

UNION PACIFIC RAILROAD COMPANY
DENVER SUPERINTENDENT BULLETINS

SB#	Eff Dt	Category / Purpose
96	09/17	3-TRAIN HANDLING AND SWITCHING- -REMOVED SECTION D - SAFE

UNION PACIFIC RAILROAD COMPANY
DENVER SUPERINTENDENT BULLETIN NO. - 96

PURPOSE: 3-TRAIN HANDLING AND SWITCHING-

-REMOVED SECTION D - SAFETY STOP REQUIREMENTS. SAFETY STOPS ARE NO LONGER REQUIRED. COMPLY WITH RULE 81.13. (9/17/2018)

-ADDED SECTION P - REQUIRED PTC BRAKING ENFORCEMENT REPORTING. (06/04/2018)

-UPDATE SECTION C - ADDED ADDITIONAL BULLET - MAX EPA. (06/04/2018)

EFFECTIVE DATE: 1204, September 17, 2018

CANCELLATION DATE: 2359, December 31, 2018

CANCELLATIONS: Bulletin #86

SECTION A - WORK ORDER REPORTING AND CLOSEOUT:

EMPLOYEES WORKING YARD AND LOCALS MUST ATTEMPT TO CONTACT THE MANAGER ON DUTY RESPONSIBLE FOR THEIR TERMINAL PRIOR TO COMPLETING/CLOSING ANY WORK ORDER. EMPLOYEES SHOULD NOTIFY THE MANAGER IF THEY WERE UNABLE TO COMPLETE ALL SPOTS/PULLS AS WELL AS REPORT ANY DELAYS IF UNABLE TO TIE UP IN UNDER 8 HOURS. APPROPRIATE METHODS OF CONTACT INCLUDE CALLING THE MANAGER'S CELL PHONE (NUMBER LISTED IN UP DIGITAL PHONE BOOK) OR FACE TO FACE DEBRIEF. EMPLOYEES SHOULD CONTACT THE YARDMASTER IF THEY ARE UNSURE WHICH MANAGER IS ON DUTY.

EMPLOYEES WORKING THROUGH FREIGHT JOBS THAT REPORT ON WORK ORDER DEVICES ONLY NEED TO CONTACT THE MANAGER IF UNABLE TO SHOW ALL WORK AS COMPLETED.

SECTION B - WORKING IN SPUR TRACKS:

WHEN WORKING IN SPUR TRACKS, BE GOVERNED BY THE FOLLOWING:

1. LIGHT POWER – MOVEMENTS ARE ALLOWED WITHIN 50 FEET OF THE END OF TRACK. MAKE A SAFETY STOP A MINIMUM OF 150 FEET FROM THE END OF TRACK BEFORE CONTINUING. STOP MOVEMENT SHORT OF END OF TRACK, BUMPER, CHOCK, ETC..
2. SHOIVING CARS – IT IS NOT PERMISSIBLE TO MOVE WITHIN 50 FEET OF THE END OF TRACK UNLESS HANDLING 10 CARS OR LESS, OR WHERE SPOTTING AN INDUSTRY THAT REQUIRES EQUIPMENT TO BE LEFT WITHIN 50 FEET OF THE END OF TRACK.
3. IN RCL OPERATION WHEN SHOIVING TOWARD THE END OF THE TRACK, DO NOT EXCEED COUPLE SPEED AFTER SAFETY STOP IS MADE.
4. WHEN SPOTTING OR PULLING AN INDUSTRY WHERE CARS ARE LEFT WITHIN 50 FEET OF THE END OF TRACK, A SAFETY STOP MUST BE MADE BEFORE COUPLING INTO EQUIPMENT.

