

Q. Siding Capacities, Air Hose Locations and Procedures
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1. Siding Capacities and Air Hose Locations

Syracuse, KS (8,957 ft. capacity)
 West end to private crossing - 699 ft.
 Private crossing to Hwy 27 - 961 ft.

Charleston, KS (7,750 ft. capacity)
 West end to Lambert Ave. - 2,350 ft.
 Lambert to East end - 5,200 ft.

Sutton, KS (6,850 ft. capacity)
 West end to private crossing - 5,800 ft.
 East end private crossing to end of siding - 2,100 ft.

Zenith, KS Air hose is connected all the way thru Fairview to end of Siding (10,300 ft. capacity)
 West end to Sherman Street - 4,100 ft.

Belpre, KS (10,370 ft. capacity)
 West to T-52 Road - 3,700 ft.
 T-52 Rd. to Dudley St. - 5,250 ft.
 Dudley to Hwy 19 - 200 ft.
 Hwy 19 to East end of siding - 507 ft.

Kinsley, KS (8,600 ft. capacity)
 West to T-18 Rt. 4 - 300 ft.
 T-18 to east end of siding - 3,700 ft.

Walton Storage Track (6,406 ft. capacity)
West end to 48th Street - 1,287 ft.
48th Street to N. Woodlawn - 2,662 ft.
N. Woodlawn to Derail on East end - 2,457 ft.

Walton Siding (6,455 ft. capacity)
West end to N. Rock Rd - 2,945 ft.
N. Rock Rd to NE 72nd St. - 2,050 ft.
NE 72nd St. to East End - 1,460 ft.

Strong City, KS (10,080 ft. capacity)
West end to private crossing - 6,312 ft.
Private crossing to Co. Rd. 36 - 3,176 ft.
County Rd. 36 to East End - 592 ft.

2. Procedure for DP Trains

A. DP Trains that are to be cut and air supplied to rear of train via air hose:

1. Procedure to cut train and use air hose to supply air to rear of train:

- a) Fully apply the independent brake.
- b) Make a 20 psi brake pipe reduction.
- c) Secure rear end portion of train as required per ABTH 102.1, 102.1.2.
- d) Place remote consist into SET OUT mode and make the cut. (Make the cut so cars line up with hoses and are clear of crossing by 250 ft.)
- e) Attach air hose to rear portion of train, and ensure angle cock is open.
- f) Secure head end portion of train as required per ABTH 102.1, 102.1.1
- g) Attach air hose to head end portion of train (DO NOT open angle cocks at this time).
- h) Make a 20 psi reduction.
- i) Place remote consist back into NORMAL mode.
- j) Open angle cocks and charge the train.
- k) Allow air flow to stabilize and drop below 30 cfm on both consists.
- l) If handbrakes are sufficient to hold train, make a 20 psi reduction.
- m) After the brake pipe exhaust stops, select TRAIN CHECK from the system display.

2. Procedure to recouple train:

- a) Place remote consist in SET OUT mode.
- b) Place train in emergency.
- c) Bleed off any remaining air before uncoupling air hoses.
- d) Close angle cock on head end portion.
- e) Release air and charge head end portion of train.
- f) Make a 20 psi brake pipe reduction
- g) Release handbrakes on head end portion of train.
- h) Place air hoses in proper location for storage.
- i) Recouple train. (DO NOT open angle cock at this time).
- j) Make a 20 psi brake pipe reduction.
- k) Place remote consist in NORMAL mode.

- l) Open angle cock on head end portion.
 - m) Release air and charge train.
 - n) Make a 20 psi brake pipe reduction.
 - o) Release hand brakes on rear end portion of train.
 - p) Perform TRAIN CHECK.
3. Procedure for Conventional Trains:
- A. Conventional trains that are to be cut and air supplied to rear of train via air hose:
 - 1. Procedure to cut train and use air hose to supply air to rear of train:
 - a) Fully apply the independent brake.
 - b) Make a 20 psi brake pipe reduction.
 - c) Secure rear end portion of train with handbrakes as required in ABTH 102.1, 102.1.2.
 - d) Make the cut. (Make the cut so cars line up with hoses and are clear of crossing by 250 ft.)
 - e) Attach air hose to rear portion of train, and ensure angle cock is open.
 - f) Secure head end portion of train as required per ABTH 102.1, 102.1.1.
 - g) Attach air hose to head end portion of train.
 - h) Make a 20 psi reduction.
 - i) Open angle cocks and charge the train.
 - j) Verify train line continuity with ETD
 - k) If train line continuity is established and the handbrakes are sufficient to hold the train, make a 20 psi reduction.
 - 2. Procedure to recouple train:
 - a) Verify train line continuity with ETD
 - b) Close angle cock on the head end portion of the train.
 - c) Place rear end portion of train in Emergency with ETD emergency toggle switch.
 - d) Bleed off any remaining air before uncoupling air hoses.
 - e) Release handbrakes on head end portion of train
 - f) Place air hoses in proper location for storage
 - g) Recouple train.
 - h) Release air and charge train.
 - i) Make a 20 psi brake pipe reduction.
 - j) Release hand brakes on rear end portion of train
 - k) Perform air brake test as required in ABTH 100.14

All trains left unattended with road crossing separated, the conductor must visually confirm automatic crossing warning devices are not being activated by the rail equipment left, prior to departing.

GENERAL NOTICE(S) IN EFFECT

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357,503,947,1050-1055,1361,1472,1537,1626,1635,1660,1675,1721,1737,	
1761,1766,1768-1769,1781,1795,1803,1809,1821-1822,1850,1854,1858,	

| 1861-1868 |
