

UNION PACIFIC RAILROAD COMPANY
HOUSTON COMPLEX SUPERINTENDENT BULLETINS

SB#	Eff Dt	Category / Purpose
231	08/01	9-LOCOMOTIVE, CAR AND EOT-UPDATED SECTION I: LOCOMOTIVE TERMINAL

UNION PACIFIC RAILROAD COMPANY

HOUSTON COMPLEX SUPERINTENDENT BULLETIN NO. - 231

PURPOSE: 9-LOCOMOTIVE, CAR AND EOT-UPDATED SECTION I: LOCOMOTIVE TERMINAL SHUTDOWN REPORTING

EFFECTIVE DATE: 0923, August 01, 2026

CANCELLATION DATE: 2359, December 31, 2026

CANCELLATIONS: Bulletin #191

SECTION: A
AMENDED:
SUBJECT: Locomotives Cab Air Conditioning (A/C)

Cab Air Conditioning – the following applies between May 1st and October 15th of any given year. When possible, trains will have a functioning air-conditioned locomotive cab in the lead position when there is a functioning A/C locomotive unit in the consist available for use. Crews on through trains with a functioning A/C unit in their consist, and not in the lead position, may switch an A/C unit to the lead position if there are no other operational considerations such as PTC, DPU or ACS requirements. Prior to making such a turn on the locomotives within the consist, the crew must contact the Train Dispatcher and arrange for an appropriate location & time that will have the least impact on overall train operations / velocity. If another locomotive with a functioning A/C is not available in the consist, the train will proceed.

SECTION: B
AMENDED:
SUBJECT: Locomotive Supplies

Cab Supplies - Any crews being transported to a train online are required to bring ice and drinking water from their respective on-duty location.

Required supplies for a locomotive are:
Six (6) Fusees
One (1) Red flag
One (1) First Aid Kit for entire Locomotive Consist
One (1) Each type "E" & "F" Knuckle
Fire Extinguisher
Air hose
Air hose wrench

SECTION: C
AMENDED:
SUBJECT: EOT – Placement of EOT Devices

If any crew member has to remove an EOT from a train or locomotive, the EOT must be placed in designated locations:

- Locomotive knuckle,
- Contact Car Department to pick up the EOT,
- Crew vans for safe travel back to a designated location,
- EOT racks at designated locations.
- It will be the crew's responsibility to make sure the EOT device is picked up and does not create any tripping hazards.

SECTION: D
AMENDED:
SUBJECT: Fuel Conservation & Locomotive Interchange Reporting

When locomotives are delivered to or received from Foreign carriers in run through service, engineers are required to report Fuel levels for all units in their lead consist. For Interchange deliveries, the reporting location will be the delivery location. For Interchange receipts, the reporting location will be the receipt location. Fuel level information is to be entered into the tie-up function or daily locomotive inspection report using the =ON function.

SECTION: E
AMENDED:
SUBJECT: Originating Trains, Yard Jobs, & Locals

Prior to the end of tour of duty, all yard jobs & locals are required to verify their power to the train for the following day. Yardmasters or local managers must ensure all originating trains, yard jobs & locals have power assigned at least two hours prior to the crew's on-duty time. Unless one of the exceptions listed in SSI Item 10B applies, a PTC equipped engine should be the lead unit for all low horsepower engine consists.

SECTION: F
AMENDED:
SUBJECT: GE EVO Locomotives

General Electric EVO Locomotives listed below have the potential to leak fuel for an extended amount of time. The problem is being addressed by the manufacturer. Until resolved, locomotives UP 7925 through UP 8052 must be shut down if any fuel leak is visible or suspected. Notify the dispatcher and apply a non-complying tag to the isolation switch.

