



BRC GENERAL NOTICE

#2025 - 006

Effective 0001 Thursday November 13th, 2025.

To: ALL Employees.

Subject: Operation of Skate Retarders in East Classification Yard.

Skate Retarder Operation – East Classification Yard

The new Skate Retarders are now installed and operational on tracks 00 through 23 in the East Classification Yard (ECLS). The previous retarders (Inerts) which were spring operated remain in place but are no longer reliable for equipment securement on tracks 00- 23 ECLS. The new system, controlled by the West Hump Foreman via the Train Yard Tech (TYT) system, applies retarding force to the inside of both wheels on each axle by Hydraulic means and acts as mechanical brakes for securement of equipment.

Skate Retarders can be **closed** (retarding state) or **open** (non-retarding state) at any time by the West Hump Foreman, regardless of track protection status, Hump Foreman must not open a Skate Retarder when equipment is located within the Skate Retarder, except for conditions stated below. Track protection may be requested in accordance with CGOR 7.13 for various reasons, when track protection is established, the Skate Retarder position will not change. If the Skate Retarder is placed in the **open** position on a track that doesn't currently have Track Protection established, the switch at the hump end will automatically be lined away from the track by the TYT system, unless a "Trim" route was established into that track.

Blocking Procedure

After a crew / employee has been provided with track protection, the Hump Foreman can change the position of the Skate Retarder to **open**, under the following conditions.

- Crew has coupled their locomotive to the cars on the track or is in position at the Skate Retarder (cars are west of the retarder).
- On Track Equipment (High-Rail, Tamper, Etc.) can traverse through the Skate Retarder.
- When requested by Signal Department for maintenance or testing of the Skate Retarder.

Transportation employees coupling or leaving tracks must request the Skate Retarder to be **closed** prior to cutting away from the cars on the track. Testing securement of equipment within the Skate Retarder is required, the use of Skate Retarder for securement in tracks 00-23 ECLS is the primary method, in the event equipment is left west of the Skate Retarder BRC TTSI / GCOR 7.6 applies.

Employees need to be aware that once the Skate Retarder is placed in the **open** position by the West Hump Foreman, equipment has the possibility of free rolling and crew members should remain alert for any unexpected movement.

End of General Notice

Chris Gorski
Assistant Superintendent of Transportation

BRC General Notices in Effect:

Year of Issuance	Numbers
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