

Mid America Division Superintendent Bulletins Key Points

It is important to always keep up on rule changes. With the consolidation of service units, St. Louis Superintendent Bulletins have been added to North Little Rock and renamed the new Mid America Division. Some of the previous instructions for St. Louis are still the same, they have just been combined with North Little Rock. There are also several instructions that are specific to the Southern Region, which we are now a part of. Here are some key highlights to some bulletins that are still in place, as well as some that are new to us. Take the time to read through the all of bulletins, these are only highlights. Failure to comply with Superintendent Bulletin instruction can be handled as a GCOR 1.13 violation, resulting in discipline under the MAPS policy.

Bulletin 1 - General Info

Section C: TE&Y Tie Up and Reporting Instructions

- Tie up over the phone can only be done with permission from local management.
- Yard, local and TSE crews not rested for their job must show up at rest time, unless otherwise notified. The 2 hours exception in the previous St. Louis bulletins is not in this instruction.

Section K: TE&Y Instructions

- Must be enroute to train or performing work within 10 minutes of on duty time. If delayed (crew not ready, transportation not available, etc...) you must notify the Yardmaster, or local management every 10 minutes until the crew is in enroute to the train.

Section Q: Parking

- When perpendicular parking, you must back in to the space. This is for personal or company vehicles. The North Little Rock Service Unit has had this instruction and they do take exception for non compliance.

Bulletin 2 - Site Specific

Section Q: Alton & Southern and Cotton Belt Yarding Guidelines

- Terminating Trains - The requirement to call the yardmaster every hour when delayed yarding is still in place.

Bulletin 3 - Train Handling & Switching

Section A: Train Handling Instruction

- Various instructions on dynamic brakes, dynamic brakes usage with airbrakes, stretch braking, cresting grades, etc.. These instructions were recently sent out in a MYUP message. They are now in the bulletin and managers will be monitoring for compliance.

Section B: Shoving - Throttle - Power - Independent Brake Limitations

It is very important that these instructions are followed as well. MOP's are checking heavily for compliance. That last thing you want is to jack knife the train or for the rail to roll over while shoving. If you had too many axles on line, or had the throttle too high while shoving with air and this occurs you will be held responsible.

- When shoving with air brakes applied if the distance is greater than 10 car lengths you cannot be above Notch 2. (This does not apply to RCO, Helper Service and loaded bulk commodity trains). This instruction has been in place for St. Louis for a while.
- This is a new addition the instruction that St. Louis crews may not be aware of. When shoving, the head end is limited to no more than 24.2 EPA. If you have to, take the time to go back and isolate a locomotive or cut out traction motors.

Section J: Kicking Cars

- Only allowed at specific locations. This does not include industry tracks at these locations
 - Lesperence Street Yard
 - Dupo Yard
 - Poplar Bluff Yard
 - Ivory Yard
 - Wann Yard
 - Madison Yard
 - Chester Yard
 - Ste. Genevieve
- No kicking 89 foot or longer cars, including all auto-racks.
- No more that 3 loads or 6 empties at a time.

Section N: Fuel Conservation Terminal Shutdown

- This requirement is still in place. St. Louis Terminal Complex terminating train delayed, within the designated limits, more than minutes must shut down trailing units until ready to go again. The title refers to rule 31.8.7, so pay attention to the temperature.

Bulletin 4 - Securement

- There are no longer any locations that locomotives count toward total handbrakes required.

Bulletin 5 - Rules, Safety, and Training

Section L: Rule 1.47, Section C, Part 2 - Radio Transmission of Signals

- This is where you will find the locations where calling out signals on the radio is not required. The locations are still the same as before.

Bulletin 9 - Locomotive Car and EOT

Section A: Locomotive

- GE UP 7925 through UP 8052 have a potential for fuel leakage that is being addressed. If these units must be shut down if a fuel leak is noticed.

- Radiator Caps - removing the radiator cap to add water can only be done with authority from mechanical department.

Section C: EOT

- Placing an EOT on the lead or next to the track is prohibited. If removing it and a carman is not available to hand it to, take it the EOT rack. If transporting the EOT on a train, it must be hung on the knuckle.

Section D: FCS and Shutdown Compliance

- The requirement for printing BU and Train List to the virtual printer is now the engineer's responsibility. Instead of printing to board specific LATAS, you now print to n110515 only.
- EMS Reporting - you must report status and the end of your trip. This required even if the system worked well.

Section F: Fuel Level Reporting

- Must report fuel levels of less than 1,000 gallons to the dispatcher when taking charge at locations without a mechanical facility staffed 24 hours a day.
- Must report fuel levels of less than 1,000 gallons when leaving train unattended outside of a terminal location.
- Must report fuel levels when getting a train at a customer facility, (power plant, rock quarry, grain elevator, etc..) This reporting is done on locomotive reporting screen on your tie up. The instruction says =MC. This is simply the old green screen code to access the tie up screen. =MC no longer work.
- Must report fuel levels when receiving or delivering an interchange train. This would include the A&S. This is done at tie up.
- Fuel level must be reported if reporting a daily inspection in the computer.
- When delivering or taking charge of a Labadie Coal Plant train at the plant, you must report levels less 2,000 gallons to the dispatcher. This is in another instruction, but a good place for a reminder.
- If fuel gauges are bad, enter 9999 into data field.

Bulletin 10 - Timekeeping and CMS

Section G: Crews Required To Work In Combination Service

- When flipping at a terminal, not an outlying point, you must tie up and have CMS put you on the train or deadhead.

Bulletin 2A - Site Specific

- These are the instructions for locations that were found in the previous St. Louis Superintendent Bulletins. Take the time to familiarize yourself with these especially when

going to work in an area that you may not be familiar with. The instructions for Rose Lake are slightly incorrect. The information with the milepost and radio channel is still the same. The new procedure involving the KCS has not yet been added. There is a handout available with the Valley Chief Clerk with radio channels and instructions for the K Connection and Willow.