System General Orders

In effect July 18, 2017

Order Category listed by Effective Date:

Order Category listed by Category:

System Special Instructions
EFFECTIVE June 1, 2017
Order Category : Sys. SI. 1 - 3
System General Order No. 1

Purpose:

New System Special Instructions Book is available.

EFFECTIVE: 2017 Jun 1st 0900 hours Central.

Cancellations :

This order cancels all previous orders in Order Category: Sys. SI. 1 - 3

SIGNATURE : Cameron A. Scott
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE June 1, 2017
Order Category : Sys. SI. 4 - 5-C
System General Order No. 1

Purpose:

New System Special Instructions Book is available.

EFFECTIVE: 2017 Jun 1st 0900 hours Central.

Cancellations :

This order cancels all previous orders in Order Category: Sys. SI. 4 - 5-C

SIGNATURE : Cameron A. Scott
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE June 1, 2017
Order Category : Sys. SI. 6 - 9
System General Order No. 2

Purpose:

Item 6 : Add note for Protection Notice to part 1.

Recent Changes:

N/A

EFFECTIVE: 2017 Jul 18th 0849 hours Central.

Cancellations :

This order cancels all previous orders in Order Category: Sys. SI. 6 - 9

Item 6 - Maximum Gross Weight Limitations

Change:

1. Cars Exceeding Authorized Weights

To read:

1. Cars Exceeding Authorized Weights

Cars that do not meet the specified weight limits and cars having more than eight axles are not permitted without specific authority of the Clearance Team (800-544-0541) in the National Customer Service Center.

Note: Any load in excess of timetable weight restrictions that has a Protection Notice (Track Bulletin) covering movement through the area may be moved as cleared by the notice. Train Management can determine if a Protection Notice has been issued.

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System Special Instructions
EFFECTIVE June 1, 2017
Order Category : Sys. SI. 10 - 10-B
System General Order No. 4

Purpose:

Item 10-A : Glossary: Change Clearance Point definition.

Recent Changes: Item 10-A : Rule 2.21: Allow using electronic devices for voice communication only while in a crew room.

Rule 15.1.1: Add Track Warrant Number to items that may be changed on a track warrant used to deliver track bulletins only.

EFFECTIVE: 2017 Jul 18th 0849 hours Central.

Cancellations :

This order cancels all previous orders in Order Category: Sys. SI. 10 - 10-B

Item 10-A - Operating Rules, Chapters 1 to 19

2.21 - Electronic Devices

D. Permitted Use:

Change second bullet to read:

- In a crew room for voice communication or to update rules or documents specified in SSI Item 7-A, or other required company provided electronic media only.

15.1.1 - Changing Address of Track Warrants or Track Bulletins

Change Rule To Read :

If the address must be changed on a track warrant used to deliver track bulletins only or a track bulletin that does not grant authority according to Rule 15.3 (Authorizing Movement Against the Current of Traffic), the train dispatcher may verbally change the track warrant number, train symbol, engine identification, direction, or date. However, crews performing yard or hostling service, using the main track at a yard or terminal, may change the engine number or train symbol on track warrants or track bulletins received from the train dispatcher without communicating with the train dispatcher.

Glossary

Change Clearance Point to Read:

Clearance Point

The location closest to a switch where it is safe for equipment, and a person riding the side of equipment unless prohibited, to pass equipment on an adjacent track. Clearance Point location may be identified by a clearance cone and/or painting of rails and ties.

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System Special Instructions
EFFECTIVE June 1, 2017
Order Category : Sys. SI. 10-C - 10-D
System General Order No. 3

Purpose:

Item 10-C : Rule 31.8.7: Change second paragraph of part D.

Recent Changes: Item 10-C : Rule 31.8.7: Change title in System Special Instructions.

EFFECTIVE: 2017 Jun 1st 1603 hours Central.

Cancellations :

This order cancels all previous orders in Order Category: Sys. SI. 10-C - 10-D

Item 10-C - Air Brake & Train Handling Rules, Chapters 30 to 39

31.8.7 Locomotive Fuel Conservation and TPA Compliance

As Contained in System Special Instructions, change title to read:

31.8.7 Locomotive Fuel Conservation and TPA Compliance.

Under that part reading:

D. Energy Management Systems (EMS)

Change second paragraph to read:

Any EMS or PTC failure (either initializing or en route) must be reported promptly to the Help Desk and a Feedback Form submitted by the assigned engineer. This requirement does not apply when BC D shows the lead unit to be EMS or PTC inoperative.