SECTION: G
AMENDED:
SUBJECT: Fuel Level Reporting for Locomotives

Engineers must report to the train dispatcher fuel levels of less than 1000 gallons on any locomotive in their consist when they take charge of the consist. (Unless previously reported by previous engineer)
This requirement includes reporting the fuel gauge readings on all locomotives when leaving a consist unattended outside a terminal location.
Engineers who deliver or take charge of their trains at customer facilities (rock, sand, coal, sand, etc.), must report fuel levels to the dispatcher.

SECTION: H
AMENDED:
SUBJECT: Yard, TSE & Locals – Engineer Instructions

After initial job briefing and review of paperwork, an Engineer will then proceed to inspect their locomotive(s) assigned to their job. The Engineer will start the locomotive(s), stay with the power, and be prepared to perform service upon the trainman(s) arriving with work order and / or switching begins.

SECTION: I
AMENDED:
SUBJECT: Fuel Conservation Terminal Shutdown

Effective immediately: All locomotive engineers are required to log on to "go/shutdown" from a UP-computer terminal prior to tie-up any time locomotives in their charge were not shut down prior to end of shift. Simply type in go/shutdown in the web browser and complete. Failure to comply with these instructions and/or non-compliance with fuel conservation rules could result in CAPS charge.

All terminating trains that stop inside the below listed limits for a period of 30 minutes or more are instructed to shut down all trailing units for Fuel Conservation. (Remote DPU units will remain running)
All outbound TSE's, Yard Hostlers, or yard crews will shut down any trailing locomotives of a light engine consist / outbound train that do not or will not depart within 30 minutes. This also applies to crews bringing power out of the locomotive facilities.
All yardmasters are instructed to advise locomotive employees to shut down power inside the locomotive facility if hostlers / crews will not move out of the locomotive facility within 30 minutes.
All outbound crews that do not depart or stop for 30 minutes or more within the below listed limits will shut down the trailing locomotives in the lead consist and SDC will provide notification for anticipated movements.

The limits (anywhere within) are:
Palestine subdivision – McGowen (mp 224.9)
Lufkin subdivision – Winfield Rd. (mp 9.98)
Houston subdivision (west) – Eureka Jct. (mp 366.6)
Houston subdivision (east) – Fauna (mp 348.2)
Strang subdivision – Central Street (mp 7.07)
Eureka Subdivision – (mp 10)
Houston West Belt subdivision – Cullen Blvd (mp 235.10)
Houston East Belt subdivision – Lawndale Blvd (mp 10.01)
Harrisburg subdivision – W/E Stella (mp 10.6)
Galveston subdivision – Howard Drive (mp 7.36)

SECTION: J
AMENDED:
SUBJECT: Locomotive Fires & Smoke

In the event of a locomotive or equipment fire, smoke, or unusual smell affecting the inside of your controlling locomotive or cab, your first priority is to remove yourself from the possible hazard as quickly & safely as possible.

Never attempt to fight a fire unless a co-worker or other person is physically on fire. Union Pacific provides locomotive mounted fire extinguishers and trains you on how to use them for that reason. Please allow for the First Responders & Fire Personnel to do their job and contain any fire if possible.

The following steps will assist as a guideline in case any situation with fire or smoke may arise:
Ventilate – Stop – Get Away – Notify

Ventilate: If the source of the odor is from within the cab of the locomotive, someone other than the controlling engineer should open the windows and rear locomotive door (if safe to do so) to allow fresh outside air to flow through the cab. If the source such as diesel exhaust originates outside the cab, ensure all windows and doors are closed, turn off air conditioning, and close ventilation doors to minimize the possibility you might be exposed to the odor source.

Stop: Stop your movement consistent with good train handling at a safe location outside of tunnels, if possible, where you can safely disembark. Be sure the automatic is in full service and independent brakes are fully applied to prevent undesired movement.

Get Away: Leave your baggage and depart the locomotive. Immediately move yourself to a safe location upwind and away of the hazard.

Notify: Using any method available, including a cell phone, notify the train dispatcher, manager, and / or RMCC at (888) 877-7267 to report the condition. Once you are in safe position you should consult with your manager about safely securing your train including depressing the fuel cut off switch to shut down the locomotives until help can arrive.

