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System General Orders

In effect December 31, 2012

Order Category listed by Effective Date:

Order Category listed by Category:

System Special Instructions
EFFECTIVE April 20, 2012
Order Category : Sys. SI. 1 - 3
System General Order No. 1

Purpose:
SSI 1 - 3: Notification that new System Special Instructions take effect at 0900C on Friday, April 20, 2012.

EFFECTIVE: 2012 Apr 20th 0802 hours Central.

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

SIGNATURE : Lance M. Fritz
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE April 20, 2012
Order Category : Sys. SI. 4 - 5-C
System General Order No. 1

Purpose:
SSI 4-5C: Notification that new System Special Instructions take effect at 0900C on Friday, April 20, 2012.

EFFECTIVE: 2012 Apr 20th 0803 hours Central.

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

SIGNATURE : Lance M. Fritz
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE April 20, 2012
Order Category : Sys. SI. 6 - 9
System General Order No. 5

Purpose:
SSI 6-9: Item 7-A: Change Roseville Area Timetable effective date and version number.
Recent Changes: Item 7-B: Following changes in effect at 0001 on December 1, 2012:Change entire Item 7-B. Conductor certification requirements added.Additional changes to engineer and remote control operators included with these changes.
Item 8 : Change CG reference in System Special Instructions Item 8 on the Black Butte Subdivision.

EFFECTIVE: 2012 Nov 30th 0900 hours Central.

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

Item 7-A - Reference Documents

Item 7-A - Reference Documents

Effective 0001 on September 1, 2012, change last bullet under "Current Version" to read:

A valid "FRA Certificate" card, if applicable, regardless of the type of service the employee is called to perform. Restrictions listed on certificate must be complied with as required. Certified employees who wear contact lenses must have a pair of corrective glasses available while on duty.

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Change Roseville Area Timetable information to read:

- Roseville Area Timetable #6, effective 0900C on 10/22/2012.

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Change North Little Rock Area Timetable information to read:

- North Little Rock Area Timetable #5, effective 0900C on 06/04/2012.

Item 7-B - Qualifications of Certified Employees

Item 7-B - Qualifications of Certified Employees

A. Locomotive Engineers

Qualification is determined by a Designated Supervisor of Locomotive Engineers (DSLE) before the locomotive engineer is allowed to operate without direct on-board supervision. Depending on individual case-by-case circumstances, a DSLE may provide notice of qualification after a ride, face-to-face discussion, telephone conversation, or electronic notification with the locomotive engineer. However, if the locomotive engineer disagrees with the decision that he or she is qualified, a DSLE must ride with the locomotive engineer before qualification. The ride must be of sufficient duration over the most demanding portion of the territory to ensure proficiency.

1. Initial Familiarization

Prior to being qualified on a territory upon which the employee has never operated in the capacity of a locomotive engineer, he or she must make familiarization trips over the entire territory. The average number of familiarization trips necessary for qualification will be determined jointly by the Director Road Operations and DSLE responsible for that location. The average number of trips necessary is based on qualifying the typical locomotive engineer. Prior experience may adjust the number of required trips. It may be determined that certain non-mainline territories, i.e. industrial leads, have such generic and undemanding characteristics that familiarization with similar or more challenging territories may be used in-lieu of trip(s).

2. Maintaining Locomotive Engineer Proficiency

Engineers who have not worked any road trips in the past 12 months on territories in which the locomotive engineer was previously qualified must notify their DSLE of this fact.

When CMS calls an engineer to work a road trip for proficiency, a DSLE or a qualified engineer familiar with the territory will accompany the engineer. To the extent practical, the DSLE will conduct the FRA engineer certification requirements for an annual monitored ride during these trips for engineers who do not normally work road trips

3. Route Familiarization

Route familiarization is required in order to perform service as a certified locomotive engineer without the assistance of a pilot. Once initially qualified on a specific route by making the required number of familiarization trips as specified by the DSLE, route familiarization is maintained by observing the route when performing service

in any capacity (engineer or trainman) every 12 months. Other methods of maintaining route familiarization may also be specified by a DSLE.

It is the locomotive engineer's responsibility to maintain their familiarization on the routes they are qualified on to maintain that qualification.

Exception: Route familiarization as outlined above on the heavy and/or mountain grades of subdivisions listed in the following table, in any capacity, is required every 5 months.

In addition to the twelve month requirements, engineers subject to call on the following territories who have not worked both directions in the past five months must notify their manager of this fact. When notified, the manager will discuss the familiarization requirements to determine if familiarization trips are needed. An engineer who has not worked **both** directions during the preceding six months must notify CMS and their manager of this fact. Unless otherwise instructed by the DSLE assigned to the territory in question, the engineer is prohibited from operating the train unless accompanied by a DSLE or a qualified engineer familiar with the territory.

Subdivision	**Between**	**Subdivision**	**Between**
Los Angeles	Yermo and W. Riverside	Montana	Monida and Waco, Apex and Silver Bow
Cima	Cima and Kelso	Greeley	Lasalle and Cheyenne
Caliente	Crestline and Las Vegas	Green River	Grand Junction and Helper
Huntington	LaGrande and Huntington	Provo	Helper and Salt Lake
LaGrande	LaGrande and Hinkle	Lakeside	Ogden and Alazon
Canyon	Portola and Oroville	Evanston	Wahsatch and Echo
Brooklyn	Eugene and Oakridge	Tennessee Pass	Minturn and Dotsero
Valley	Dunsmuir and Redding	Laramie	Sherman and Cheyenne
Cascade	Oakridge and Klamath Falls	Colorado Springs	Denver and Colorado Springs
Black Butte	Klamath Falls and Dunsmuir	Mojave	Bakersfield and West Colton
Roseville	Roseville and Sparks	Yuma	West Colton and Indio
Moffat Tunnel	Denver and Tabernash Bond and Crater	SCRRA	Palmdale and Burbank Jct
Craig	Phippsburg and Craig	Coast	San Luis Obispo and Santa Margarita

4. Promoted engineers not working as such, and those being recalled to engine service or hostling positions

a. Many promoted engineers retain seniority rights as brakemen and/or conductors. Due to changes in work force requirements, some of these engineers may return to brakeman or conductor assignments. When this occurs, these individuals may be permitted to operate the locomotive under the provisions of Rule 1.47 B. l. if:

- Such activity does not interfere with their assigned duties.

- They have the consent of the working engineer of the crew.

Permitted locations are not limited to territories where the employee was previously qualified. Only an engineer holding a valid Form 20106, Union Pacific Railroad FRA Certificate, is allowed to operate a locomotive or train. For employees who had their seniority restricted while an engineer, that restriction remains in effect. A disqualified engineer must not operate a locomotive.

b. Cut back brakemen or conductors who have not worked as a locomotive engineer within the past 6 months must notify their DSLE and CMS of this fact. The DSLE may require the employee to make trips over a subdivision to maintain proficiency as an engineer.

c. During the first 12 months following completion of the engineer training program, an employee who has not worked any road trips as an engineer in the past 30 days, if called to work as a road engineer, must not accept the call unless so instructed by the DSLE. The DSLE will also determine what, if any, additional familiarization trips or training may be needed following any period of being cut back or furloughed within that 12 month period.

5. Recertification

All certified engineers must keep their certificate current. Failure to do so may result in an interruption in service. It is the individual employee's responsibility to ensure that certification is kept current.

Employees requiring recertification packets are to print the necessary forms from the Certification area of the TE&Y portal. Instructions on printing the documents for TE&Y employees are issued in service unit superintendent's bulletin.

150 days prior to the certification expiration date an item will be available on the Certification area of the TE&Y portal allowing the packet to be printed using a local printer. Initially it will only be available for employees who are certified and must complete required documents for recertification. Employees are required to follow the instructions contained in the packet and complete all required forms along with instructions for obtaining hearing and/or vision exams. All required items must be completed promptly, but no less than 40 days in advance of the certificate expiration date. All certified (licensed) employees must be re-certified (licensed) every three years. FRA Certificates will expire on the employee's birthday, every third year, after being initially certified. If the re-certification item is not available on the TE&Y portal, contact the licensing group at 544-2378 (area code 402).

Note: If you are unable to print the necessary forms, please consult your immediate supervisor for assistance. A separate UP photo ID will not be required if the employee has a photo on their FRA certificate.

B. Remote Control Operators (RCO)

1. Qualification

Qualification is determined by a Designated Supervisor of Remote Control Operations (DSRCO) before the RCO is allowed to operate without direct supervision. Depending on individual case-by-case circumstances, a DSRCO may provide notice of qualification after a ride, face-to-face discussion, telephone conversation, or electronic notification with the RCO. However, if RCO disagrees with the decision that he or she is qualified, a DSRCO must ride with the RCO before qualification.

2. RCO position not worked in the previous 6 months

A Remote Control Operator who has not worked as a RCO in the previous 6 months must notify a service unit manager:

- Before being placed on a board that requires the employee to work a RCO position.
- If called to work a RCO position.