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System Special Instructions
EFFECTIVE June 1, 2017
Order Category : Sys. SI. 10-E - 10-G
System General Order No. 3

Purpose:

Item 10-G : Rule 136.4.1: Change first two paragraphs.

Recent Changes:

N/A

EFFECTIVE: 2017 Jul 18th 0849 hours Central.

Cancellations :

This order cancels all previous orders in Order Category: Sys. SI. 10-E - 10-G

Item 10-E - Safety Rules

71.3 - Gloves

Add the following bullet:

- Operating battery knife switch.

Item 10-G - Chief Engineer Instruction Bulletins

136.4.1 - Exclusive Track Occupancy

Change first two paragraphs to read:

Working limits may be established on controlled tracks by use of Exclusive Track Occupancy. Exclusive Track Occupancy is issued by the train dispatcher or control operator in the form of a:

1. Track and Time Authority
2. Track Permit
3. Track Warrant
4. Work and Time Authority
5. Foul Time
6. Form B Track Bulletin
7. Track Out-of-Service Bulletin (Form C)

If the EIC's track authority is conditional with trains (joint with or do not foul limits ahead of):

A. The EIC must contact the train(s) listed on the authority by radio to ascertain their MP location. The EIC must ensure that the train(s) listed as "do not foul limits ahead of" is past the location where the work group requesting permission will first occupy the track. If the EIC cannot contact the train by radio, he/she must contact the dispatcher to ascertain their location. The EIC must then document the train's location and time verified on the track authority.

B. Only after the EIC has verified that the train(s) has passed the work group's location, may the EIC grant permission to the work group to use the authority. After permission is received, the lead employee must copy the EIC's track authority exactly as it was transmitted to the EIC. The lead employee must also document the MP location of the train(s) and the time the location was verified by the EIC.

While a Remote Authority is in effect, a printed or hand written copy is required and readily viewable by the employee in charge that is using the authority to provide on-track safety for a roadway group. In the event that a written or printed copy of the authority cannot be obtained, the EIC shall instruct all roadway workers to stop work and occupy a place of safety and conduct an on-track safety job briefing to determine the safe course of action with the roadway work group.

Exclusive track occupancy can be established by the following methods.

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System Special Instructions
EFFECTIVE June 1, 2017
Order Category : Sys. SI. 10-H - 10-M
System General Order No. 1

Purpose:

New System Special Instructions Book is available.

New Instructions for Handling Hazardous Materials book is available.

EFFECTIVE: 2017 Jun 1st 0900 hours Central.

Cancellations :

This order cancels all previous orders in Order Category: Sys. SI. 10-H - 10-M

SIGNATURE : Cameron A. Scott
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE June 1, 2017
Order Category : Sys. SI. 11 - 17
System General Order No. 3

Purpose:

Item 13 : Rule Item 13: Change instructions for Hot Wheel Detectors.

Recent Changes: Item 13 : Rule Item 13: Change all 5 MPH references to 10 MPH and revised instructions for Hot Wheel Detectors.

EFFECTIVE: 2017 Jul 18th 0849 hours Central.

Cancellations :

This order cancels all previous orders in Order Category: Sys. SI. 11 - 17

Item 13 - Train Defect Detectors

Change Rule To Read :

13.1 General Instructions For All Detectors

A. Required Action

To determine required action at a train defect detector, comply with these general instructions and instructions governing the specific type detector. Some locations have more than one type defect detector in service.

Stop Signal (Hold Signal)

When a Stop signal is used in connection with a detector, the signal will display Stop until the entire train passes the detector and it identifies no defect.

B. Use of Air Brakes and Train Speed

When operating conditions allow, avoid excessive braking, stopping, or reducing train speed below 15 MPH when approaching or passing detectors. Excessive braking may cause false indications on hot box detectors. Speeds below 15 MPH may cause 'Integrity Failure' or 'Slow Train' message. When a 'Slow Train' message is announced, refer to Item 13.8 Detector Failures for instructions.