SECTION: K
AMENDED:
SUBJECT: Distributed Power Communication Loss

If distributed power communication loss exceeds 16 minutes and 30 seconds as indicated by the control console for DP locomotive, comply with the following instructions.

Stop your train using proper train handling techniques and visually verify from controlling remote(s) (RC,1C), the DP link is still established. If operating on a mountain grade, move a train length to attempt to reestablish communication or move a sufficient distance to clear the obstruction (tunnel, bridge, etc.). If the train is stopped and a communication loss occurs, proceed a sufficient distance to attempt to reestablish communication. If communication is not established, stop and visually verify from the controlling remote locomotive (RC) the DP link is still established prior to

moving again. Contact the train dispatcher and report "Loss of Communication" to the Locomotive Mechanical Help Desk. If it is determined the train has become unlinked, secure the train and attempt to re-link. If it is determined the train has not become unlinked, contact the Locomotive Mechanical Help Desk to resolve the DP communication issues.

SECTION: L

AMENDED:

SUBJECT: Southern Region PTC, EMS, and Road Shutdown (RSD) requirements

Southern Region PTC, EMS, and Road Shutdown (RSD) requirements. The following requirements are in addition to the applicable rules and in no way change the rule requirements:

EMS:

The following are required when complying with rule 31.8.7 (part C). EMS Login is always required if available and operative. EMS Auto Control utilization is also always required when available with the following exceptions:

- A safety situation prevents utilization.
- Enroute Failure.
- Authorized by Dispatcher/OPCC (Control number required in feedback).
- Authorized by Form C (Form C number required in feedback).

Rule 31.8.7 (part C), requires reporting any EMS failure/non-compliant trip at tie-up. This reporting will include the reason the engineer did not use the EMS system. The engineer is required to categorize the issue by selecting the correct item from the drop-down menu and entering detailed feedback in the free form text box in the EMS reporting screen.

Road Shutdown:

Rule 31.8.7 (part B) requires any locomotives listed as Dead Good (DG) that are used for power to be reported using the locomotive inspection reporting process at tie-up. This will include using any locomotive not shown to be used for power on your paperwork, in any status. This reporting will include the correct category to be selected, and detailed comments explaining why the locomotive was used in contradiction of the DG status in the space provided. If the "dispatcher" category is selected, a control number is required. If allowed by form C, the form C number is required in the detailed feedback.

PTC:

Trains must not be operated in PTC territory without PTC unless otherwise authorized by rule, special instructions, or the train dispatcher. Additionally, SSI Item 10B (2) requires engineers to submit PTC feedback to report any PTC Braking Enforcements, Initialization or Enroute failures. This reporting will include correct categorization by selecting the correct item from the drop-down menu and detailed comments explaining the event typed by the engineer in the space provided.

PTC and EMS Training Assigned:

All assigned PTC and or EMS training modules (CBT's) are required to be completed in the calendar month the training is assigned. Consideration will be given for Leave of absences, vacation, etc. If reasons exist that will inhibit an employee's ability to complete assigned training the employee must communicate with the assigned employee manager.

Section: M

Amended: 8/26/2025

Subject: LOCOMOTIVE FAULT ALARM RESPONSE

When a locomotive fault occurs, and an alarm bell sounds on lead locomotive the train is allowed to continue while contacting the Dispatcher and Mechanical help desk for instructions provided:

- The alarm bell is silenced through the display screen, not the alarm toggle switch.
- The on-screen fault message does not show a "locked axle" fault.
- The lead locomotive is not the only working locomotive.
- The lead locomotive is not completely shut down when the temperature or weather conditions do not allow crew safety to be maintained in the locomotive cab.
- TPA limit will not be exceeded for any route segment up to the next crew change location.

SIGNATURE: BRIAN MCGAVOCK
SIGNATURE TITLE: GENERAL MANAGER