

March 15, 2011

Operating Practices:

SB-2011- 07T

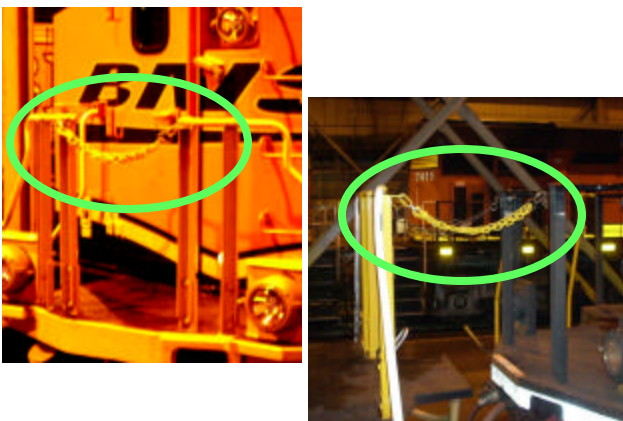
## Locomotive Crossover Platform Safety Chains

In recent audits of locomotive consists made up at locations other than designated Mechanical facilities, excessive slack was noted in the safety chains on the crossover platforms. These audits found non-compliance with the following rules governing safety chains between locomotives and on the ends of locomotives in multi-unit consists:

- **ABTH 101.2 B**, Walkway and Engine Compartment, Item 2, Handrails, handholds, steps, ladders, safety chains, and guards are secured and ready for service. Inspect for broken, bent, damaged or loose equipment. **Make sure safety chains are connected high enough for safe passage.**
- **ABTH 101.16**, Separating Locomotives, Item 5, Disconnect walkway safety chains and **reposition chains to provide safe passage.**

**The slack on locomotive crossover platform safety chain should be about 8 inches.** The illustrations below on the left meet BNSF System Mechanical standards.

**Acceptable** - Chain slack (droop) approximately 8 inches



**Unacceptable** – Chain slack (droop) exceeds 8 inches.



**PLEASE NOTE THAT ALL RULES AND POLICIES THAT ARE IN EFFECT AT THE DATE OF ISSUANCE OF THIS SAFETY BRIEFING ARE SUBJECT TO CHANGE. PLEASE CONTACT SAFETY/RULES TO DETERMINE VALIDITY BEFORE YOU USE THE INFORMATION IN THIS BRIEFING AT A LATER DATE.**

**REMEMBER -- All BNSF employees are empowered to work safely. If you think a condition is unsafe, protect it, report it, assist in correcting it, or use your expertise to provide a better and safer way.**

### BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF will operate free of accidents and injuries.