SECTION C - SHOIVING OPERATIONS:

1. DURING ALL SHOIVING MOVEMENTS WITHIN TERMINAL LOCATIONS A MAXIMUM OF 24 EQUIVALENT POWERED AXLES (EPA) MUST NOT BE EXCEEDED. IF NECESSARY, ADDITIONAL LOCOMOTIVES MUST BE ISOLATED TO COMPLY WITH THIS RESTRICTION PRIOR TO PERFORMING THESE TYPE MOVES.
2. PROTECTING TRAIN OR SWITCHING MOVEMENTS FROM VEHICLES:
 - IF A CONTRACT OR UP VEHICLE IS USED BY A CREW TO EXPEDITE A MOVE, NO TRAIN OR ENGINE MOVEMENT MAY BE MADE WHILE THE CREW MEMBER PROTECTING THE MOVEMENT IS IN A MOVING VEHICLE. CREW MEMBER MUST HAVE FULL VISIBILITY OF THE TRACK AND LIMITS OF THE PLANNED MOVE BEFORE ANY TRAIN OR ENGINE MOVEMENT IS STARTED. LONG MOVES MAY REQUIRE THAT THE VEHICLE BEING USED AND THE MOVEMENT ITSELF STOPPING SEVERAL TIMES IN ORDER FOR THE EMPLOYEE PROTECTING THE MOVEMENT TO REPOSITION THEMSELVES SO THAT THEY HAVE VISIBILITY OF THE TRACK AND THE LEADING END OF THE MOVEMENT FROM A STOPPED VEHICLE. IF TRACK CANNOT BE SEEN TO BE CLEAR WITH ALL SWITCHES INVOLVED LINED PROPERLY, CREW MEMBER MUST RIDE POINT OF MOVEMENT IF SAFE TO DO SO, OR PROCEED MOVEMENT BY WALKING.

EXCEPTION: SHOIVING MOVEMENTS ON MAIN LINES MAY BE PROTECTED FROM A MOVING VEHICLE PROVIDED THE FOLLOWING:

THESE EXCEPTIONS ALSO APPLY TO SHOIVING MOVEMENTS AT BLACKS FORK AND BRYAN:

- PROTECTION IS MADE FROM A RIGHT OF WAY ROAD.
- EMPLOYEE PROTECTING THE MOVE MUST BE OTHER THAN PERSON OPERATING THE VEHICLE.
- LEADING END MUST BE VISIBLE AT ALL TIMES. IF VISIBILITY BECOMES OBSTRUCTED MOVEMENT MUST BE STOPPED AND PROTECTED BY OTHER APPLICABLE MEANS CONTAINED IN RULE 6.5.

NOTE: IN THE EVENT CARS EXPERIENCE BYPASSED COUPLERS, CONTACT THE CAR DEPARTMENT AND A LOCAL SUPERVISOR BEFORE ANY ATTEMPT IS MADE TO SEPARATE THE CARS.

SECTION E - STANDING NEAR YARD OR INDUSTRY TRACK SWITCHES WHEN EQUIPMENT IS APPROACHING OR TRAVERSING:

WHEN EQUIPMENT IS APPROACHING OR TRAVERSING A SWITCH, EMPLOYEES MUST NOT BE IN A POSITION TO OPERATE THE SWITCH AND MUST BE NO CLOSER THAN 5 FEET FROM THE SWITCH. THIS IS NOT TO REPLACE, NOR SHOULD IT BE CONFUSED WITH, RULE 8.4 LINING MAIN TRACK SWITCH.

SECTION F -WHERE CARS ARE ALLOWED TO BE KICKED AND ROLL UNDER THEIR OWN MOMENTUM:

RULE 7.7 - KICKING OR ALLOWING CARS TO ROLL UNDER THEIR OWN MOMENTUM IS PERMITTED AT THE FOLLOWING LOCATIONS. AT ALL LOCATIONS LISTED BELOW THE FOLLOWING GUIDELINES APPLY UNLESS MORE RESTRICTIVE GUIDELINES ARE PROVIDED IN THE SITE SPECIFIC INSTRUCTIONS FOR THE RESPECTIVE AREA. IN CASES WHICH SITE SPECIFIC GUIDELINES ARE PROVIDED THE MORE RESTRICTIVE GUIDELINES WILL GOVERN:

