

DAD on the Web
DGMON38

09/22/21
12:55:55CT

September 22, 2021

BNSF Railway Co.
MONTANA DIVISION

GENERAL ORDER No. 38

TO ALL CONCERNED,

SUBJECT: Helena Subdivision

Montana Division General Order No. 37 is canceled.

Explanation:
- Item 7. Special Conditions amended

=====
Amendments to Montana Division Timetable No. 2 in effect 0800,
Wednesday, April 21, 2021
=====

Effective 0500, August 16, 2021

Radio Call-In

Add:
RFE Desk X=1

September 13, 2021

Item 7. Special Conditions

Add:

Doublestack Equipment - Trains handling doublestack equipment must have
containers in bottom well only. Containers are restricted to single level
loading only.

September 22, 2021

Item 7. Special Conditions

Delete:

Doublestack Equipment - Trains handling doublestack equipment must have
containers in bottom well only. Containers are restricted to single level
loading only.

Add:

Autorack/Doublestack Equipment - Trains handling Autoracks (M2F/M3F) are
prohibited. Doublestack equipment can have containers in bottom well
only, and are restricted to single level loading only.

GENERAL ORDER(S) IN EFFECT

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1-3, 8-21, 23-36, 38	
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DAD on the Web
SNMON606

09/03/21
10:07:25MT

September 03, 2021

BNSF Railway Co.
MONTANA DIVISION

GENERAL NOTICE No. 606

TO ALL CONCERNED,

SUBJECT: Holiday Annulments
SUBDIVISION: All Subdivisions

Local ID On Duty Station September 6, 2021

L-MON2351	Butte, MT	Annul
W-ESXESX1	Essex, MT	Annul
Y-GRF1011	Great Falls, MT	Annul
Y-GRF2011	Great Falls, MT	Annul
L-MON6031	Aberdeen, SD	Annul
R-MON8622	Glendive, MT	Annul

GENERAL NOTICE(S) IN EFFECT

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| 2, 17, 19, 21, 25, 49, 75, 90, 95, 103, 130, 158, 189, 284, 298, 319, 328, 353, 384, |
| 437, 455, 458, 464, 467, 476, 479-480, 496, 499, 508, 512, 524-525, 527-528, 531, |
| 536-538, 541-542, 545, 550, 552, 556-559, 564, 569-576, 580-582, 584-587, 589, |
| 591-593, 599-603, 605-606 |
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SNSYS228

08/23/21
17:27:41CT

August 23, 2021

BNSF Railway Co.
ALL DIVISIONS

SYSTEM GENERAL NOTICE No. 228

TO ALL CONCERNED,

SUBJECT: NOC Remote Road Foreman

System General Notice No. 225 is canceled.

In an effort to provide increased support within the Network Operations Center (NOC) and for field Transportation, two new 24x7 Remote Road Foreman Desks have been established on the NOC floor for both the North and South Regions which will become effective at 0600 CST, August 16, 2021.

The desks will enable the opportunity for real-time discussions to assist locomotive engineers in troubleshooting issues or questions regarding locomotive technology (DP-LXA, Trip Optimizer, Smart HPT, etc.), train makeup compliance, or those experiencing operating practices specific service interruption events.

In addition, the Remote Road Foreman Desks will further establish an Operating Practices knowledge base and presence on the NOC floor to closely align with the Mechanical, Service Interruption, Detector, and PTC Desks also allowing for additional collaboration with the division Corridor Supts and Chief Dispatchers.

Locomotive engineers must also utilize this desk to report train separations, stalls, engineer induced emergencies, conductor valve emergencies, heavy reductions (greater than an initial 20 PSI brake pipe reduction while moving), independent brake applications while moving at 10 MPH or greater and penalty brake applications caused by any of the following events: (alerter timeout, overspeed or from a PTC enforced braking event).

To report Engineer Unusual Conditions, use the following methods:

1. Company issued electronic device (Preferred Method) utilizing QR Code, as outlined in Quick Reference Guide.
2. Phone: North Region RFE: 817-352-2821 or South Region RFE: 817-352-2820
or
3. Radio: DTMF code (X=1)

Contact information will also be listed in each division timetable under the Division Managers list.

All subdivision timetables will be updated to reflect the DTMF code as well.