Employees must also inform the manager if their skill as an RCO has been evaluated in the past 12 months. The manager will determine if the employee needs familiarization after a discussion with the employee.

3. Remote Control Operators on selected jobs

The service unit will list jobs that require additional training and familiarization. Additional air brake and train/track dynamics training may be required for these jobs. The RCO is responsible for notifying a manager when placing himself or herself on a position or when force assigned to a position listed. The lead DSRCO will determine what, if any, training and familiarization is required.

Remote control operators must not exceed the limits of their qualification and must inform the manager of limits, if requested to exceed qualification.

C. Conductors

1. Initial Certification

Train and engine service employees hired on or before December 1, 2012, are "grandfathered" as certified conductors and are fully qualified to perform conductor service under federal regulation. Grandfathered conductors will be evaluated and tested for re-certification (licensing) purposes no later than June 1, 2015.

Train service employees hired after December 1, 2012, must pass all proficiency, knowledge, and territory familiarization training and testing required by law and the Company's Conductor Certification Program to work as a certified, fully qualified conductor.

2. Recertification

It is the individual employee's responsibility to ensure availability to perform service by maintaining his/her certification and carrying an unexpired FRA Certificate for the applicable service (freight and/or passenger service) while on duty.

Employees who are certified for multiple TE&Y classes of service will be issued one certificate listing each class of service he/she is qualified to perform. In order to maintain multiple classes of service, employees will be required to satisfy all proficiency testing and regulatory recertification requirements on a periodic basis (i.e., hearing, vision, motor vehicle, certification ride, etc.). Employees who are issued multiple certificates will need to satisfy all requirements for recertification when any certification comes due for renewal. Multiple certificates will all have the same expiration date requiring the completion of all regulatory requirements.

Recertification will be required within three years based on of the expiration date listed on his/her FRA Certificate. Employees will have access to recertification instructions via the certification link in TE&Y portal 150 days prior to the expiration date on his/her license. If the re-certification item is not available on the TE&Y portal, contact the licensing group at 402-544-2378. All requirements must becompleted promptly, but no less than 40 days prior to the expiration of the certification.

3. Territory Familiarization on Main Track

Each person who is called to perform service as a certified conductor must meet the territory familiarization requirements on the segment of main track upon which they will work. Route familiarization is maintained by observing the route when performing service in any capacity (engineer or trainman). A required number of training trips may be required if the territory familiarization is expired and can include the use of technology and/or job aids. They must also pass a territorial examination covering the operating conditions of territory over which they have never operated, and for territory not traversed for a period of two years or longer. Conductors must notify CMS and their assigned manager if they do not meet these territorial familiarization requirements prior to protecting service.

Exception: A pilot is not required if a conductor is working on a section of track with an average grade of less than 1% over 3 continuous miles, and any one of the following applies:

- The maximum distance the locomotive or train will be operated does not exceed one mile.
- The maximum authorized speed for any operation on the track does not exceed 20 miles per hour.
- Operations are conducted under operating rules that require every locomotive or train to proceed at a speed that permits stopping within one-half the range of vision of the locomotive engineer.

4. Territory familiarization on other than main track

If a conductor has never worked on a segment of track or has not been over that track for a period of 2 years or longer, the conductor will be:

- Accompanied by a qualified employee who meets the territorial requirements where practicable.
- Provided an appropriate job aid. or
- Receive a detailed job briefing from an employee familiar with the territory.

Item 8 - Heavy and Mountain Grade Operations

Change CG reference in System Special Instructions Item 8, on the Black Butte Subdivision, that part reading:

Mott, MP 331.0, Southward CG
To read:
Azalea, MP 331.5, Southward CG

SIGNATURE : Lance M. Fritz
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE April 20, 2012
Order Category : Sys. SI. 10 - 10-B
System General Order No. 9

Purpose:
Recent Changes: Item 10 : Rule Item 10: Change Rule To Read
Item 10-A : Rule 1.4: Change Rule To Read
Rule 1.5:Change Rule To Read .
Rule 1.47.1: Change rule reference to read Rule 33.6.1.
Rule 6.5:Change entire rule.
Rule 6.31: Change entire rule - all crew members responsible for maximum authorized speed.

EFFECTIVE: 2012 Dec 7th 0900 hours Central.

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

Item 10 - Rule Supplements & Amendments

Add the following to the rule description under Cardinal Rule 6.5:
(Failure to stop movement within half the distance specified resulting in an incident).

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Add Rule 32.1.5 under column titled "Rule Number" for Securing Cars, Engines, Trains, etc. for the following employee groups:
4-C Rules for Transportation Employees.
Cardinal Rules for the following Employee Groups:
Transportation, Maintenance of Way/Engineering, Premium Operations, and Supply Department.

Change Rule To Read :

Cardinal Rules for Transportation Employees (Includes 4-C Rules - rules critical to the railroad's safe operation), Car Department Employees, Locomotive Department Employees, Maintenance of Way/Engineering Employees; Premium Operations Employees and Supply Department Employees.

4-C Rules -Rules Critical to the Railroad's Safe Operation		
Employee Group	**Rule Number**	**Rule Description**
Transportation Employees	1.47	Failure to maintain conductor's log (missing multiple entries)
	6.3	Main track authority (resulting in FRA decertification event)
	6.5	Shoving Movements (An unprotected shove or a shoving movement that results in an FRA reportable incident.)
	6.27	Restricted speed (resulting in FRA decertification event)
	7.6 / 32.1.1 32.1.2/ 32.1.3 32.1.4 /32.1.5 32.2.1	Securing Cars, Engines, Trains, etc. (when resulting in an uncontrolled movement)
	8.3	Switch left open in non-signaled territory
	9.5	Stop signal (resulting in FRA decertification event)
	15.2 Form B	Protection by Track Bulletin Form B

Cardinal Rules		
Employee Group	**Rule Number**	**Rule Description**
Transportaion Employees	2.21	Electronic Devices
	5.13	Blue Signal Protection of Workmen
	6.5	Shoving movements (Failure to stop movement within half the distance specified resulting in an incident).
	6.5.1	Remote Control Movements (Unprotected Shove)
	6.7	Remote Control Zone (Fouling an active RCL zone without permission)
	6.7 A	Remote Control Zone - System Special Instructions (Failure to maintain a zone log when required)
	6.28	Movement on Other than Main Track (Resulting in FRA decertification event)
	7.6/32.1.1/32.1.2/32.1.3 32.1.4/32.1.5 32.2.1	Securing Cars, Engines, Trains, etc. (Failure to properly apply hand or air brakes, not resulting in an uncontrolled movement.)
	81.2.2	Sufficient Distance
	81.4.2	Moving Equipment
	81.5.4	Understanding Between Crew Members Before Crossing Through or Fouling Equipment (Failure to establish a red zone when required.)
	81.13.1/81.13.3	Going between Cars Coupler Adjustment (Failure to separate equipment required distance or use of feet to adjust coupler.)

Cardinal Rules		
Employee Group	**Rule Number**	**Rule D**
Car Department Employees	5.13	Blue Signal Protection of Workmen
	7.6	Securing Cars or Engines
	74.17	Train Yard or Utility Type Vehicles
	76.23	Jacking Equipment
	76.24	Securing Jacked Equipment
	80.23	Fall Protection
	81.4	Getting On or Off Equipment
	81.4.1	Standing Equipment
	81.4.2	Moving Equipment
	81.5	Crossing Through or Fouling Equipment
	81.5.1	Crossing Through Standing Equipment
	81.5.2	Stepping from One Car to Another
	81.5.3	Moving Cars

	81.10	Moving Equipment in Car and Locomotive Repair Facilities
	81.10.1	Using Mobile Equipment
	81.10.2	Using Locomotive
	81.10.3	One Person Operations
	81.15	Car Doors

Cardinal Rules		
Employee Group	**Rule Number**	
Locomotive Department Employees	5.13	Blue Signal protectior
	7.6	Securing Cars or Engi
	77.18	Load Movement
	5.3.6	Radio and Voice Com
	80.23	Fall Protection
	81.2	Crossing Tracks
	81.2.1	Step Over Rail
	81.2.2	Sufficient Distance
	81.4	Getting On or Off Equ
	81.4.1	Standing Equipment
	81.4.2	Moving Equipment

	81.8.3	Impaired Clearances
	81.10	Moving Equipment in Locomotive Repair Fa
	81.10.1	Using Mobile Equipm
	81.10.2	Using Locomotive
	81.10.3	One Person Operation

Cardinal Rules		
Employee Group	**Rule Number**	**Rule Description**
Maintenance of Way/Engineering Employees	40.2 / 2.21	Electronic Devices
	7.6 / 32.1.1 32.1.2/ 32.1.3 32.1.4 /32.1.5 32.2.1	Securing cars, Engines, Trains, etc. (Failure to properly apply hand or air brakes, not resulting in an uncontrolled movement).
	70.3	Job Briefing
	70.4	Lifting and Moving Material
	74.8	Seat Belts
	76.1	Use of Tools and Equipment
	76.2	Inspection of Tools and Equipment
	80.1	Avoiding Slips, Trips and Falls
	135.0	Lockout/Tagout Process for Roadway Machines and Work Equipment
	136.7	Operating and Working Near Roadway Machines