1. ANY SHIFTABLE LOADS, LOADED TIE CARS, AND LOADS OF SCRAP METAL MUST NOT BE ALLOWED TO ROLL UNDER THEIR OWN MOMENTUM AT ANY LOCATION ON THE SERVICE UNIT AND MUST BE SHOVED TO REST. REPORT ANY SHIFTED LOADS TO THE YARDMASTER OR APPROPRIATE MANAGER.
2. AT THOSE LOCATIONS WHERE CARS ARE ALLOWED TO BE KICKED OR PINNED, ENSURE THAT CARS ROLLING UNDER THEIR OWN MOMENTUM DO NOT COUPLE TO OTHER EQUIPMENT AT SPEEDS EXCEEDING 4 MPH.
3. CARS ARE ALLOWED TO MOVE UNDER THEIR OWN MOMENTUM ONLY AT THE FOLLOWING LOCATIONS AND IN MAX CUTS OF 3 LOADS OR 5 TOTAL CARS, LOADS PLUS EMPTIES, UNLESS FURTHER RESTRICTED BY SITE SPECIFIC INSTRUCTIONS.

SALINA YARD:

- SEE INSTRUCTIONS CONTAINED IN SITE SPECIFIC BULLETINS (2A THRU 2H)

DENVER NORTH YARD:

- SEE INSTRUCTIONS CONTAINED IN SITE SPECIFIC BULLETINS (2A THRU 2H)

DENVER 36TH STREET YARD:

- SEE INSTRUCTIONS CONTAINED IN SITE SPECIFIC BULLETINS (2A THRU 2H)

ROYDALE YARD:

- SEE INSTRUCTIONS CONTAINED IN SITE SPECIFIC BULLETINS (2A THRU 2H)

LASALLE YARD:

- SOUTH END KICKING NORTH

ROLLA YARD:

CHEYENNE YARD:

- WEST END - TRACKS 01/002 - 01/022
- EAST END - TRACKS 01/018 - 01/022

LARAMIE YARD:

- TRACKS 01/002 - 01/013

RAWLINS YARD:

- WEST END OF THE EAST YARD

ROCK SPRINGS:

- SEE INSTRUCTIONS CONTAINED IN SITE SPECIFIC BULLETINS (2A THRU 2H)

GREEN RIVER:

- PER PINNING INSTRUCTIONS IN SITE SPECIFIC BULLETIN

PUEBLO:

- WEST END OF PUEBLO YARD

PHIPPSBURG:

- WEST END OF YARD

GRAND JUNCTION:

- INTO THE EAST END OF GRAND JUNCTION BOWL TRACKS 1-30.

SECTION G -HANDLING OF LOADED MULTI-LEVEL AUTO RACK CARS:

SPECIFICALLY IN THE APPLICATION OF RULE 7.1 REGARDING AUTO RACKS, EMPLOYEES MUST BE GOVERNED BY THE FOLLOWING:

AT AUTO RAMPS:

1. CHARGE THE AIR BRAKE SYSTEM AND USE AUTOMATIC AIR BRAKES WHEN PULLING/SPOTTING LOADED AUTO RACKS.

AT YARDS:

1. DO NOT KICK LOADED AUTO RACKS.
2. DO NOT ALLOW LOADED AUTO RACKS TO BE CUT-OFF IN MOTION.
3. SHOVE TO REST ALL LOADED AUTO RACKS DURING SWITCHING OPERATIONS.