GENERAL NOTICE(S) IN EFFECT

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1, 3, 46, 64, 76, 78, 94, 106, 121, 128-129, 140, 156, 176, 181, 183, 188, 191-193,	
197, 199, 203, 208, 211, 216, 220, 222-224, 226-228	

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DAD on the Web
DGSYS31

09/22/21
10:21:41CT

September 22, 2021

BNSF Railway Co.
ALL DIVISIONS

SYSTEM GENERAL ORDER No. 31

TO ALL CONCERNED,

SUBJECT: Maintenance of Way Operating Rules

System General Order No. 9 is canceled.

Explanation: Effective October 1, 2021
- 1.10 Games, Reading, or Electronic Devices is amended.
- 6.3.2 Protection on Other Than Main Track (Inaccessible Track
Protection) is amended.
- 6.3.3 Visual Detection of Trains - Lone Workers/Lookouts is amended.

=====
Amendments to BNSF Maintenance of Way Operating Rules, dated January 1,
2018.
=====

Effective July 1, 2018

1.10 Games, Reading, or Electronic Devices is changed entirely to read:

1.10 Games, Reading, or Electronic Devices

While on duty, do not:

- * Play games or read magazines, newspapers or other literature not related to duties except when located in a predetermined place of safety during break periods and not performing duties.
- * Use electronic devices (cellular telephones, notebook computers, laptops, e-books, etc.) for other than business purposes except when located in a predetermined place of safety during break periods and not performing duties.
- * Use cellular telephones for voice communications, emailing, text messaging, social media, or accessing a web page when:
 - On the ground within four feet of the nearest rail of a track.
 - On, under or while involved with the operation or movement of equipment or machinery (e.g. cranes, loaders, forklifts, intermodal hostlers, etc.).

Exception: Signal and Roadway Equipment employees within four feet of the nearest rail of a track may use cellular telephones for business-related testing and inspection purposes only while within established working limits on that track, and no movements are permitted within the working limits.

While driving a BNSF owned or rented vehicle (off rail), do not:

- * Handle cellular telephones or similar hand-held electronic devices.

Use of such devices is limited to hands-free mode with no more than a single touch to dial, answer or activate voice commands.

- * Manually enter or read text from cellular telephones or similar hand-held electronic devices (e.g. emailing, text messaging, social media, accessing a web page, etc.).
- * Use notebook computers, laptops or similar devices. Display screen of such devices capable of being closed must be closed. Devices not capable of closing the screen must be turned off.

Employees must be aware of and comply with any local, state or federal laws governing use of wireless equipment while driving (e.g. laws banning use of wireless phone while driving).

While operating or occupying the control compartment of on-track equipment including hi-rail vehicles (on rail), do not:

- * Use cellular telephones or other electronic devices for voice communications (e.g., phone call, voice mail, video conference, etc.) when the equipment is in motion.

Exception: Roadway Equipment employees may use cellular telephones or other electronic devices for mechanical or technical evaluations while occupying the control compartment of on-track equipment in motion; before using the device, a job safety briefing must be held with the operator and EIC and all must agree how communications can safely take place.

While operating on-track equipment including hi-rail vehicles (on rail), do not:

- * Handle or touch cellular telephones when the equipment is in motion.
- * Type alpha or numeric text on the keyboard or keypad of an electronic device when the equipment is in motion. (Equipment operators may use necessary keystroke functions for equipment control and testing/inspection purposes when in motion.)

While occupying the controlling cab of a moving train or engine:

- * Employees' and/or supervisors' cellular telephones must be turned off and ear pieces removed from the ear.

Exception: Cellular telephones may be used for mechanical or technical evaluations of locomotives or locomotive systems on a moving train; before using the device, a job safety briefing must be held with all assigned members of the train crew and all must agree how communications can safely take place.

- * Cellular telephones may be used when the train or engine is stopped. Before using the device, a job safety briefing must be held with all assigned members of the train crew and all must agree how the use of the device can safely take place.
- * Other electronic devices (not capable of voice communication) may be used only as duties require. Before using such device, a job safety briefing must be held with all assigned members of the train crew and all must agree how the use of the device can safely take place.