Cardinal Rules		
Employee Group	**Rule Number**	**Rule Description**
Premium Operations	2.21	Electronic Devices
	7.6 / 32.1.1 32.1.2/ 32.1.3 32.1.4 /32.1.5 32.2.1	Securing cars, Engines, Trains, etc. (Failure to properly apply hand or air brakes, not resulting in an uncontrolled movement).
	81.4.1	Standing Equipment
	83.1.1	Reflectorized Clothing
	83.1.3	Protection of Loading and Unloading Operations
	83.1.4	Speed Limits in Yards
	83.1.7	Overhead Lifting
	83.1.11	Getting On and Off Cars
	83.1.14	Crossing Platforms
	83.1.15	Staying Clear of a Suspended Load

	83.2.3	Bogies/Chassis
	83.2.5	Hitches
	83.3.5	Securing Containers

Cardinal Rules		
Employee Group	**Rule Number**	**Rule Description**
Supply Department	7.6 / 32.1.1 32.1.2/ 32.1.3 32.1.4 /32.1.5 32.2.1	Securing Cars, Engines, Trains etc. (Failure to properly apply hand or air brakes, not resulting in an uncontrolled movement.)
	70.4	Lifting and Moving Materials
	75.7	Unloading and Loading Trailers
	75.11	Forklift Operation

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

1.4 - Carrying out Rules and Reporting Violations

Change Rule To Read :

Employees must cooperate and assist in carrying out the rules and instructions. They must promptly report any violations to the proper supervisor. They must also report any condition or practice that may threaten the safety of trains, passengers, or employees, and any misconduct or negligence that may affect the interest of the railroad.

1.5 - Drugs and Alcohol

Change Application to Read :
Change Rule To Read :

The use or possession of alcoholic beverages while on duty or on company property is prohibited. Employees must not have any measurable alcohol in their breath or in the bodily fluids when reporting for duty, while on duty or while on company property.

The use or possession of intoxicants, over-the-counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect safe performance is prohibited while on duty or on company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substances in their bodily fluids when reporting for duty, while on duty, or while on company property.

Application:

Also refer to the UPRR Drug and Alcohol Policy which governs all employees, excerpts of which are stated in Item 10-I and Safety Rule 90.1.

1.6.1 - Motor Vehicle Driving Records

Rule 1.6.1 Motor Vehicle Driving Records

Change first sentence to read:

A certified conductor, engineer, employee seeking initial certification or employees qualified to drive commercial motor vehicles must report any arrest, citation or conviction to an employee assistance representative within 48 hours for:

1.6.3 - Notification of Deteriorating Vision or Hearing

Rule 1.6.3 Notification of Deteriorating Vision or Hearing:
Change rule to read:

A certified conductor, engineer or employee seeking initial certification who has knowledge that their hearing or vision has deteriorated and cannot be corrected to the minimum acceptable requirement as outlined in federal regulations (20/40 distant visual
acuity, 70 degree field of vision, ability to recognize/distinguish between railroad color signals, hearing loss no greater than 40 decibels) must report that fact immediately to the proper authority or the medical department.

Note: A certified conductor, engineer or employee seeking initial certification who has knowledge that a restriction listed on their FRA Certificate has been corrected or improved to meet the minimum acceptable requirement as outlined in federal regulations must report that fact immediately to the proper authority or the medical department (402-544-5234).

1.47 - Duties of Crew Members

Rule 1.47 Duties of Crew Members
Change the last sentence in part "A" 5a (before examples) to read:
Entries will be sequential and legible.

1.47.1 - Cab Red Zone

Rule 1.47.1 Cab Red Zone
Under "The following restrictions or conditions must be met", change second bullet rule reference to read Rule 33.6.1.

5.9.5 - Displaying Ditch Lights

Rule 5.9.5 Displaying Ditch Lights
Change first sentence to read:

Display ditch lights, if equipped, to the front of the train anytime the headlight is required to be on bright.

6.5 - Shoving Movements

6.5 Shoving Movements
Change entire rule to read:

Equipment must not be shoved until the engineer and the employee protecting the movement have completed a job briefing concerning how protection will be provided. Employee must be in position, provide visual protection of the equipment being shoved and must not engage in unrelated tasks while providing protection.

When taking a position ahead of the movement, employee must continuously observe the movement until the movement is stopped. Employee protecting the shove must not turn their back on the movement or walk backwards ahead of the movement.

Radio communications for shoving movements must specify the direction and distance and must be acknowledged when distance specified is more than four cars.

MOVEMENT MUST STOP WITHIN HALF THE DISTANCE SPECIFIED UNLESS ADDITIONAL INSTRUCTIONS ARE RECEIVED.

Equipment must not be shoved until it is visually determined that:

• Portion of track to be used is clear of equipment or conflicting movements.

• The track will remain clear to the location where movement will be stopped.

• Switches and derails are properly lined.

Employees may be relieved from providing visual protection when:

• Superintendent Bulletin specifies tracks that will be protected with shove lights, monitored cameras, or relief from visual protection.

• Picking up a crew member in accordance with Rule 6.6 (Back Up Movements).

Shoving movements over road crossings must be made in accordance with Rule 6.32.1 (Providing Warning Over Road Crossings).

Speeds when Shoving

When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:

• 20 MPH for freight trains.

• 30 MPH for passenger trains.

• Maximum timetable speed for snow service unless the employee in charge authorizes a higher speed.

Application:
Job briefing must include the following:

- Who will protect the shove.
- Which track is being shoved.
- How the shove will be protected.
  Examples:
  - Riding the point of the equipment.
  - In a position where they can observe the movement to the point where it will stop.
- Distance to be shoved.
- Position of switches and derails.
  Examples:
  - Switches and derails are lined for the movement.
  - Be prepared to stop short of a switch or derail improperly lined.

6.31 - Maximum Authorized Speed

Rule 6.31 Maximum Authorized Speed
Change rule to read:

All crewmembers are responsible for knowing and not exceeding the maximum authorized speed for their train. Passenger speed is applicable only to trains consisting entirely of passenger equipment.

When possible, crew members must notify the train dispatcher promptly of any condition that will delay or prevent their train from making the usual speed.

9.13.1 - Hand Operation of Dual Control Switches

9.13.1 Hand Operation of Dual Control Switches
Change second paragraph to read:

When the selector lever is in the HAND position or the crank has been removed from the holder, signals governing movements over the switch will display Stop indication, and movements will be governed by the employee operating the switch. Notify the engineer, if possible, when the switch is in hand operation and when it has been restored to power operation.

10.1 - Authority to Enter CTC Limits

Change waiting time in last two paragraphs to read 10 minutes.

14.7 - Reporting Clear of Limits

Add third bullet to application under "Train dispatcher" reading:

- When using railroad identifiable points that include a direction, such as a siding switch, state and spell direction i.e. "North (N O R T H) siding switch at Dora".

SIGNATURE : Lance M. Fritz
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE April 20, 2012
Order Category : Sys. SI. 10-C - 10-D
System General Order No. 4

Purpose:
SI 10C-10D: Item 10C: Rule 32.2.2 Change second bullet. Safety chains must be positioned to create a continuous barrier at ends of locomotives.

EFFECTIVE: 2012 Oct 26th 0652 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
30.2.2 - Operative Brakes

Rule 30.2.2: Operative Brakes
Change rule reference in left column of rule to read:
SSI Item 2-F

31.8.3 - Light Engine Setup

Change first entry under "MU Cable required between units" to read:
"All MU'd units."

31.8.7 - Locomotive Fuel Conservation and TPA Compliance

Rule 31.8.7 Locomotive Fuel Conservation and TPA Compliance

Add new last bullet to Part A under "Locomotive should be left running when:"

- "Genset" locomotive auto-start is enabled.

Part C: Replace the first three paragraphs with the following two paragraphs:

Train must be operated up to, but not exceeding the TPA shown on the TCS consist. Locomotive axles / traction motors must not be cut-out to comply with this restriction. Additional locomotive(s) may be on line if the engineer determines that the train may stall due to locomotive defects, not to exceed system or subdivision maximum powered axle limitations.

The controlling unit of each consist, including DP consist(s), must not be manually isolated or shutdown to comply with these instructions. This does not prohibit the isolation or shutdown of other units in remote consists.

32.1.6 - Releasing Hand Brakes

Rule 32.1.6 Releasing Hand Brakes
Change second paragraph under part A to read:

When releasing hand brakes, check for slack and white paint showing on chain when equipped, and at least three additional hand brakes beyond the last applied hand brake.