SECTION H - MOVEMENTS OVER SNOW/ICE/MUD PACKED AREAS OR ROAD CROSSINGS:

CREWS REQUIRED TO MAKE A SET OUT OR PICK UP THAT INVOLVES SHOVING CARS THROUGH ROAD CROSSINGS OR OTHER AREAS THAT ARE FROZEN, ICE PACKED OR COVERED WITH SNOW OR MUD, MUST ADHERE TO THE FOLLOWING:

1. STOP MUST BE MADE BEFORE MOVING OVER CROSSING.
2. FIRST MOVEMENT THROUGH CROSSING OR OTHER IMPACTED AREA MUST ONLY BE MADE WITH LITE LOCOMOTIVE.
3. A CREW MEMBER MUST BE ON THE GROUND AT THE CROSSING TO OBSERVE THE MOVE.
4. EMPLOYEE IN CHARGE MUST MAKE MOVEMENT NOT MORE THAN ONE OR TWO MPH AND BE PREPARED TO STOP MOVEMENT SHORT OF DERAILMENT.
5. IF IT IS QUESTIONABLE WHETHER AREA CAN BE TRAVERSED SAFELY, CONTACT LOCAL MANAGEMENT OR DISPATCHER FOR ASSISTANCE.

SECTION I- COLD WEATHER TRAIN CHECK:

TRAINS OPERATING BETWEEN CHEYENNE AND GRANGER:

1. WHEN THE TRAIN IS STOPPED IN ROUTE, APPLY TRAIN BRAKES AS REQUIRED AND RELEASE BRAKES ONLY WHEN READY TO PROCEED PER ABTH RULE 34.4 - DELAYED DEPARTURE. IF TEMPERATURE IS BELOW 0 DEGREES FAHRENHEIT,POSTPONE TRAIN CHECK UNTIL DEPARTING THE NEXT CREW CHANGE POINT.
2. WHEN TEMPERATURE IS ABOVE 0 DEGREES FAHRENHEIT, ADHERE TO ABTH RULE 33.8.4 TRAIN CHECK.
3. AT ANYTIME THE ENGINEER DETERMINES THE TRAIN BRAKES ARE NOT PERFORMING PROPERLY, STOP THE TRAIN TO INSPECT.

TRAINS OPERATING BETWEEN DENVER, PHIPPSBURG, AND GRAND JUNCTION:

1. WHEN THE TRAIN IS STOPPED IN ROUTE, APPLY TRAIN BRAKES AS REQUIRED AND RELEASE BRAKES ONLY WHEN READY TO PROCEED PER ABTH RULE 34.4 -DELAYED DEPARTURE. IF TEMPERATURE IS BELOW 0 DEGREES FAHRENHEIT,POSTPONE TRAIN CHECKUNTIL DEPARTING THE NEXT CREW CHANGE POINT AT BOND, CO (KP768).
2. WHEN TEMPERATURE IS ABOVE 0 DEGREES FAHRENHEIT, ADHERE TO ABTH RULE 33.8.4 TRAIN CHECK.
3. AT ANYTIME THE ENGINEER DETERMINES THE TRAIN BRAKES ARE NOT PERFORMING PROPERLY, STOP THE TRAIN TO INSPECT.

SECTION J- RADIO TRANSMISSION OF TRAIN IDENTIFICATION AND LOCATION:

BEFORE A TRAIN PASSES ANY STATION, A CREW MEMBER IN THE CAB OF THE CONTROLLING LOCOMOTIVE MUST TRANSMIT BY RADIO, TRAIN IDENTIFICATION,DIRECTION AND LOCATION. IN TERRITORIES WHERE A BLOCK SIGNAL SYSTEM IS IN EFFECT, THIS WILL ORDINARILY BE DONE WHEN HEADEND OF TRAIN IS PASSING THE LAST BLOCK SIGNAL IN ADVANCE OF THAT STATION. IN NON BLOCK SIGNAL TERRITORY, TRANSMIT THIS INFORMATION ABOUT TWO MILES BEFORE REACHING STATION.

EXAMPLE: "UP 9700 EAST, HI BALL GRANBY, OUT"

----ABOVE REQUIREMENTS NOT IN EFFECT, IN FOLLOWING LOCATIONS.----

BETWEEN CHEYENNE, WY. AND GRANGER, WY.