Effective 0800, August 4, 2021

1.10 Games, Reading, or Electronic Devices is changed entirely to read:

1.10 Games and Reading

While on duty, do not:

- * Play games or read magazines, newspapers or other literature not related to duties except when located in a predetermined place of safety during break periods and not performing duties.
- * Use electronic devices for other than business purposes except when located in a predetermined place of safety during break periods and not performing duties.

Effective October 1, 2021

1.10 Games and Reading is changed entirely to read:

1.10 Games, Reading or Other Media

While on duty, do not:

- * Play games or read magazines, newspapers or other literature not related to duties except when located in a predetermined place of safety during break periods and not performing duties.
- * Use electronic devices other than as provided for in MWSR.

Effective August 1, 2018

5.4.7 Display of Red Flag

Add the following as a new second paragraph:

For a Track Bulletin Form B, red flags must be displayed as follows:

- * At the milepost limits of the Track Bulletin Form B as viewed from a train approaching the limits.
- * At Main Track Junctions within the limits of the Track Bulletin Form B.

See System Special Instructions track flagging examples.

Effective August 1, 2018

5.4.8 Flag Location is changed to read:

5.4.8 Flag Location

Flags must be displayed to the right of the track as viewed from an approaching train. In multiple main track territory or where sidings are adjacent to main tracks, they will be placed on the field side of outside tracks.

When flags are displayed beyond the first rail of an adjacent track, the flags will not apply to the track on which the train is moving.

Yellow Flags and Yellow-Red Flags will be displayed on all main tracks and sidings leading to the track affected.

When placing track flags, the least restrictive flag should be placed first. (Example: Yellow-red flag then red flag, or green flag then yellow flag.)

When removing track flags, the most restrictive flag should be removed first. (Example: Red flag then yellow-red flag, or yellow flag then

green flag.)

Do not affix or display red flags on on-track equipment for the purpose of delineating working limits.

See System Special Instructions track flagging examples.

Effective February 1, 2018

Add:

5.14.1 Protection of Tank Cars when Loading or Unloading Hazardous Materials

When loading or unloading hazardous material from a tank car:

- * Line switches and/or use derails to prevent access to the unloading area.
- * Secure each switch or derail with a tag and effective locking device, and place red flags as required by 6.3.2.
- * Apply the handbrake and block at least one wheel to prevent movement in either direction. If multiple tank cars are coupled together, sufficient handbrakes must be set and wheels blocked to prevent movement in either direction.
- * Display caution signs reading "STOP" on the track or on the tank cars readily viewable by an on-track movement approaching the unloading area. The caution signs must be rectangular, at least 12 inches high by 15 inches wide, and display the word "STOP." The word "STOP" must appear in white letters at least 4 inches high, on a blue background.

Effective August 1, 2018

6.3.1 Track Authorization

E. Working Limits

Delete:

Red flags may only be displayed at the limits of the Form B and at Main Track junctions within the limits.

Add:

Do not establish additional Working Limits within the limits of a Track Bulletin Form B.

Effective December 1, 2018

6.3.1 Track Authorization

D. Multiple Work Groups

Add the following last sentence:

When multiple work groups use the same authority, all work groups will use the same working limits as the EIC of the authority.

E. Working Limits

Item 3 is changed to read:

3. When "joint" authorities overlap, and working limits are established within the overlapping portion of the authorities, red flags must be displayed to identify the working limits. The EIC of

each overlapping authority must know the following when working limits are established in the overlapping portion of "joint" authorities:

- a. Working limits
- b. Name of the EIC of the working limits

Delete in its entirety:

F. Documentation of Working Limits for Multiple Work Groups

Subtitle "G. Reporting Clear/ Releasing Authority" is changed to read:

F. Reporting Clear/Releasing Authority

Effective June 1, 2021

6.3.2 Protection on Other Than Main Track

The title and all information before the sub-heading "Protection Within Car Shop, Repair or Engine Servicing Areas" is changed to read:

6.3.2 Protection on Other Than Main Track (Inaccessible Track Protection)

The employee in charge must ensure that equipment and employees do not occupy or foul the track until protection is established. Where an employee is assigned the responsibility for yard movements (yardmaster, assistant trainmaster, etc.), the EIC must notify them of the location and work to be done. Employees must comply with instructions of the employee responsible for yard movements.