32.2.2 - Separating Locomotives

Rule 32.2.2 Separating Locomotives
Change second bullet to read:

2. Reposition walkway end platforms and safety chains to create a continuous barrier at ends of locomotives.

33.3.9.1 - High Strength Coupler Identification

Rule 33.3.9.1 High Strength Coupler Identification
Delete rule (see Rule 39.1.3.1).

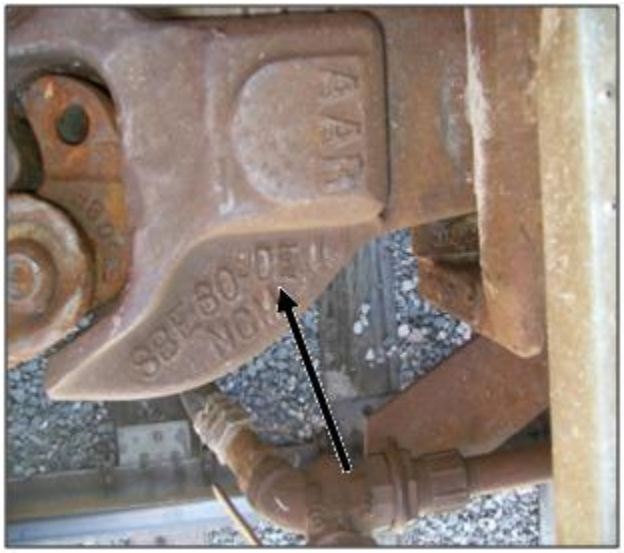
34.4 - Delayed Departure

Rule 34.4 Delayed Departure
Change third bullet in second paragraph to read:

Making air test and train movement is initiated within 10 minutes after releasing the train brakes.

39.1.3.1 - High Strength Coupler Identification

Rule 39.1.3.1 High Strength Coupler Identification
Add new rule:
If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" or "EX" as the last character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, SBE60DE, EF512WEX.



Item 10-D - Maintenance of Way Rules, Chapters 40 to 49
40.8 - Chapter 8 Supplements

40.8: Chapter 8 Supplements
Supplement: 8.2 Position of Switches
Change first paragraph to read:

Foremen are responsible for positioning switches used by their gang. When a main track switch is found lined for other than main track movement, the foreman must confer with the train dispatcher or control operator before lining the switch. After operating any main track switch in non-signaled territory, immediately restore the switch to its normal position after the intended move(s) is made.

40.9 - Chapter 9 Supplements

Change title of Supplement 9.15.3 to read:
Supplement: 9.15 Track Permits - MW

SIGNATURE : Lance M. Fritz
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE April 20, 2012
Order Category : Sys. SI. 10-E - 10-G
System General Order No. 6

Purpose:
Item 10-E : Rule STATEMENT : Change Rule To Read
Recent Changes: Item 10-E : Rule 74.3.1: Cell Phone and Electronic Device Use: Add new third paragraph to prohibit using any electronic device while fueling a vehicle.
Rule 81.5.4 Understanding Between Crew Members Before Crossing Through or Fouling Equipment: Change entire rule.
Rule 81.8.1: Avoid Fouling Hazards: Delete last paragraph from previously revised rule contained in System Special Instructions.

EFFECTIVE: 2012 Dec 31st 0900 hours Central.

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

Item 10-E - Safety Rules
STATEMENT - Statement of Safety Policy

Statement of Safety Policy
Change last bullet to read:

- Carrying out **work functions** in a **safe manner** is more important than meeting deadlines, production schedules, and other non-safety criteria.

Change Rule To Read :

It is the policy of the Union Pacific Railroad that its operations be conducted in a safe manner. As integral parts of this policy, the management of Union Pacific Railroad believes that:

- All injuries can be prevented.
- Management and employees at all levels are responsible for maintaining safe working conditions and preventing personal injuries.

- Carrying out **work functions** in a **safe manner** is more important than meeting deadlines, production schedules, and other non-safety criteria.

Testing this.

74.3 - Driver Responsibility

74.3 Driver Responsibility
Delete last bullet previously added by System Special Instructions.

74.3.1 - Cell Phone and Electronic Device Use

74.3.1 Cell Phone Electronic Device Use
Add new rule:

Use of cell phones while operating a motor vehicle is prohibited unless:

- A hands free device is used.
- Voice activated dialing or speed dialing is used.
- Stopped on other than a roadway.

The use of electronic devices for anything other than voice communication is prohibited while operating a motor vehicle.

Do not use a cell phone or electronic device while fueling a vehicle.

The driver may instruct passengers to turn off electronic devices to eliminate distractions while the vehicle is moving.

81.4.1 - Standing Equipment

81.4.1 Standing Equipment
Change rule to read:

The following precautions must be taken when getting on or off standing equipment:

- Always use the provided appliances (steps, ladders and hand holds)for getting on and off equipment. Be aware of and take necessary precautions to prevent injury from the build up of snow, ice, water, mud, grease and oil on footwear, sill steps and side ladders.
- Keep hands free of all objects that may hinder a secure handhold.
- Always maintain a secure grip on the handholds on engine platforms or while using appliances on the equipment. Be prepared for sudden movement.
- Face the equipment and use the side ladder or steps, maintaining a three-point contact (two feet and one hand or two hands and one foot). Feet must be securely placed.
- Pause at bottom step maintaining 4 point contact and observe surface conditions of the ground and activity in the area before getting off. Guard against injury by looking out for unsafe footing, obstructions or equipment moving on other tracks. Perform a 180 degree look before stepping off equipment.
- When getting off, retain a grip with both hands on the hand hold until both feet are firmly placed on the ground or other support and pause with 4 point contact before releasing your grip on the hand rails.
- When practical, get on or off equipment on the side away from main tracks or close clearances.
- When practical, get off of equipment on the same side that you got on the equipment.
- Use extreme care during wet, muddy, snowy or icy conditions and at night in unlit areas.

81.5.4 - Understanding Between Crew Members Before Crossing Through or Fouling Equipment

81.5.4 Understanding Between Crew Members Before Crossing Through or Fouling Equipment
Change entire rule to read:

What is Red Zone:

Anytime a Train, Engine or Yard employee is working within an area where there is the potential to be struck by moving equipment, crossing through equipment, crossing through equipment and/or fouling equipment.

Note: This applies to TE&Y employees only. All other crafts will be governed by their department's rules.

Who Must Establish Red Zone Protection:

Employees must establish protection with each crew member prior to entering the Red Zone when equipment is:

- Coupled to an occupied engine, active remote control engine or other motive equipment.
- On the same track as another occupied engine or equipment coupled to an occupied engine.

When to Establish Red Zone:

Employees must establish protection before:

- Fouling Equipment.
- Making adjustments to equipment.

- Crossing through cars.

Exceptions:

- Pulling pins.
- Primary RCO opens knuckles during humping operations or kicking cars. Movement must be stopped. Note: Refer to Rule 81.2.2 if required to cross in front of equipment. Minimum distance of 20 feet required if no Red Zone has been established.
- Rule 5.13 is in effect.

How to Establish Red Zone Protection:

1. Request Red Zone:

Face to face: A job briefing must occur with all crewmembers present. The job id or engine number, track to be fouled, and reason for establishing the Red Zone must then be announced over the radio.

or

Request over radio: Employee(s) requesting Red Zone must indicate the track to be fouled and the purpose for which the Red Zone is being requested. (i.e. applying or releasing a handbrake, cutting in air, etc.) Single employee RCO must announce job id, track to be fouled andreason for establishing the Red Zone over the radio.

2. Actions Required Before Entering the Red Zone:

A. When equipment is attached to an occupied locomotive(s), the engineer or primary control operator must:

- Allow movement to stop and slack to adjust.
- Fully apply independent brakes and apply train airbrakes if necessary. (Brakes must not be released until all employees are clear of the Red Zone.)
- Center the reverser / direction selector.
- Announce over the radio confirming job or locomotive id, red zone, set and centered condition, and name of the track to be protected. (i.e. "UP 2246, set and centered, track 6, over.")

B. When no occupied locomotive is on the track:

- Announce job id, track to be fouled and reason for establishing the Red Zone over the radio.

Performing Work in Red Zones in a Yard:

Employees performing work in the Red Zone within a Yard must:

1. First communicate with employee in charge (i.e.: yardmaster,footboard, foreman) of tracks to be fouled, and permission to enter the Red Zone must not be granted unless:

- No cars will be kicked, shoved or pulled from the track or tracks to be fouled.

- No other jobs will be working on the track or tracks to be fouled.

2. Use a brake stick to apply / release handbrakes or to operate knuckles, when practical and available.

3. Provide additional protection when necessary to make a coupler adjustment (81.13.3) by:

- Waiting for the slack to adjust and know that all movement is stopped.
- Tying a sufficient number handbrakes with a minimum of 2 on the end of the equipment that is closest to the employee working when it is not coupled to an occupied locomotive where a "set and centered" can be established.
- If unable to secure the unattached portion, pull the equipment onto the lead to perform the work or have another employee be a lookout until work is completed.