BETWEEN MENOKEN, KS AND KANSAS CITY, MO.

BETWEEN STRATFORD, TX AND DALHART, TX.

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WHEN A TRAIN OPERATING IN TWC TERRITORY IS APPROACHING THE END OF IT'S LIMITS OF AUTHORITY, AT A POINT NEAR TWO MILES BEFORE REACHING THE END OF AUTHORIZED LIMITS, A CREW MEMBER IN THE CAB OF THE CONTROLLING LOCOMOTIVE MUST TRANSMIT BY RADIO TRAIN IDENTIFICATION, LOCATION, AND THE POINT WHERE AUTHORIZED LIMITS END.

EXAMPLES:

"UP9700 EAST, AT MILEPOST 350, APPROACHING END OF AUTHORITY ATMILEPOST 348, OUT".

"UP9700 EAST, AT MILEPOST 489, APPROACHING END OF AUTHORITY AT WESTKIT CARSON, OUT".

SECTION K - EMERGENCY BRAKE APPLICATIONS:

DATA IS BEING COLLECTED AND ABOUT EMERGENCY BRAKE APPLICATIONS ON TRAINS IN AN EFFORT TO REDUCE THE NUMBER OF UNDESIRED EMERGENCY BRAKE APPLICATIONS. ANY TIME AN EMERGENCY BRAKE APPLICATION OCCURS ON A MOVING TRAIN, OR AN UNDESIRED EMERGENCY APPLICATION OF THE AIR BRAKES OCCURS, THE TRAIN DISPATCHER MUST BE NOTIFIED PROMPTLY. THE MECHANICAL DEPARTMENT HELP DESK MAY CONTACT TRAIN CREWS AND REQUEST THE FOLLOWING INFORMATION:

1. DATE AND TIME OF THE UDE.
2. LOCATION - NEAREST STATION AND MILE POST.
3. WEATHER
4. TRAIN ID
5. CAR NUMBER WHEN ONE OR MORE OF THE FOLLOWING DEFECTS ARE FOUND:
 - AIR HOSE SEPARATION.
 - AIR HOSE FAILURE.
 - TRAIN LINE FAILURE.
 - SLIP JOINT FAILURE.
 - CONTROL VALVE.
 - COUPLER FAILURE.
 - TRAIN SEPARATION.
 - END OF TRAIN DEVICE FAILURE OR LOSS.
6. WERE AUTOMATIC BRAKES:
 - IN THE PROCESS OF BEING APPLIED.
 - APPLIED (AMOUNT OF SET.)
 - INCREASING THE APPLICATION.
 - IN THE PROCESS OF RELEASING.
7. WAS THE TRAIN IN BUFF OR DRAFT?
8. WHAT WAS THE ACTION TAKEN? (REPAIRED, SETOUT, ETC...)
9. ANY ADDITIONAL INFORMATION THAT MAY ASSIST IN DETERMINING THE CAUSE OF THE UDE.

NOTE: INFORMATION ABOVE IS TO OBTAIN DATA ONLY. CURRENT TRAIN INSPECTION REQUIREMENTS AND OTHER INSTRUCTIONS REGARDING EMERGENCY BRAKE APPLICATIONS REMAIN IN EFFECT.

SECTION N - TRAIN HANDLING INSTRUCTIONS:

RAWLINS SUBDIVISION:

THE FOLLOWING TRAIN HANDLING INSTRUCTIONS ARE TO BE FOLLOWED AT THE FOLLOWING LOCATIONS ON THE RAWLINS SUBDIVISION. QUESTIONS OR SUGGESTIONS SHOULD BE DIRECTED TO YOUR ASSIGNED MOP.

RED DESERT- EASTBOUND DP TRAINS:

PRIOR TO REACHING RED DESERT, PUT UP FENCE AND USE NO LESS THAN THROTTLE 3 ON DPU TO BUNCH THE TRAIN. USE AIR AND DYNAMICS AS NEEDED TO CONTROL SPEED UNTIL THE TRAIN IS BEYOND 732.