To render working limits inaccessible to trains, engines, on-track equipment, and railroad cars on a track other than a Main Track, controlled siding, or other track where CTC is in effect:

- (a) Line facing point switches to prevent access to the track. Switches must be effectively spiked, clamped, or locked with an effective locking device. Apply a unique tag to the operating handle or hasp of hand operated switches .
- (b) Place a red flag as outlined in Rule 5.4.7 (Display of Red Flag). Lock a derail capable of preventing access to the track where work will occur in derailling position near the red flaf with an effective locking device. Apply a unique tag to the derail to prevent access. The red flag must be placed at least 150 feet from the work location when the track speed is greater than 5 MPH or at least 50 feet from the work location when the track speed is 5 MPH or less.

Where facing point switches and/or derails are not available or practical to render working limits inaccessible, use one or a combination of the following:

- (c) Establish working limits on a Main Track, controlled siding or other track where CTC is in effect to prevent access to the track where inaccessible track protection is required.
- (d) Discontinuity in the rail may be used to prevent movement into working limits. Place red flags to identify the working limits. When discontinuity is no longer present another method of on-track safety must be used.

Exception: A flagman capable of holding all trains, engines and on-track equipment clear of the working limits may be used in situations where options (a) through (d) above cannot be used effectively. Kicking of cars must be prohibited by written local instructions (e.g. Division General Notice, Timetable, etc.), or temporarily suspended, on track(s) to be protected by a flagman. To temporarily suspend kicking operations before using a flagman, the EIC must conduct a Job Safety Briefing with the employee responsible for yard movements on the tracks to be protected (e.g. yardmaster, trainmaster, switch crew, etc.) and document the time that kicking of cars is suspended and time work is completed and kicking operations may resume.

In locations where remote control switches or derails (such as those in a hump yard) are operated by a control operator or other designated employee, employees must establish protection as follows:

- * The employee requesting protection must notify the employee controlling the switches or derails that provide access to the track where the work will occur.
- * After being notified, the switch controller must line any remote control switch or derail to prevent movement to the affected track and apply a locking or blocking device to the control for that switch or derail.
- * The switch controller must then notify the employee that protection is provided. Protection will be maintained until the switch controller is advised that work is complete and protection is no longer required.

Effective October 1, 2021

6.3.2 Protection on Other Than Main Track (Inaccessible Track Protection)

In Section b, that part reading:

The red flag must be placed at least 150 feet from the work location when the track speed is greater than 5 MPH or at least 50 feet from the work location when the track speed is 5 MPH or less.

Is changed to read:

The red flag and derail must be placed a minimum of 150 feet in advance of the work location if the track speed is 10 MPH or less. If necessary, where the track speed does not exceed 5 MPH, the minimum distance in advance of the work location may be reduced to 50 feet.

Use high speed rated portable derails where the track speed is greater than 10 MPH but not greater than 20 MPH. Place the high speed portable derail a minimum of 500 feet in advance of the work location.

Effective April 12, 2021

6.3.3 Visual Detection of Trains - Lone Workers / Lookouts

Lookouts (Train Approach Warning)

Add the following as a new first paragraph under the heading "Lookouts (Train Approach Warning)":

Lookouts must wear a BNSF designated lookout vest as specified in Maintenance of Way Safety Rules. A BNSF designated lookout vest may only be worn by a roadway worker while performing the duties of a Lookout.

Effective October 1, 2021

6.3.3 Visual Detection of Trains - Lone Workers/Lookouts

Lookouts (Train Approach Warning)

That part reading:

Lookouts must wear a BNSF designated lookout vest as specified in Maintenance of Way Safety Rules. A BNSF designated lookout vest may only be worn by a roadway worker while performing the duties of a Lookout.

Is changed to read:

Lookouts must wear a BNSF approved ANSI Class II lime green vest. A BNSF designated lookout vest may only be worn by a roadway worker while performing the duties of a Lookout.

