

# **Operating Practices Bulletin**

## **Tagging Defective Equipment and Inoperative Brakes**

### **May 5, 2005**

A recent audit by FRA on our instructions and training relative to the Power Brake Regulations uncovered a deficiency in our process when a rail car has defective air brakes. FRA advises that BNSF has not been granted formal approval of its electronic method of tagging and tracking defective air brake equipment. BNSF has applied to FRA for permission to use electronic tagging and recordkeeping, but until that approval is granted, the Power Brake Regulation requires cars to be reported and tagged by the person discovering the defect or inoperative brake. This would include a train crew member discovering such a defect on a train en route.

While awaiting the approval from FRA for the electronic tagging/tracking method, tags must be physically applied to both sides of the car in addition to recording the defect information on spaces provided on the Train Profile for subsequent crew's that operate the train. The tag has specific information that must be entered on it. This same information will need to be provided the NOC Mechanical Desk so that the information can also be recorded in our database electronically. These items are:

- Reporting Mark and Number of the defective locomotive or car (example- BNSF 601234)
- Name of the inspecting or discovering Railroad (example- BNSF Railway)
- Name and Job Title of Inspector (example- A. Blackburn, Conductor)
- Inspection Location and Date (example- Harlem, MT 04/25/05)
- Type of Defect (example- Brake was cut out because it would not release)
- Movement Restrictions (example- None)
- Repair Destination (example- Havre, MT)  
Note: Mechanical Desk will advise on location
- Signature (example- A Blackburn)

A "Defective Air Brake Equipment Tag" (#14300140) has been developed for this specific application. It may not be readily available at the time this bulletin is issued, but it is still a requirement to tag a car with defective air brakes. In the interim, use the back side of either the Non-complying locomotive tag or the Out of Service tag found on the locomotive or in the crew packs to record the required information outlined above.

Depending on the type of tag used and the equipment on car, the tag can be placed in the card holder or attached via self adhesive backing or tie on each side of the car.

Further instructions will be provided once the electronic tagging process has been approved by FRA.