RED DESERT - EASTBOUND CONVENTIONAL TRAINS:

WHILE COMING OFF TIPTON IN DYNAMICS, BE 3-5 MPH BELOW THE MAXIMUM AUTHORIZED SPEED AT MP 733. AS YOU REACH 732.75 BE SURE YOUR AIR IS COMPLETELY RELEASED AND COME OUT OF DYNAMICS AND WORK UP TO THROTTLE 4 TO STRETCH THE TRAIN OVER THE HUMP AT 732, ONCE THE REAR OF THE TRAIN HAS STARTED UP THE WEST SIDE OF THE HUMP BEGIN WORKING INTO DYNAMIC BRAKING TO CONTROL THE SPEED THROUGH WAMSUTTER AS NEEDED.

THAYER - WESTBOUND DP TRAINS:

PRIOR TO MP 780 PUT UP A FENCE AND WORK THE DP OUT TO THROTTLE 2 OR 3, WHILE KEEPING THE HEAD CONSIST IN DYNAMIC BRAKING. USE DYNAMIC BRAKING TO CONTROL THE TRAIN SPEED WHILE GOING DOWN THE WEST SIDE OF THAYER. ONCE THE DP CONSIST IS PAST MP 783 IF THE ADDITIONAL DYNAMIC BRAKING IS NECESSARY THE FENCE CAN BE REMOVED.

THAYER - WESTBOUND CONVENTIONAL TRAINS:

WHEN REACHING MP 781.75 BE 5 MPH BELOW YOUR MAXIMUM AUTHORIZED SPEED, AND BE OUT OF DYNAMIC BRAKING AND IN THROTTLE 3. THIS WILL KEEP THE TRAIN STRETCHED OVER THE HUMP AT THAYER AND PREVENT THE REAR END OF THE TRAIN FROM RUNNING OUT. ONCE THE REAR OF THE TRAIN HAS STARTED UP THE EAST SIDE OF THE HUMP AT THAYER BEGIN WORKING BACK INTO DYNAMICS TO CONTROL YOUR SPEED.

DALEY'S HOLE - EASTBOUND DP TRAINS:

DPU TRAINS (REAR OR CUT IN): WHEN HEAD END REACHES MP702, PUT UP THE FENCE, AND ADJUST DPU POWER TO A MINIMUM OF THROTTLE 3. IF THE HEAD END IS IN DYNAMIC BRAKING AT MP698.5, STAY COMMITTED, DO NOT TRANSITION TO POWER OR BACK OUT OF DYNAMICS TO INCREASE/MAINTAIN SPEED.

DALEY'S HOLE - EASTBOUND CONVENTIONAL TRAINS:

AT MP698.2, TRANSITION TO DYNAMIC BRAKING TO CONTROL SPEED OF TRAIN. BETWEEN MP696 AND MP695.5 GRADUALLY TRANSITION TO POWER TO STRETCH TRAIN OUT. IF TRAIN SPEED IS SLOW ENOUGH, STAY IN POWER AT MP698.2.

LARAMIE SUBDIVISION:

FOR ALL DISTRIBUTED POWER TRAINS OPERATING BETWEEN CP565 AND CP683 ON THE LARAMIE SUBDIVISION:

WHEN UTILIZING DYNAMIC BRAKING ON THE LEAD CONSIST OF ALL TRAINS BETWEEN LARAMIE(CP565)AND RAWLINS(CP683) TO CONTROL SPEED, THE USE OF DYNAMIC BRAKING ON ALL DP MOTORS-MID TRAIN AND REAR END-ARE PROHIBITED IN THE FOLLOWING LOCATIONS UNTIL THE REAR OF THE TRAIN CLEARS THE LIMITS (MP) SPECIFIED.