C. Detector Failure

When a train defect detector fails for any reason, refer to Item 13.8 Detector Failures.

D. Axle Count

When a detector gives an axle count for a defect location, a crew member must:

- Physically count axles from the head end, including locomotive axles, to the indicated axle.
- Inspect indicated axle and all axles on both sides of that car/platform/unit/well. If no defect is found, inspect 20 axles ahead and 20 axles behind, on both sides of train, from the indicated car/platform/unit/well.

When a verbal defect detector transmits an axle count that disagrees with the train consist by a **variance of +/- 3 or more axles,** the train crew must:

- Immediately reduce speed to 30 mph and report the inaccuracy to the train dispatcher.
- After receiving corrective information, resume authorized speed.

Note: If previous detectors have transmitted correct axle counts and the train speed has not been below 15 MPH, the train may proceed at authorized speed. The inaccuracy must be reported to the train dispatcher.

E. Inspection

The inspection must ensure that:

- Retaining valve is in exhaust position.
- Hand brake is fully released.
- Brakes are not sticking.
- Truck bolster is not broken.
- Brake rigging is not down or dragging.
- Lading is not down or dragging between cars.
- Wheels are not broken.

- Lading has not dropped down through container floors or cross members of multi-unit/well cars.

When a defect is found that cannot be corrected, and car is safe to move, set the car out and notify the train dispatcher. Mechanical personnel may inspect and/or repair the car and approve it for movement.

F. Notification

Notify the train dispatcher any time a train defect detector requires the train to stop and inspect for defects. The train dispatcher may have additional information from a remote readout.

Detectors may be on different subdivisions, crew districts or train dispatching territories. Therefore, train dispatchers and conductors must communicate information relative to inoperative detector or defective car to one another.

G. No AC Power

When detector transmits "No AC Power" message, notify the dispatcher. This is not to be considered a detector failure.

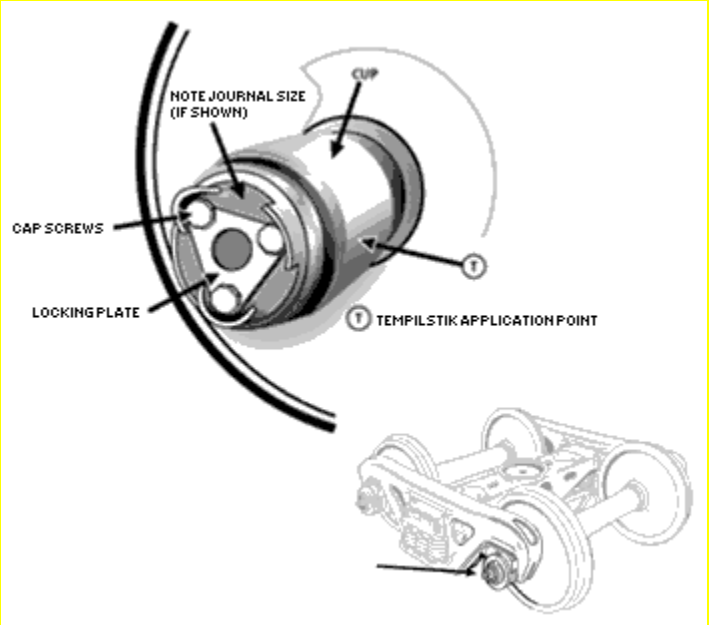
H. Unable to Complete Inspection

If a bridge or other physical characteristic prevents the required inspection, move the train not exceeding 10 MPH, no further than necessary to make the inspection. Observe movement, especially cars approaching a bridge structure. If any unusual condition is detected, stop movement at once.

I. Hot Box Detectors

Inspect a car for a hot journal identified by axle count as follows:

- Train may be moved ahead not exceeding 10 MPH to the location of the indicated defect under the following conditions:
  - Train is not a KEY train.
  - Train is not operating on rails with concrete ties.
  - Indicated axle will not pass over a switch.
  - It is not the second hot box detector activation on the same car.
  - A visual observation of the train indicates no smoke, flame or abnormal amount of dust.
  - The train does not require excessive power to continue movement.
- Inspect the journal identified by axle count using a 200 degree F temperature stick or temperature heat gun to determine if the journal is overheated. Set the car out if the overheated journal bearing melts the mark made with the temp stick or the temperature heat gun reading exceeds 200 degrees.