Effective August 1, 2018

6.32.2 Automatic Crossing Devices

Delete:

Part A entirely
Part B entirely
Part C entirely

That part reading:

D. Power Off Indicators

Is changed to read:

Power Off Indicators

That part reading:

E. Flagger Responsibilities

Is changed to read:

Flagger Responsibilities

Effective January 1, 2019

6.32.5 is changed entirely to read:

6.32.5 Unnecessary Activation of Crossing Warning Devices

Before performing track maintenance near grade crossings open to vehicular traffic that causes crossing warning devices to activate unnecessarily:

- * Arrange for an authorized signal department employee to disable or control the devices while the maintenance is being performed, or;
- * If an authorized signal department employee is unavailable to disable/control the devices, protect the crossing with properly equipped flagger(s) and notify the BNSF Signal Operations Center of the false activation.

If crossing warning devices are unintentionally activated due to track maintenance:

- * Protect the crossing with properly equipped flagger(s) until relieved by a signal department employee, or the maintenance is completed and devices are no longer falsely activated. In these emergency situations flaggers may use a red/orange flag if a

STOP/SLOW paddle is unavailable.

- * Notify the BNSF Signal Operations Center of the false activation.

Engineering Instructions provide guidance for determining working distances from crossings and the use of long jumpers to avoid unnecessary activation of crossing warning devices.

Avoid lifting crossing warning device gate arms to allow vehicle traffic through crossings, except in emergencies.

Avoid unnecessary activation of crossing warning devices (lights, gates, bells) caused by leaving switches open or permitting equipment to stand within the controlling circuit. If this cannot be avoided, and if the warning devices are equipped for manual operation, manually operate the devices for movement of traffic. Restore devices to automatic operation before a train or engine occupies the crossing or before it leaves the crossing.

Turn off manually activated track shunts when on-track equipment is stopped within the approach to a grade crossing equipped with automatic crossing warning devices.

Effective June 1, 2021

6.50.1 Maximum Authorized Speed

That part reading:

Bridge Inspection/Hi-rail vehicles 15,000 GVW or under.....45 MPH

Is changed to read:

Hi-rail vehicles 15,000 GVWR or under.....45 MPH

That part reading:

Hi-rail vehicles over 15,000 GVW, On-track equipment operating within Restricted Limits or Yard Limits without on-track safety established, On-track equipment operating in the affected area of snow removal or weed spraying with no method of on-track safety established.....25 MPH

Is changed to read:

Hi-rail vehicles over 15,000 GVWR, On-track equipment operating within Restricted Limits or Yard Limits without on-track safety established, On-track equipment operating in the affected area of snow removal or weed spraying with no method of on-track safety established.....25 MPH

Effective December 1, 2019

8.12.1 Independently Controlled Switches (ICS)

The second and third paragraphs are changed to read:

When MT authority includes only one end of a crossover identified as ICS in the timetable, MW employees must not permit trains, engines and on-track equipment to occupy that crossover (including the points of the switch when lined for crossover movement).

Notify the control operator when a hand operated ICS has been returned to power.

Effective June 1, 2021

Glossary

The following new glossary term is added:

Inaccessible track

Track where the entry of trains, engines, on-track equipment, and railroad cars is physically prevented. Used as a method to establish working limits on Other Than Main Track.

Delete:

Flagman

Any rules qualified employee providing flag protection.

Add:

Flagman

Any rules qualified employee providing flag protection. A flagman for any purpose (emergency or otherwise) must not be engaged in any task not associated with flagging duties.

Effective 0800, August 4, 2021

Glossary

The following new glossary term is added:

Electronic Device

Any electrical device capable of conducting oral, written or visual communication including but not limited to telephone calls, text retrieval or entry, social media, accessing a web page, etc. (e.g. laptop, tablet, cellular telephone, hand-held or body-worn device, or other mobile device).

GENERAL ORDER(S) IN EFFECT

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| 1, 5, 7, 12, 16-17, 19-20, 22-24, 27-31 |

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DAD on the Web
DGTWI156

09/22/21
13:03:02CT

September 22, 2021

BNSF Railway Co.
TWIN CITIES DIVISION

GENERAL ORDER No. 156

TO ALL CONCERNED,

SUBJECT: Mitchell Subdivision

Twin Cities Division General Order No. 151 is canceled.