WESTBOUND:

MP 598-MP 601
MP 616-MP 618
MP 619-MP 623
MP 656-MP 658
MP 661-MP 663

EASTBOUND:

MP 596-593.50

BETWEEN THESE LOCATIONS, THE DP MOTORS MUST BE IN A MINIMUM OF THROTTLE 1 AND MAXIMUM OF THROTTLE 3 WHILE THE HEAD END MOTORS ARE IN DYNAMIC BRAKING. THIS INSTRUCTION DOES NOT APPLY TO LOADED BULK COMMODITY TRAINS OR TRAINS MADE UP OF ENTIRELY INTERMODAL EQUIPMENT. THIS INSTRUCTION ALSO DOES NOT APPLY DURING EMERGENCY SITUATIONS WHERE ALL BRAKING EFFORT IS NEEDED TO STOP A TRAIN IMMEDIATELY.

FOR ALL DP TRAINS OPERATING EASTBOUND BETWEEN MP 622 AND MP 620.5 ON THE LARAMIE SUB, MAINTAIN A MINIMUM OF THROTTLE NOTCH 3 ON THE DISTRIBUTED POWER CONSIST UNTIL THE DP IS CLEAR OF MP 620.5.

FOR ALL MID DP TRAINS WITH NO REAR DP OPERATING WESTBOUND BETWEEN MP 667 AND MP 674: WHEN TRANSITIONING FROM DYNAMICS TO POWER AROUND MP 667, FENCE OFF MID DP IN NOTCH 2. WHILE PULLING THE ASCENDING GRADE AND ADVANCING THE THROTTLE, KEEP DP'S 1 NOTCH AHEAD OF THE LEAD CONSIST UNTIL REACHING NOTCH 8.

ABILENE KANSAS:

TRAIN HANDLING INSTRUCTIONS SPOTTING GAVILON GRAIN (KP164):

- WHEN SPOTTING EMPTY GRAIN CARS AT GAVILON GRAIN (KP164) LIMIT EQUIVALENT POWERED AXLES TO NO MORE THAN 12.1 EPA.
- EXCEPT FOR EMERGENCIES, WHEN SHOVING OR PULLING CARSAT ANY LOCATION WITHIN THE FACILITY,INDEPENDENT BRAKE USE WILL BE LIMITED TO NO MORE THAN 50% OF AVAILABLE BRAKING FORCE AND AUTOMATIC BRAKEUSEIS LIMITED TO AN INITIAL (MINIMUM) SET.
- SIXAXLE LOCOMOTIVES WILL BE PROHIBITED FROM ENTERING THE CURVE WEST OF ELM STREET DURING SPOTTING OR PULLING CARS IN GAVILON GRAIN FACILITY.

SECTION O - Z TRAINS AND FORM Bs:

WHEN APPROACHING FORM BS AND MAKING INITIAL CONTACT WITH THE FORM B FOREMAN/EIC FOR CLEARANCE THROUGH THE FORM B, ALL Z TRAINS HANDLING UPS MUST IMMEDIATELY COMMUNICATE THAT THEY ARE A UPS TRAIN TO THE FOREMAN/EIC.

SECTION P - REQUIRED PTC BRAKING ENFORCEMENT REPORTING:

ENGINEERS ARE REQUIRED TO SUBMIT PTC FEEDBACK WHEN EXPERIENCING PTC OPERATIONAL PROBLEMS DURING YOUR TRIP. OPERATIONAL PROBLEMS MAY BE, BUT NOT LIMITED TO:

- BRAKING ENFORCEMENT
- INITIALIZATION ISSUES
- SYNCHRONIZATION
- MAPPING
- TRACK SELECTION, AND ETC.

PLEASE USE THE CORRECT CATEGORY IN THE PTC/ENERGY MANAGEMENT FEEDBACK LOCATED IN THE MYUP - MENU - CREW - PTC/EMS FEEDBACK.

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SIGNATURE TITLE: SUPERINTENDENT