If there are no obvious signs of overheating:

- Cautiously place your bare hand on the truck side frame.
- Move your hand toward the roller bearing cap, keeping in mind that any part of this equipment may be extremely hot.

- If you cannot hold your bare hand on the side frame or the roller bearing cap for a few seconds, set out the car.
- If any journal is noticeable warmer than other journals on the car, set the car out.
- Set out any car in a KEY train that experiences a hot box detector actuation that cannot be corrected, even if the overheated journal cannot be found on that car. However, do not set that car out if an overheated journal is found within 20 axles ahead of or behind that car/platform/unit/well. Mechanical personnel may inspect and/or repair the car and approve it for movement.
- Set out any car that experiences two consecutive hot box detector actuations, even if the inspection reveals no hot journal. However, passenger equipment and business cars do not need to be set out if the inspection reveals no hot journal.
- When a car is to be set out:
    - Move the car not exceeding 10 MPH to the nearest location where it can be set out, unless a different location or speed is specified by the train dispatcher.
    - Note the type of defect on proper tags and attach tags, one on each side of the car.
    - Notify the train dispatcher.

Exceptions:

- Passenger equipment, business cars, and roadway maintenance equipment do not need to be set out if the inspection reveals no hot journal.
- If a detector identifies hot journals on more than 2 cars/platforms/units/wells on a train, it is usually a malfunction of the detector. In such case, if no defect is identified during the inspection, cars do not need to be set out at that location. Comply with Action No. 3 contained in 13.8.2 (Detector Failure - Action Table).
- When an overheated journal is identified on a steam locomotive or tender, it is not necessary to stop and inspect. However, the assigned manager in charge may instruct otherwise.

J. Dragging Equipment Detectors

When a defect is detected, visually inspect the train for dragging equipment as required by existing instructions. When operating on rails with concrete ties, if no defect is found, perform an audible inspection, listening for indications of a broken wheel, as follows:

- If grade conditions permit, position yourself 10 cars/platforms/units/wells ahead of the indicated axle and roll the train by 20 cars/platforms/units/wells, listening for indications of a broken wheel. If no axle count is given by the detector, audibly inspect the entire train.
- If grade conditions do not permit, proceed not exceeding 20 MPH to the first location where grade conditions do permit making the audible inspection.
- If a sound is heard suggesting a broken wheel (thumping sound), set out the car having that wheel and report it to the train dispatcher.

K. Hot Wheel Detectors

When a hot wheel is identified by a train defect detector the following applies.

- Immediately reduce to 20 MPH. (Key Trains must stop after clearing the detector and inspect)
- Stop and inspect at a designated location within 30 miles as specified by the corridor manager. The train must not operate over a bridge with a through truss structure or through a tunnel. If the train passes a second hot wheel detector within 30 miles and receives no defects, the train may proceed at maximum authorized speed. If the train receives a defect on the same car at the second detector, stop the train and inspect.

If the crew is required to stop and inspect, the following applies.

- Inspect the car/platform/unit/well identified by axle count. Train may be moved ahead not exceeding 10 MPH to the location of the indicated defect.
- Ensure that all hand brakes on car/platform/unit/well are released.
- Ensure that the retainer valve is in the exhaust position.

- Inspect for sticking air brakes. Cut out air brakes if necessary to release brakes (Refer to Rule 30.2.2). If there are no obvious signs of overheating, cautiously place your bare hand near the wheel tread. If no heat is detected, cautiously move your bare hand on the wheel closer to the wheel tread, keeping in mind that any part of this equipment may be extremely hot. Inspect all wheels on the identified car/platform/unit/well.
- During inspection check wheels for flat spots and tread build-up. If a wheel on a piece of equipment has tread build-up or a flat spot more than 2-1/2 inches long, or if the wheel has adjoining flat spots that are each at least 2 inches long, the equipment must not be moved faster than 10 MPH and s/o at the first available location.
- A car identified with a flat spot or tread build-up may remain in a train if the car is inspected by a qualified mechanical inspector and released for movement.
- If no defect is found, inspect the wheels and brakes on 20 axles ahead and behind the identified car/platform/unit/well on both sides of the train.