Releasing Red Zone Protection:

Crew Member on Ground:

- Each employee that established Red Zone Protection must announce by radio that they are clear of the red zone before movement can be made.

Crew Member at Controls:

- Engineer or Primary RCO operator must confirm release of the Red Zone over the radio from all employees that requested Red Zone.

Rule References:

7.2: Communication between Crews Switching
5.13: Blue Signal Protection of Workman
81.2.2: Sufficient Distance
81.5: Crossing Through or Fouling Equipment

81.11.3: Brake Sticks
81.13: Coupling and Uncoupling
81.13.1: Going Between Cars

81.8.1 - Avoiding Fouling Hazards

Change Rule To Read :

Do not leave equipment standing where it will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine.

On tracks where clearance point is indicated, leave equipment beyond the clearance point.

If clearance point is not indicated or visible, determine clearance point by standing outside the rail of adjacent track and extending arm towards the equipment. When unable to touch equipment, leave the equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point.

Equipment may be left on a:

- Main track, fouling a siding track switch, when the switch is lined for the main track.
- Siding, fouling a main track switch, when the switch is lined for the siding.
- Yard switching lead, fouling a yard track switch, when the switch is lined for the yard switching lead.
- or
- Industry track beyond the clearance point of the switch leading to the industry.

Item 10-F - Inspecting, Welding and Grinding of Rail
101.11 - Weather Restrictions

101.11 Weather Restrictions
Change rule to read:

Electric arc or thermite welding in extremely wet weather is prohibited.

- Do not allow welding cables or electrical cords to lay in standing water.
- Do not wear wet gloves while operating electrical equipment.

If ground is covered with snow; all snow must be removed from the welding and disposal areas before starting the thermite welding process.

- Do not install thermite welds when it is raining or snowing.

Item 10-G - Chief Engineer Instruction Bulletins
122.4.1 - Fall Protection Requirements

Add Note that reads:

Note: Prior to performing any work on bridges requiring the use of fall protection equipment a Fall Protection Strategy sheet (Form 24031) must be filled out. (Reference Appendix C)

122.4.1.3 - Working in Fall Arrest

Add Item 5 to read:

5. When working in Fall Arrest employees must have suspension trauma straps attached to their full body harness.

Add second sentence in Note to read:
If this will require the use of two lanyards, a double (Y) lanyard must be used.

122.4.1.4 - Working in Fall Restraint

Change Item C. 2. a. first sentenced to read:
Two anchor points, (Could be rail sliders or anchor slings) one applied to each rail, and the use of a double (Y) lanyard.

Item C. 2. b. Figure changed.

122.4.2.1 - Equipment Inspection and Storage

Added second sentence:

All fall protection equipment must be inspected annually by a certified competent person. This annual inspection must be recorded.

122.5 - Fall Protection for Bridge Inspectors

Change rule title
from: Bridge Inspections
to: Fall Protection for Bridge Inspectors

Remove first sentence that read:
Bridge Inspectors must follow these fall protection guidelines when inspecting bridges.

Remove the word: Note: and unbold paragraph.

122.5.1 - Appropriate Fall Protection

Change rule title

from: Assistant to Monitor Inspection

to: Appropriate Fall Protection

Remove the following text:
During the normal course of bridge inspections, the inspector must be accompanied by one or more individuals who will:

1. Closely monitor the inspector and the inspector's equipment.
2. Stand by to give assistance as needed i.e. initiate a rescue.

Add the following text:
The Bridge Inspector's safety is the first priority of any bridge inspection. Bridge Inspectors cannot rely on a single set of fall protection guidelines, therefore, the fall protection required, if any, should be based on the particular location and situation.

122.5.2 - Rule Deleted

Delete Rule. Reference rule 122.5.1

122.6 - Scaffolding

Renumber Items #1-#5 to #2-#6

Add Item #1 to read:

1. When working from scaffolds a personal fall arrest system must be used unless the scaffold is equipped with a guardrail and midrail that meets OSHA standards. Lanyards should be as short as possible to minimize free fall distance and anchored as follows:
    - **a.** Anchor lanyards as high overhead as possible (be aware of a swing fall hazard).
    - **b.** DO NOT anchor lanyards below the work level.
    - **c.** DO NOT create an anchor point that allows a free fall in excess of 6 feet.
    - **d.** Use a Self Retracting Lanyard (SRL) when possible.
    - **e.** DO NOT use any part of the scaffold as an anchor point.

    NOTE: When working on scaffolding less than 6 feet above the ground or water surface (and the water below is less than 4 feet deep) a personal fall protection system is NOT required unless a Risk Assessment warrants its use.

122.6.1 - Suspension Scaffolds

Delete Item #5 that reads:

5. When working from suspension scaffolds a personnel fall arrest system must be used. Lanyards should be as short as possible and anchored as follows:
    - **a.** Anchor lanyards as high as possible.
    - **b.** Do not anchor lanyards below the work level.
    - **c.** Do not create an anchor point that allows a free fall to exceed 6 feet.

122.6.2 - Catenary Scaffolds

Delete Item #6 that reads:
When working on catenary scaffold, each worker shall wear an approved full body harness with a lanyard attached to an anchorage point other than the scaffold.

Delete the second sentence of Item #7 that reads:
Fall protection equipment shall be provided and used whenever a fall hazard exists.

122.6.3 - Wood or Metal Fabricated Scaffolds

Delete Item #6 that reads:

6.

When working on scaffolding 10 feet or more above a lower level that is not equipped with guardrails and a midrail, a personal fall arrest system must be used.

122.6.10 - Fall Protection on Scaffolding

Delete rule

APPENDIX (C) - Appendix C Fall Protection Strategy

Add Appendix C

126.1 - Introduction

Delete rule. Reference Chapter 137.

126.2 - Emergency Work Zone Traffic Control

Delete rule. Reference Chapter 137.

126.3 - Work Zone for Planned Projects

Delete rule. Reference Chapter 137.

126.3.1 - Discuss Work Requirements

Delete rule. Reference Chapter 137.

126.3.2 - Develop Traffic Plans

Delete rule. Reference Chapter 137.

136.4.1(E) - Foul Time

136.4.1(E): Foul Time
Change step four to read:

4. You may foul or occupy the track and authorize others to foul the track within the control point or interlocking. When authorizing others to foul or occupy the limits, the signal employee is the employee in charge of the working limits.

137.1 - Purpose

Change entire rule to read:

This bulletin serves two purposes:

1. Describes procedures for warning the public of approaching trains and equipment when maintenance-of-way forces are performing work inside the approaches to a grade crossing equipped with automatic warning devices.
2. Describes procedures for protection of employees working at road crossings.

For purposes of this instruction, the EIC is the employee in charge of the track work.

137.2 - Planned Track Work

Add border and bold text

137.2.1 - Work Zone for Planned Projects - Discuss Work Requirements

Change rule title
from: Disabling Crossing Warning Devices
to: Work Zone for Planned Projects - Discuss Work Requirements

Change entire rule to read:

Before beginning any work, the project manager will meet with the immediate managers to discuss detailed safety measures. In this meeting, managers should:

1. Select persons to perform traffic control operations.
2. Provide as much advance notice as possible if the project requires assistance from an outside contractor or public agency.
3. Contact the appropriate agency for assistance if a crossing must be completely closed or highway traffic must be altered significantly.

137.2.2 - Develop Traffic Plans

Change rule title
From: Closing Grade Crossings
To: Develop Traffic Plans

Change entire rule to read:

Whether the roadway can remain open to highway traffic during the project, or if it must be closed for a short time, follow these guidelines to ensure project safety:

A. Flagger Selection and Responsibilities

To protect highway users and railroad employees during planned projects in or near highway grade crossings, the EIC will:

1. Decide which situations require a flagger or flaggers.
2. Select the individuals who will be designated as flaggers.
3. Provide the flaggers with appropriate training, such as state required training, proper treatment of emergency vehicles, proper accident response, etc.
   Refer to Flagging section 137.2.5
4. Provide the flaggers with the appropriate flagging equipment, consistent with FRA and/or state requirements (stop/slow sign, store stock Item Number 383-9200).
5. Give flaggers a job briefing before they assume full responsibility for directing traffic.
6. Position flaggers where:
   - Roadway Workers in on-track equipment can see them clearly.
   - Driver of an approaching vehicle can see them in time to respond to the signals.
7. After traffic control devices and flaggers have been established, drive through the work area at the anticipated speed of the motorists to determine the effectiveness of the total traffic control system.
8. Ensure that the flaggers receive periodic rest breaks.
9. Immediately investigate and correct any incidents reported by the flagger.
10. Observe traffic flow to verify that future incidents are prevented.

B. Warning Devices at Crossings Inoperative

The Employee-in-Charge **(EIC)** is responsible for deciding if a warning device should be turned off to prevent unnecessary operation during a project. If the **EIC** decides that the system will be turned off, the Signalman in charge will follow these steps before turning it off:

1. Notify the employee-in-charge of the maintenance-of-way work that:
    a. The warning devices are inoperative.
    b. No trains can pass over the affected track without permission from the Signalman in charge.
2. Issue an order or bulletin to clear all trains from the affected track.