Explanation:
- Item 7. Special Conditions amended

=====
Amendments to Twin Cities Division Timetable No. 9 in effect 0800,
Wednesday, June 24, 2020
=====

August 16, 2021

Radio Call-In

Add:
RFE Desk X=1

Effective 0800, July 17, 2021

Item 1(A). Speed - Maximum

Temperature Restrictions

Delete:
Heading "Temperature Restrictions" and all temperature restriction
information.

September 13, 2021

Item 7. Special Conditions

Add:
Doublestack Equipment - Trains handling doublestack equipment must have
containers in bottom well only. Containers are restricted to single level
loading only.

September 22, 2021

Item 7. Special Conditions

Delete:
Doublestack Equipment - Trains handling doublestack equipment must have
containers in bottom well only. Containers are restricted to single level
loading only.

Add:

Autorack/Doublestack Equipment - Trains handling Autoracks (M2F/M3F) are prohibited. Doublestack equipment can have containers in bottom well only, and are restricted to single level loading only.

GENERAL ORDER(S) IN EFFECT

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| 2-4, 93, 106, 108-112, 114-116, 118-120, 122, 124-128, 130-131, 133-143, |
| 145-147, 149-150, 152-156 |
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09/16/21
14:36:36CT

September 16, 2021

BNSF Railway Co.
TWIN CITIES DIVISION

GENERAL NOTICE No. 641

TO ALL CONCERNED,

SUBJECT: Sioux City Terminal Instructions

Twin Cities General Notice No. 570 is canceled.

Explanation:
Sections A,B,C,D,E are amended.
Sections F,G,H,I,J are deleted.

Table of Contents

- (A) Authority for Movement
- (B) Road Crew Instructions
- (C) Switch Crew Instructions
- (D) Securement
- (E) Foreign Line Instructions

A. Authority for Movement

All employees must obtain permission from the on duty yardmaster before any on track movement takes place in the Sioux City Terminal.

B. Road Crew Instructions

Refer to System General Notice 176: TYE Ready to Work Expectations

Any delays waiting on vans should be reported to dispatcher within 30 mins of being on duty.

When called to deadhead all crews are required to contact the dispatcher to determine if you are needed to relieve a train. Obtain GTB's applicable to your route and monitor phone and radio enroute in case conditions change.

Any train departing on Aberdeen sub off Sioux City Sub must clear warrant on Sioux City Sub once cleared and switch is restored.

When departing the outbound conductor will report their crew departure to Yardmaster.

On all trains requiring ETD removal (Terminating trains, locals, extra ETD DH's), the conductor will remove ETD and place in designated storage area.

All online work events need to be reported via MTR or VTR to the proper location before trains depart. Crews need to communicate the fact that

they have a set out or pickup to the Dispatcher when they get their paperwork. Dispatcher will communicate any exceptions to the planned work.

C. Switch Crew Instructions

Refer to System General Notice 176: TYE Ready to Work Expectations

When switch crews pull traffic from yard, industries or rip tracks they must verify the lists and ensured that the list are correct. Report any discrepancy to the Yardmaster for correction.

Unless relieved by on duty supervisor switch crews will stay on property and tie up at depot at end of shift.

All claims for penalty meal periods or overtime must be authorized by the On Duty Trainmaster. Yardmaster will obtain permission. Crew Members must state Authorizing Trainmaster's name on time claim.

D. Securement

Crews should refer to Twin Cities Securement Supplemental Instructions General Order to determine the number of hand brakes needed to secure a track in the Sioux City Terminal Complex.

After switching operations are complete:

Crews must verify that all tracks are secured according to ABTH 102.1.5

E. Foreign Line Instructions

Crews receiving interchange trains to/from the CN/UP at Leeds must have a complete job briefing with the foreign road crew. This briefing must include who will release the track warrant and who will be restoring the main line switch to both the BNSF and UP tracks. If the BNSF crew needs a UP timetable, special instructions or switch key, they are available in the yardmasters office and Ipad.

GENERAL NOTICE(S) IN EFFECT

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| 1, 320, 324, 346, 371, 426, 428-430, 440, 473, 484, 497, 508, 514, 524, 528, 538, |
| 545-546, 557, 562, 564, 569, 571, 573, 579-581, 584, 586, 592, 601, 610, 613, |
| 618-619, 622-623, 627, 629, 632-635, 638, 640-641 |
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