When obvious signs of overheating are identified and the cause cannot be corrected or car is not safe for movement, set the car out and notify the train dispatcher. When a car is set out due to a defect being identified, move the car if safe, not exceeding 10 MPH to the nearest location where it can be set out unless a different location is specified by the train dispatcher. Note the type of defect on proper tag and attach near defect

Releasing an applied hand brake or rectifying a stuck brake situation by cutting out the air or moving the retainer to the proper position will be considered a correction for a hot wheel defect. When the car/platform/unit/well will remain in the train, inspect it for a hot journal. Once the defect is corrected, move the car one car length and verify the wheels move freely.

When a hot wheel is identified on a steam locomotive or tender, it is not necessary to stop and inspect. However, the assigned manager in charge may instruct otherwise.

L. Talk On Arrival and Defect Only Detector

When a detector Timetable Character is paired with the '+' character [#+. (#)+, (!)+, etc.]^^^^, it indicates the detector is equipped with the Radio Transmitted Talk On Arrival and Defect Only feature. If the detector does not transmit the arrival message, it is considered a detector failure. The '+' character does not change any requirements contained within Item 13 for the detector it is paired with.

13.2 Hot Box or Hot Box/Hot Wheel and Dragging Equipment Detector with Radio Transmitted Defect Indicators

This applies to Timetable Characters "#" (Hot Box) and "(#)" Hot Box (Hot Wheel) and Dragging Equipment. The # detectors inspect for hot journals. The (#) detector inspects for hot journals and dragging equipment and may inspect for hot wheels.

The detector may announce to the crew that the system is operational when movement begins over the detector. The detector transmits a "No Defect" message if no defects are detected after the train passes the detector.

When a defect is detected:

- Hot Box:
  - Immediately begin to reduce speed using train handling techniques to minimize in-train forces. Stop the train once the train has cleared the detector.
- Dragging Equipment:
  - Stop the train immediately and inspect for dragging equipment.
- Inspect the train for the indicated defect(s) as required by Item 13.1.

13.2.1 Hot Box or Hot Box/Hot Wheel, High Wide Shifted Load and Dragging Equipment Detector with Radio Transmitted Defect Indicators

This applies to Timetable Character '(!)'. The (!) detector inspects for hot journals, dragging equipment, High Wide Shifted Loads and may inspect for hot wheels.

The detector may announce to the crew that the system is operational when movement begins over the detector. The detector

transmits a 'No Defects' message if no defects are detected after the train passes the detector.

When a defect is detected:

- Hot Box:
  - Immediately begin to reduce speed using train handling techniques to minimize in-train forces. Stop the train once the train has cleared the detector.
- High Wide Shifted Load or Dragging Equipment:
  - Stop the train immediately and inspect the train for the indicated defect.
  - A crew that receives a high wide shifted load message must inspect the train for any load that has excessive width or height, or any load that has shifted.
    Train may be moved not to exceed 10 MPH to assist making inspection. If necessary, set the car out. In addition, notify the train dispatcher, who will call the signal maintainer to reset the detector.
- Inspect the train for the indicated defect(s) as required by Item 13.1.

13.3 Hot Box or Hot Box/Hot Wheel) and Dragging Equipment Detector with Radio Transmitted Defect Indicators Talk On Defect Only

This applies to Timetable Characters "$" (Hot Box) and "@" Hot Box (Hot Wheel) and Dragging Equipment. The $ detectors inspect for hot journals. The @ detector inspects for hot journals and dragging equipment and may inspect for hot wheels.

The detector will normally not transmit a "No Defect" message. When detector does transmit this message, report the transmission to the train dispatcher so the Stop signal may be cleared. This is not considered a detector failure.

When a defect is detected:

- Hot Box:
  - Immediately begin to reduce speed using train handling techniques to minimize in-train forces. Stop the train once the train has cleared the detector.
- Dragging Equipment:
  - Stop the train immediately and inspect for dragging equipment.
- Inspect the train for the indicated defect(s) as required by Item 13.1.