C.Traffic Control in Work Zone

The **EIC** will oversee traffic control in their area as follows:

1. Obtain local or state certifications where necessary.
2. Report serious traffic control violations to law enforcement officials as soon as possible. Include:
    - A description of the vehicle
    - The vehicle license number
    - The type and time of the violation
    - A description of the driver

D.Advance Warning and Traffic Control Signals

To protect the public and railroad employees, the person in charge of the work must ensure that the following requirements are met before the work begins:

1. Ensure that all required warning signs are in place, such as:
    - Warning signs and flares
    - Barricades
    - Flags and flaggers
    - Equipment
2. Ensure that all warning signs are positioned properly and maintained at the worksite until the project is complete.
3. Use warning signs according to the *Manual on Uniform Traffic Control Devices (MUTCD).*
4. Remove or cover signs such as "Crew Working" or "Flaggers Ahead" on the following occasions:
   At the end of each work day
   When work is interrupted
   When equipment and workers are cleared of the traveled way
5. Re-paint or replace advance warning signs and traffic control paddles when the colors become dull or worn.

Note: Do not use homemade or poorly repaired signs.

137.2.3 - Disabling Crossing Warning Devices

Change rule title
from: Flagging
to: Disabling Crossing Warning Devices

Change entire rule to read:

The crossing warning devices may be disabled on the track being worked on to allow highway traffic to move over the crossing. Either the signalman or the employee in charge of the work can disable the crossing warning devices.

A. Signalman disables crossing

Responsibilities of the signal employee when disabling crossing warning devices as outlined in the "Signal Maintenance and Test Instructions" (hereafter referred to as the 'Yellow Book'), instruction 8.1.15.

1. Work closely with the EIC to determine the appropriate protection for affected grade crossings equipped with automatic warning devices within the planned work
2. limits. If a "Stop and Protect" Form C track bulletin will be issued, the signalman and EIC must discuss the effective date/time of the bulletin, the milepost locations of each crossing to be protected and any other relevant information. If the automatic crossing warning devices are not disabled during the effective time and date specified on the Form C track bulletin, the EIC may allow trains to proceed across the effected crossings at maximum authorized speed.
3. Ensure that the crossing(s) to be disabled are protected by one of the following methods:
    - "Stop and Protect" Form C track bulletin
    - Closing grade crossings as outlined in 137.2.4
    - Flagging as outlined in 137.2.5
4. After verifying that protection has been provided, follow the procedure outlined in Yellow Book instruction 8.1.15 "Highway Grade Crossing Warning System – Disabling" to disable crossing warning devices.
5. After the EIC notifies the signalman that the crossing warning devices may be restored to service, the signalman will inspect and test each affected crossing warning device for proper operation. The disabled crossing warning device(s) will be enabled as outlined in Yellow Book instruction 8.1.15.

   If flaggers are used, signalman will notify the EIC when crossing(s) have been restored to service, and have been verified to operate properly, so that the flaggers can be released.

   Note: When possible, repair broken track connections throughout the work day to facilitate timely removal of "Stop and Protect" Form C track bulletin.
6. After testing and enabling the affected crossing warning device(s), contact the dispatcher to remove the "Stop and Protect" order from the crossing location(s) on the Form C track bulletin for each enabled crossing warning device. The signalman is the only person who may remove the "Stop and Protect" order from the Form C track bulletin.

B. Responsibilities of the EIC when signalman disables crossing

Responsibilities of the EIC when the signal employee will disable affected grade crossings equipped with automatic warning devices.

1. Notify the signalman of the planned work at least 24 hours in advance.
2. Work closely with the signalman to determine the appropriate protection for crossing warning devices within the planned work limits.
3. If a "Stop and Protect" Form C track bulletin will be issued, the signalman and EIC must discuss the effective date/time of the bulletin and the milepost locations of each crossing to be protected.

4. If a "Stop and Protect" Form C track bulletin will be issued, request will be made when the Form B request is made or, in any case, at least 12 hours before the track work is to begin. Do not request an end time of the Form C track bulletin, only an effective date/time. This will ensure that the protection remains in effect until the signalman inspects and tests the affected crossing warning devices. The EIC will request the "Stop and Protect" Form C track bulletin with the information below:
    - Subdivision
    - Milepost of automatic grade crossings
    - Effective date and time
    - Name of employee in charge

   This track bulletin requires trains to stop and protect their movements over the crossing(s) unless otherwise instructed by the EIC. If the EIC allows trains to run after the Form B and Form C track bulletins are in effect, the EIC will communicate with the signalman to determine if the crossings are operative. If so, the EIC will clear the trains through the Form B and Form C track bulletin.
5. Prior to beginning work, ensure that the crossing(s) to be disabled are protected by one of the following methods:
    - "Stop and Protect" Form C track bulletin
    - Closing grade crossings as outlined in 137.2.4
    - Flaggers as outlined in 137.2.5

   Note: When it is known that no trains will be operating over the crossing(s) on any track, the crossings may be disabled without the issuance of a Form C track bulletin or providing flaggers.

   If a Form C track bulletin is issued, verify with the dispatcher that the bulletin is correct and contains the mileposts of all crossing warning locations that will be disabled. Additionally, verify that the bulletin has been issued to all trains affected. This information must then be shared with all employees involved as part of the job briefing.

   If flaggers are utilized, verify an understanding with the flaggers that they must protect the crossing(s) until the signalman has advised the EIC that the crossing(s) have been restored to service. See 137.2.5 "Flagging".
6. When the track work is complete, notify the signalman that the crossing warning devices may be restored to service. The signalman is the only person who may remove the "Stop and Protect" order from the Form C track bulletin.

C.Responsibilities of the EIC when the EIC disables crossing

The EIC follows this procedure to disable the crossing warning devices. This employee may use a track shunt in the approach of the crossing as follows:

1. Notify the signalman of the planned work at least 24 hours in advance.

2. Work closely with the signalman to determine where the shunt should be placed to minimize the effect on adjacent crossing warning locations.

Note: Since the approaches to some crossings are 3,500 feet or longer, several crossings may be affected by the placement of one track shunt.

3. The EIC provides one of the following forms of protection on the track where the track shunt will be placed:
    - Working limits (Form B track bulletin, track and time, track warrant, track permit, track out of service bulletin, flag protection or inaccessible track) that include the track work in the approaches and all affected crossings. Regardless of the type of protection, all trains operating within these limits must be instructed by the EIC to stop and protect their movements over the crossing(s).
    - "Stop and Protect" Form C track bulletin that requires trains to stop and protect their movements over the
      crossing(s). The EIC must request the Form C track bulletin at least 12 hours prior to beginning work.
    - Closing grade crossings as outlined in 137.2.4
    - Flagging as outlined in 137.2.5
4. The EIC places the track shunt and documents the shunt location on the track authority form to serve as an additional reminder to remove the shunt before releasing the protection. In all cases, place an orange cone alongside the track shunt as a reminder to remove the track shunt when the work is completed.
5. When the work in the approach is completed, the employee in charge removes the track shunt and the orange cone.
6. The EIC releases the track authority.

Note: The EIC may use a jumper that spans an open joint, following the requirements for using a track shunt.

137.2.4 - Closing Grade Crossings

Change rule title
from: Restoring Crossing to Service
to: Closing Grade Crossings

Change entire rule to read:

Where extensive track work will be undertaken, it may be necessary to close grade crossings to the public using barricades and signs. The EIC must coordinate the closings with city, county or state transportation offices.

If crossing warning devices are disabled, they must be restored to service following the procedure outlined in 137.2.6 "Restoring Crossings To Service" before barricades and signs are removed.

Train operations. When crossings have been closed to the public using signs and barricades, trains may operate at maximum authorized speed over such crossings.

137.2.5 - Flagging

Add new rule to read:

The EIC may arrange for one flagger for each direction of vehicular traffic or one uniformed law enforcement officer at each disabled crossing location to move vehicular traffic over the crossing(s) in a safe and timely manner. Flaggers may be used:

- When the automatic warning devices have not been disabled or the crossing(s) has not been closed.
- As a temporary means to protect the traveling public over the crossing(s) while other protection is being put in place.

Flaggers are responsible for the safe movement of vehicular traffic over all tracks between the automatic warning devices. Follow these procedures when assigned to a flag:

1. Wear an orange reflective vest, hard hat, and safety glasses. Use either a "STOP" paddle (preferred) or a red flag to stop traffic. At night, use a flashlight or lantern to stop and direct traffic.
2. Always stand clear of all tracks (at least 10 feet from the nearest rail) when performing flagging duties. Face the vehicular traffic and be cautious of all vehicles approaching the crossing.
3. At all crossings, but especially at crossings with more than one track, determine whether trains are approaching the crossing before allowing vehicles to pass over the crossing. Do not flag or allow others to flag highway traffic over the crossing unless you are certain that no trains are approaching on any track.

