Brightline Movement Instructions

Five Brightline Passenger Trains will be moved from California to Louisiana. They will move on the Union Pacific under the following conditions.

- **Operations**
  - Only move in Special Train Service.
  - An MOP will ride each train.
  - A job briefing between the UP train crew and Siemens onboard technician must occur at each crew change. The briefing must include correct radio channel and where the Siemens technician will be located.
  - Speed will be limited to 70 MPH max.
  - The brake pipe must be set at 90 psi.
  - A 2-way EOT will be located on the rear coupler of the rear trainset locomotive.
  - Train should limit or not perform shoving movements. If shoving movements need to be performed, it should be done with the minimum amount of power needed. This equipment does not have alignment control couplers, an employee must observe the coupler between the UP locomotive and the first car.
  - No UP crewmember is allowed to ride on or in the Brightline Equipment. If necessary to make a shoving move, UP conductor may ride inside the rear locomotive.
  - Do not shove the train with other equipment. In case of an emergency, a light locomotive may be coupled to the rear.
  - The trainset is a drawbar connected trainset (passenger locomotive+4 coaches+passenger locomotive), each trainset weighing approximately 511 tons and measuring 488 feet overall. The trainset locomotives and coaches are not intended to be uncoupled and separated enroute.
  - Any questions about (or technical issues regarding) the trainset should be directed to the onboard Siemens technician.
- **Air Brakes**
  - This is an extended haul train. Rule 30.3.5 will apply.
  - The train will have an Initial Term Class 1 Air Brake test at Origin, as outlined in Rule 30.10.1.
  - The Siemens technician should assist with and participate in all air brake inspections.
  - The Brightline equipment is equipped with electric parking brakes that are located inside the equipment and set and release on each car.

- The Siemens passenger locos (1 at each end of the trainset) have air brakes set for Dead Engine. Engineer on the UP SD70M moving the trainset cannot bail off the brakes on the trainset locomotives. Trainset brakes are also set for Direct Release (not Graduated Release/Passenger). Trainset is equipped with disc-type brakes.

- **Hot Box Detectors**
  - This train is equipped with axle roller bearings that may not scan properly at Hot Box Detectors. The train is equipped with an onboard bearing temperature monitoring system.
  - If any Hot Box Detector or other wayside detector requires the train to stop, notify the dispatcher and consult with the Siemens technician on corrective actions.
- **Securement**
  - If required to secure the train, notify the Siemens personnel who will assist in securing the train. The following procedures will apply for securement:

  - **Primary Method:**
    - Secure handbrake on UP locomotive
    - Release the Independent and Automatic brakes
    - Verify the Locomotive handbrake will hold the train
    - If the locomotive handbrake is sufficient
    - Reapply the independent Brake and make a 20lb Automatic Brake pipe reduction
    - If the Locomotive Brake will not hold you must do the Secondary Method Below:

  - **Secondary Method:**

    - If the Primary Method does not hold the train
    - Reapply the Independent Brake
    - Place the train in Emergency with the Automatic Brake handle
    - Close the angle cock between the Locomotive and the First car in the Consist
    - Recover the Air on the Locomotive
    - Apply the Handbrake on the locomotive
    - Release the Automatic and Independent Brakes on the Locomotive
    - Verify securement
    - If securement is sufficient; Reapply the Independent Brake and Make a 20lb Brake pipe reduction.
    - The angle cock will remain closed between the Locomotive and 1st car.
    - On the Securement Check List note the time the train was placed in Emergency, that the angle cock is closed and that there is no air on the cars.
    - If more than 4 hours pass, the train will require an Initial terminal test. Mechanical personnel assist with this test.
    - When putting air back in the cars you must follow the initial charge procedure outlined above prior to performing the air brake test.

FRA in Washington DC is aware of and has approved these trainsets for transportation to Florida. If any FRA personnel take exception to any features on these trainsets (which cannot be resolved immediately and locally), ask the FRA person to immediately contact Harold Weisenger, FRA Washington DC, cell phone 202-713-8702.