13.4 High Wide Shifted Load Detector and Dragging Equipment Detector with Radio Transmitted Verbal Defect Indicators

This applies to Timetable Characters **"&"** and **"(&)"**.

Some detectors announce to the crew that the system is operational when movement begins over the detector.

When a defect is detected:

- Stop the train immediately and inspect the train for the indicated defect.
- Follow instructions that apply in Item 13.1 (General Instructions for All Detectors).
- A crew that receives a high wide shifted load message must inspect the train for any load that has excessive width or height, or any load that has shifted. Train may be moved not to exceed 5 MPH to assist making inspection. If necessary, set the car out. In addition, notify the train dispatcher, who will call the signal maintainer to reset the detector.

Detectors identified by "(&)" only transmit a message, if a defect is found.

13.5 Dragging Equipment Detectors Equipped With Radio Transmitted Verbal Defect Indicators Talk On Defect Only

This applies to Timetable Character **"%"**.

The detector announces only when it detects a defect.

If a defect is detected, an alarm tone or message transmitted, stop the train immediately and inspect for dragging equipment.

If no axle count is given, and the train has cleared the detector, inspect the entire train.

If the train has not cleared the detector, inspect the portion of the train that has passed over the detector. If another defect is detected when departing, inspect the portion of the train not previously inspected.

13.6 Wheel Impact Detectors Equipped With Radio Transmitted Verbal Defect Indicators - Talk On Defect Only

This applies to Timetable Character "**(@)**".

The detector announces only when it detects a defect.

The detector announces defects approximately 30-45 seconds after the entire train has passed the detector.

The detector will transmit total high impact wheels detected for the entire train followed by each individual impact including the Level of each impact. Car initial and number (when available) along with total car count from head end of train including the locomotives will follow. For Level 2 impact defects, the specific wheel location on the indicated car may also be announced.

- For either Level 1 or Level 2 impacts, stop the train and inspect indicated car for damaged wheel. If safe to move, limit train speed to 30 MPH and set indicated car out at next available location, unless a different location is specified by the train dispatcher.

If transmission is not clearly understood, reduce train speed to 30 MPH and contact the train dispatcher for defective equipment identification.

13.7 Wheel Down Indicators

This applies to Timetable Character '(*)'

When a wheel down is detected by a trackside indicator, stop the train as soon as possible consistent with train handling techniques that will minimize in train forces.

13.8 Detector Failures

When a detector fails to operate properly, refer to Item 13.8.1 (Failed Detector Situation Table) to identify the specific detector failure situation and train type. Note the action number listed on the right side of the table for that type failure situation and train type directly under the type detector that has failed. Refer to the table in Item 13.8.2 (Detector Failure - Action Table) and comply with the instructions for that action number.

13.8.1 Failed Detector Situation Table

Failed Detector Situation Refer to 13.1 General Instructions for all Detectors to determine specific application of Detector type.	Type of Train	**Type Detector**				
		13.2 (#) , # or (#)+ # +	13.2.1 (!) or (!)+	13.3 $ or @	13.4 & or (&)	13.5 % 13.6 (@) 13.7 (*)
a. Track bulletin or verbal information from train dispatcher instructs crew that detector is out of service.	KEY Trains	3	3 & 4	3	4	NAR
	Other Than KEY Trains	5	4 & 5	5	4	NAR
b. Detector announces 'Dragging Detector Malfunction'	All Trains	7	1	7	1	7
c. Detector announces "Integrity Failure" or "Detector Malfunction" message – and NO defect message or tone received.	All Trains	2 & 3	Integrity Failure: 2 & 3 Detector Malfunction: 2 & 4	2 & 3	2 & 4	7
d. Detector announces 'Slow	KEY Trains	2 & 3	2, 3 & 4	2 & 3	2 & 4	NAR