   Note: You must contact the dispatcher or control operator for a lineup of trains in the area. If a Form B track bulletin is in effect on all tracks through the crossing, the flagger must communicate with the EIC to determine when trains will be cleared through the limits.
4. Do not let highway traffic wait more than 5 minutes unless trains are approaching the crossing.

Flaggers should be able to satisfactorily demonstrate the following abilities:

1. Ability to receive and communicate specific instructions clearly, firmly, and courteously;
2. Ability to move and maneuver quickly in order to avoid danger from errant vehicles;
3. Ability to control signaling devices (such as paddles and flags) in order to provide clear and positive guidance to drivers approaching a Temporary Traffic Control (TTC) zone in frequently changing situations;
4. Ability to understand and apply safe traffic control practices, sometimes in stressful or emergency situations; and
5. Ability to recognize dangerous traffic situations and warn workers in sufficient time to avoid injury.

The flagger should stand either on the shoulder adjacent to the road being controlled or in the closed lane prior to stopping road users. A flagger should only stand in the lane being used by moving road users after road users have stopped. The flagger should be clearly visible to the first approaching road user at all times.

The flagger also should be visible to other road users. The flagger should be stationed sufficiently in advance of the workers to warn them (for example, with audible warning devices such as horns or whistles) of approaching danger by out-of-control vehicles. The flagger should stand alone, away from other workers, work vehicles or equipment.

Train operations. When crossings are being flagged, trains may operate at maximum authorized speed over the crossing.

137.2.6 - Restoring Crossing to Service

Add new rule to read:

Follow this procedure to restore the crossing to normal operation.

A. Inspection and Testing Required

If the work has damaged, or may have damaged, any signal appliance or if the signalman has disabled the warning devices:

1. The signalman will inspect and test the crossing for proper operation per Yellow Book instruction 8.1.15.
2. Remove the protection outlined in this bulletin. If the signalman disabled the warning device(s), he/she is the only person who may remove the "Stop and Protect" order from the Form C track bulletin.

B. Testing Not Required

If, after an inspection with a signal employee, it is determined that the planned track work did not damage any signal appliance, the EIC is not required to contact the signalman to inspect and test the crossing. For example, a burro crane picking up OTM occupies the track but does not damage the structure or signal appliances.

137.3 - Emergency Track Work

Add first sentence:

Flagging around Crossing Gates

137.3.1 - Flagging Highway Vehicles

Change rule title
from: Disabling Crossing Warning Devices
to: Flagging Highway Vehicles

Change entire rule to read:

There must be one flagger for each direction of vehicular traffic at each disabled crossing location to move vehicular traffic over the crossing(s) in a safe and timely manner.

A. EMERGENCY RESPONSE TO A GRADE CROSSING ACTIVATION

To protect against trains and On-Track-Equipment (OTE) at the crossing, one of the following must be in place before raising crossing gates or allowing vehicles around lowered crossing gates:

- Obtain exclusive track authority on all main tracks and controlled sidings through the crossing.

OR

- Ensure that a crossing order has been issued to trains for the crossing (XH, XG, XS).

OR

- Dispatcher has confirmed that no trains are approaching the crossing that would present a hazard to crossing the tracks.

OR

- When sight distance is sufficient to allow a safe movement, flagmen may flag highway vehicle(s) over the crossing after looking in both directions for the approach of trains.

NOTE: Sufficient sight distance is considered to be a distance of at least ½ mile in each direction that allows trains to be seen approaching the flagmen's location.

B. EXCLUSIVE TRACK OCCUPANCY OVER ALL MAIN TRACKS & CONTROLLED SIDINGS

Where the movement of trains is controlled on all main tracks and controlled sidings through the crossing by an engineering EIC, a properly equipped flagger for each direction of traffic may flag highway vehicles around the gates or over the crossing upon the authority of the EIC. Before granting this authority, the EIC must ensure that no trains have been authorized to proceed over the crossing and the OTE operator(s) have been instructed to stop short of the crossing.

137.3.1a - Disabling Crossing Warning Devices

Add new rule:

If possible, either a signalman or the EIC should disable the crossing warning devices on the track on which the repairs are being made to allow highway traffic to move over the crossing. This should be done as described in 137.2.3 except, if a "Stop and Protect" Form C track bulletin cannot be issued 12 hours in advance, other means of protection may be used by the train dispatcher.

137.3.1b - Crossing Warning Devices Not Disabled

Add new rule:

If crossing warning devices are not disabled, every attempt must be made to flag all affected crossings. If there are not enough employees to properly flag the crossing and complete the emergency repair, comply with the following:

1. If trains will not operate over the crossing during the work, then no further protection is required. Even though emergency work is still considered interference with the warning system, this work is of short duration and should not compromise the credibility of the warning system with the traveling public.
2. If trains will operate over the crossing during the work, contact the dispatcher directly and request that all trains operating over the crossing be instructed to "Stop and Protect" that crossing until repairs have been made.

137.3.1c - Restoring Crossings to Service

Add new rule:

Follow this procedure to restore the crossing to normal operation.

A. Inspection and Testing Required

If the emergency track work damages or may have damaged any signal appliance, or if the signalman has disabled the automatic warning devices:

1. The signalman will inspect and test the crossing for proper operation per Yellow Book instruction 8.1.15. If a "Stop and Protect" Form C track bulletin, or other means of protection has been issued, only the signalman may release the crossing for operation at maximum authorized track speed.

B. Testing not required

If, after an inspection with a signal employee, it is determined that the emergency track work did not damage any signal appliance and the EIC has disabled the warning device, it is not required for the signalman to test the crossing.

137.3.2 - Introduction

Change rule title
from: Crossing Warning Devices not Disabled
to: Introduction

Change entire rule to read:

This section describes procedures for all engineering department employees during emergency and planned work at road crossings at grade. These procedures consist of developing safe plans and work practices and providing employee training.

All engineering department employees working near a road crossing or putting a hy-rail on or off a road crossing must wear Union Pacific–approved reflective apparel.

137.3.3 - Emergency Work Zone Traffic Control

Change rule title
from: Restoring Crossings to Service
to: Emergency Work Zone Traffic Control

Change entire rule to read:

All engineering department employees must comply with the required safety and work procedures for highway grade crossing emergency repairs and inspections.

A. Protect Employees, Trains and Road Traffic

When responding to an emergency call at a highway grade crossing, employees must:

1. Determine if the inspection/repair can be performed without endangering themselves, trains, or roadway users.
2. If the work can be performed safely, the EIC must:
    - **a.** Conduct a job briefing with others involved in the work, with special emphasis on risk assessment.
    - **b.** Perform as much work as possible away from the traveled roadway (without fouling the roadway).
    - **c.** Ensure that all employees, including flaggers, wear:
        - Union Pacific approved Reflective Apparel.
        - A Union Pacific approved hard hat.

3. If the work cannot be performed without endangering themselves, equipment or roadway users, arrange for law enforcement officers, flagging, detours, or temporary barricades until the repairs are completed.

B. Placement of Vehicles

Follow these requirements associated with parking and marking vehicles:

1. Park on the shoulder on the same side of the road where the work will be done (see Fig. 1). If there is no shoulder, it will be necessary to park in the roadway. Park the vehicle in the lane nearest the edge of the road 25 feet in approach of the work area. If work to be performed is off to the side of the roadway, park vehicle 25 feet in approach of the crossing such that vehicle positioning will block access to the work area.
2. Leave the engine running with the transmission in 'Park' or 'Neutral'.
3. Apply the emergency brake.
4. Turn wheels toward the shoulder in such a manner that if the vehicle is struck from behind it will push the vehicle away from the work area.
5. Position headlights so they do not blind oncoming traffic.
6. Turn on four-way emergency lights.
7. If the vehicle is equipped with a directional light bar, oscillating or strobe lights or other warning lights or equipment, turn them on.
8. Prior to making signal repairs foul of the roadway, activate crossing lights, if equipped, and plug in gate arm lights.

Note: If the highway includes multiple lanes or the affected lane is wide enough (see Fig. 2):

A. Park in the lane where the repairs will be made (at least 25 feet in approach of the repairs).

B. Turn on directional light bar, emergency or strobe lights and other warning lights or equipment if equipped.

C. Place 3 orange, reflective traffic cones (Item number 380-0675) at least 25 feet behind the parked vehicle at approximately 25 foot increments. If traffic cones are not available, use highway flagging reflectors.