Train' and NO defect message or tone received.	Other Than KEY Trains	5	5	5	NAR	NAR
e. Detector announces 'Integrity Failure' or 'Detector Malfunction' message AND defect message or tone received.	All Trains	1 & 2	1, 2 & 4	1 & 2	2 & 4	1 & 2
f. Crew members receive NO arrival or exit message from the detector.	KEY Trains	1 & 2	1, 2 & 4	NAR	2 & 4	NAR
	Other Than KEY Trains	2 & 3	2, 3 & 4	NAR	2 & 4	NAR
g. Crew members do not understand arrival or exit message from detector and NO defect message or tone received.	KEY Trains	1 & 2	1, 2 & 4	NAR	2 & 4	NAR
	Other Than KEY Trains	2 & 3	2, 3 & 5	NAR	2 & 5	NAR
h. Crew members do not receive or understand arrival or exit message from detector AND defect message or tone received.	All Trains	1 & 2	1, 2 & 4	1 & 2	2 & 4	% or (*) 1 & 2 (@) 6
i. Detector announces 'High/Wide Detector Malfunction'.	All Trains	NAR	2 & 4	NAR	2 & 4	NAR

NOTE: "NAR" in the action number column means "No Action Required."

13.8.2 Detector Failure - Action Table

Action	Detector Failure - Action Required
1.	Stop the train at once and inspect train on both sides for defects. For Hot Box detectors (13.2) immediately reduce speed using train handling techniques to minimize in-train forces. Once the train clears the detector, the train must be stopped immediately, within 4 miles, consistent with good train handling.
2.	Immediately attempt to report condition to the train dispatcher.
3.	Proceed as follows: • Key trains not exceeding 30 MPH. • All other trains may proceed at maximum authorized speed. Within 30 miles of the failed detector, one of the following conditions must be complied with: **a.** Train passes other detector(s) that checks for all of the same defects. All of the same defects must be checked for within the 30 miles. **b.** Crew may establish rollby inspection of the train by qualified employees located on both sides of the train. Speed must not exceed 10 MPH during this inspection.

	c. Stop the train and make a rollby inspection of the train by crew members located on the ground. Speed must not exceed 10 MPH during this inspection. Roll-by inspection may be made on one side. A walking inspection or Rule 6.6 may be used to make inspection of the opposite side. **d.** The train dispatcher may choose to stop the train and have the crew make an inspection of the entire train. **e.** Stop and inspect the entire train when the next consecutive detector that checks for any of the same defects fails.
4.	Freight trains approaching the protected structure must stop and inspect entire train before reaching protected structure. Freight trains moving away from the protected structure must stop and inspect entire train unless instructed that the detector is out of service. When an inspection is required, train may be moved not to exceed 5 MPH to assist making inspection.
5.	Proceed at maximum authorized speed unless otherwise instructed by the train dispatcher. Stop and inspect the entire train when the next consecutive detector(s) that checks for any of the same defects fails.
6.	Reduce train speed to 30 MPH and immediately contact the train dispatcher to determine if the train contains a defective car. **a.** If train does not contain any defective car, train may proceed at maximum authorized speed. **b.** If train contains either a Level 1 or Level 2 impact defect, stop the train and inspect indicated car for damaged wheel. If safe to move, limit train speed to 30 MPH and set indicated car out at next available location, unless a different location is specified by the train dispatcher.
7.	If a train receives this message on two consecutive detectors: **a.** Immediately stop the train and contact the dispatcher. **b.** Inspect the entire train on one side looking for dragging equipment.

NOTE: If the train dispatcher has access to a remote readout, crew may be governed by train dispatcher's instructions. If remote readout shows there is no defect, the train dispatcher may authorize the train to continue at normal speed. If remote readout shows location of a defect, the train dispatcher may authorize the train crew to perform the required inspection using axle count for defect location.

SIGNATURE : Cameron A. Scott
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE June 1, 2017
Order Category : Sys. SI. 18 - 22
System General Order No. 1

Purpose:

New System Special Instructions Book is available.

EFFECTIVE: 2017 Jun 1st 0900 hours Central.

Cancellations :

This order cancels all previous orders in Order Category: Sys. SI. 18 - 22

SIGNATURE : Cameron A. Scott
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE June 1, 2017
Order Category : Sys. SI. 23 - 25
System General Order No. 1

Purpose:

New System Special Instructions Book is available.

EFFECTIVE: 2017 Jun 1st 0900 hours Central.

Cancellations :

This order cancels all previous orders in Order Category: Sys. SI. 23 - 25

SIGNATURE : Cameron A. Scott
SIGNATURE TITLE : EVP OPERATIONS