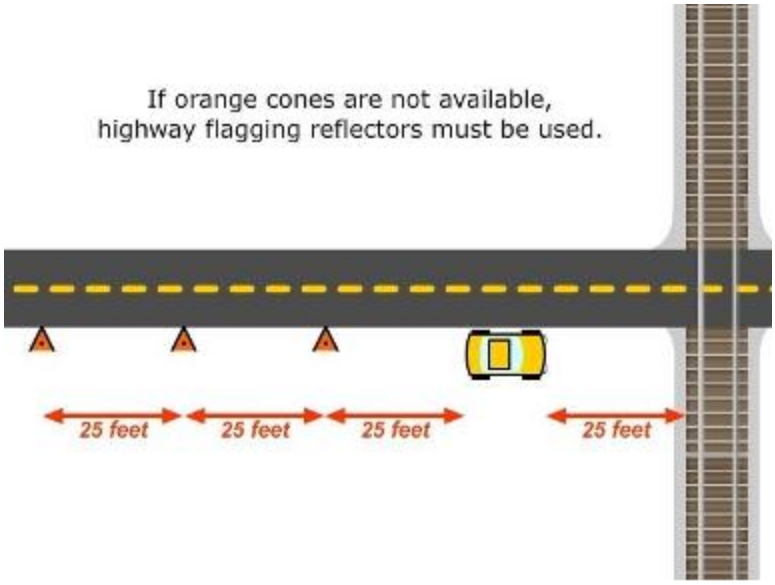


Fig. 1

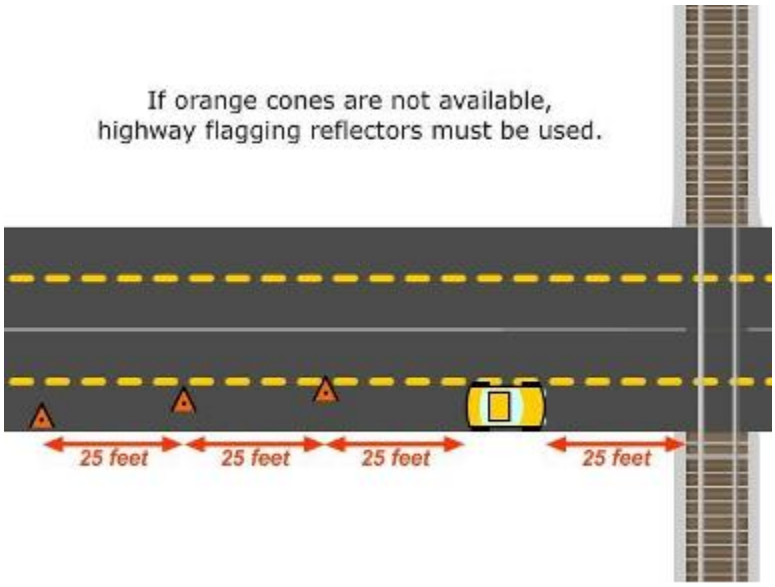


Fig. 2

C.Request Additional Assistance

If additional employees are required to complete the work safely:

1. Contact your manager or signal operations (for signal employees).
2. If a law enforcement agency is available, request assistance for flagging or traffic control while the work is being completed, especially at night. When other conditions are present such as weather or high volume of traffic, consideration should be given to requesting flagging assistance.

137.3.4 - Employees Driving Around Crossing Gates

Add new rule:

Generally, employees must not go around crossing gates or drive over a crossing where automatic warning devices are activated. However, there are circumstances under which this is necessary and can be accomplished safely.

A. EMERGENCY RESPONSE TO A GRADE CROSSING ACTIVATION

1. Before traversing the crossing, turn on your emergency flashers and strobe light, if equipped, to identify yourself as an emergency vehicle. Also, turn off AM/FM radio or any other audible distraction in the vehicle and roll down the driver's window to allow you to hear the approach of a train or On-Track Equipment (OTE).
2. To protect against trains and OTE at the crossing, the employee must do one of the following:
   - Obtain exclusive track authority on all main tracks and controlled sidings through the crossing.

   OR
   - Ensure that a crossing order has been issued to trains for the crossing (XH, XG, XS).

   OR
   - Ensure a properly equipped flagman protects your move over the crossing in each direction.

   OR
   - Dispatcher has confirmed that no trains are approaching the crossing that would present a hazard to crossing the tracks.

   OR
   - When sight distance is sufficient to allow a safe movement, flagmen may flag highway vehicle(s) over the crossing after looking in both directions for the approach of trains.

NOTE: Sufficient sight distance is considered to be a distance of at least ½ mile in each direction that allows trains to be seen approaching the flagmen's location.

B. EXCLUSIVE TRACK OCCUPANCY OVER ALL MAIN TRACKS AND CONTROLLED SIDINGS

Where the movement of trains is controlled on all main tracks and controlled sidings through the crossing by an engineering EIC, an employee may go around the gates or over the crossing upon the authority of the EIC. Before granting this authority, the EIC must ensure that no trains have been authorized to proceed over the crossing and the OTE operator(s) have been instructed to stop short of the crossing.

Before traversing the crossing, the employee must turn on their emergency flashers and strobe light, if equipped. Also, turn off AM/FM radio or any other audible distraction in the vehicle and roll down the driver's window to allow you to hear the approach of a train or On-Track-Equipment (OTE).

C.

SETTING OFF A HY-RAIL WHILE CROSSING WARNING DEVICES ARE ACTIVATED

Hy-rail operators may set their hy-rail off the track while crossing warning devices are activated and exit the crossing under the following conditions:

1. If possible, exit the crossing without fouling an adjacent track (i.e., field side).
2. If necessary to cross a live track, turn off AM/FM radio or any other audible distraction in the vehicle and roll down the driver's window to allow you to hear the approach of a train or On-Track-Equipment (OTE). The driver will ensure sight distance is sufficient to make a safe movement across an adjacent live track(s) – utilizing a flagman when available.

137.4 - FRA Regulations

Remove the "Planned Track Work CEB 137.2" Flowchart

Remove the "Emergency Work (CEB 137.3)" Flowchart

137.5 - Planned Track Work CEB 137.2 Flowchart

Add new rule containing the "Planned Track Work CEB 137.2" Flowchart

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137.6 - Emergency Work (CEB 137.3) Flowchart

Add new rule containing the "Emergency Work (CEB 137.3)" Flowchart

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SIGNATURE : Lance M. Fritz
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE April 20, 2012
Order Category : Sys. SI. 10-H - 10-M
System General Order No. 3

Purpose:
Item 10-H : Rule 6.: Change Rule To Read
Recent Changes:
N/A

EFFECTIVE: 2012 Dec 13rd 0900 hours Central.

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

Item 10-H - Hazardous Materials Instructions
6. - Handling Hazardous Waste Shipping Papers and Manifests

Change Rule To Read :

a. The shipping paper for a hazardous waste shipment must have the following entries in addition to those required for other hazardous material shipments:
   (1) proper shipping description;
   (2) name, address, and telephone number of the hazardous waste generator;
   (3) name and address of the hazardous waste disposal facility;
   (4) name of transporter(s);
   (5) waste manifest number;
   (6) special handling instructions.
b. When accepting/pulling a hazardous waste shipment, pick up the car containing hazardous waste as long as you have railroad-produced shipping papers containing the manifest entries (see item 6a above) even though you do **not** have a copy of the hazardous waste manifest.

Note: If given the hazardous waste manifest:

(1) Sign the hazardous waste manifest as requested.

(2) Return a copy of the hazardous waste manifest to the person requesting the signature.

(3) Fax a copy of the hazardous waste manifest to the National Customer Service Center (NCSC) at 800-228-9615 – ATTN: Waybill Group.

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7. - Handling Requests for Shipping Papers or Hazardous Material Response Information

Change Rule To Read :

When receiving a request for shipping papers or hazardous material response information from a railroad employee, regulatory enforcement officer, or emergency response personnel in an emergency:

a Share **all** the information on the shipping papers for the shipment.

b Share **all** available hazardous material response information.

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SIGNATURE : Lance M. Fritz
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE April 20, 2012
Order Category : Sys. SI. 11 - 17
System General Order No. 3

Purpose:
SSI 11-17: Item 13: Rule 13.1: Change Part B to clarify requirements of rule.

EFFECTIVE: 2012 Aug 31st 0909 hours Central.

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

Item 13 - Train Defect Detectors

Rule 13.1 General Instructions For All Detectors
Change Part B to read:

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 13.7 (Detector Failure) for instructions.

Rule 13.7.1 Change required action numbers for Detector Type 13.4:
Change action required in row "b" to read 2 & 4 instead of 2 & 5.

SIGNATURE : Lance M. Fritz
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE April 20, 2012
Order Category : Sys. SI. 18 - 22
System General Order No. 1

Purpose:
SSI 18-22: Notification that new System Special Instructions take effect at 0900C on Friday, April 20, 2012.

EFFECTIVE: 2012 Apr 20th 0834 hours Central.

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

SIGNATURE : Lance M. Fritz
SIGNATURE TITLE : EVP OPERATIONS

System Special Instructions
EFFECTIVE April 20, 2012
Order Category : Sys. SI. 23 - 25
System General Order No. 1

Purpose:
SSI 23 - 25 Notification that new System Special Instructions take effect at 0900C on Friday, April 20, 2012.

EFFECTIVE: 2012 Apr 20th 0835 hours Central.

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

SIGNATURE : Lance M. Fritz
SIGNATURE TITLE : EVP OPERATIONS