

Division Operating Officers

Brush/Front Range Subdivision

G.M. Shymanski Roadmaster (303) 480-6413

Casper

L.D. Fransen Roadmaster (307) 472-8246

R.L. Harrison Road Foreman Engines (307) 472-8221

Cheyenne

B.R. Owens Trainmaster (307) 276-2221

S.J. Petersen Roadmaster—Cheyenne (307) 276-2246

Denver

F.J. Bennett Trainmaster-Term. (303) 480-6447

M.F. Boyd Trainmaster-Term. (303) 480-6447

..... Asst. Div. Engineer (303) 480-7416

J.D. Danko Trainmaster-Term. (303) 480-6447

E.K. Earle Roadmaster (303) 480-6251

E.C. Gallagher Div. Maintenance Engineer (303) 480-6393

R.L. George Trainmaster-Term. (303) 480-6447

R.D. Gorsage Supt. Operations (303) 480-6380

W.P. Herrin Director Administration (303) 480-6227

J.S. Locascio Terminal Trainmaster (303) 480-6447

M.J. Maruniak Terminal Trainmaster (303) 480-6447

K.R. Matzick Road Foreman (303) 480-6222

T.I. McCann Trainmaster (303) 480-6391

K.P. Murray Terminal Manager (303) 480-6542

W.N. Niemi Mgr. Safety and Rules (303) 480-6314

M.D. O'Brien General Foreman (303) 480-6349

E.E. Percival Terminal Manager (303) 480-6342

J.T. Perdw Terminal Superintendent (303) 480-6224

C.L. Smith Trainmaster-Term. (303) 480-6447

H.J. Stoppelcamp Asst. Roadmaster (303) 480-6367

J.D. Trammell Road Foreman (303) 480-6265

T.J. Wagner Terminal Manager (303) 480-6528

A.E. Wolfe Trainmaster (303) 480-7413

Grand Junction

C.E. Nance Road Foreman (303) 480-7418

Greybull

F.J. Breen Roadmaster (307) 542-2235

L.W. Reichardt Trainmaster (307) 765-4255

McCook

J.H. Havens Roadmaster (308) 345-5972

Pueblo

S.L. Cruz Asst. Term. Trainmaster (719) 549-3524

D.A. Durkin Terminal Manager (719) 549-3525

J.E. Easley Roadmaster (719) 549-3528

L.R. Guerrero Asst. Roadmaster (719) 549-3510

D.L. Markley Road Foreman (719) 549-3560

J.C. Prutch Asst. Term. Trainmaster (719) 549-3524

L.J. Youngblood Asst. Term. Trainmaster (719) 549-3524

V.V. Waller Asst. Term. Trainmaster (719) 549-3524

Sterling

J.W. Hartwig Trainmaster (970) 277-2221

Trinidad

E. Muniz Asst. Roadmaster (719) 846-8147

W.D. Myers Roadmaster (719) 846-8146

K.L. Rethwisch Road Foreman Engines (719) 846-8122

B.A. Turner Trainmaster (719) 846-8121

Division Safety Hotline (303) 480-7475

BNSF



Colorado Division

Timetable No. 4

IN EFFECT AT 0001

Mountain Continental Time

Sunday, May 30, 1999

Division Superintendent

F.W. Comiskey

Denver, Colorado

(303) 480-6221

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Akron Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	7,851	20724	287.8	McCOOK	BT		CTC	2	12.2	
	6,584	20735	300.0	CULBERTSON	J				8.5	
	7,022	20745	308.5	TRENTON					11.9	
	6,650	20757	320.4	STRATTON					10.3	
	6,779	20767	330.7	MAX					8.4	
	7,270	20775	339.1	BENKELMAN					10.4	
	7,017	20785	349.5	PARKS					11.6	
	6,716	20797	361.1	HAIGLER					15.9	
	9,140	20813	377.0	WRAY					8.6	
	6,426	20821	385.6	ROBB					6.6	
	7,101	20828	392.2	ECKLEY					13.3	
	6,716	20841	405.5	YUMA					8.5	
	6,658	20850	414.0	CALHOUN					9.0	
	6,674	20859	423.0	PLATNER					7.8	
	8,231	20867	430.8	AKRON					13.5	
	5,718	20880	444.3	PINNEO					8.9	
			453.2	EAST BRUSH	JT				165.4	

See Item 1 of the System Special Instructions for additional speed restrictions.

- Bridge and Equipment Weight Restrictions**
Maximum Gross Weight of Car:
 McCook to East Brush 143 tons, Restriction A
 Six-axle locomotives and six axle derricks exceeding 165 tons not permitted on the following tracks:
 Wray—Mill track

- Type of Operation**
CTC—in effect:
 MP 287.8 to MP 453.2

- General Code of Operating Rules Items**
Rule 6.19—When flagging is required, distance will be 2.0 miles.

- Rule 10.2**—Main track switches not equipped with electric locks:
 MP 298.81 Culbertson—east house track switch
 MP 299.15 Culbertson—west house track switch
 MP 320.89 Stratton—east house track switch
 MP 321.21 Stratton—west house track switch
 MP 366.03 Sanborn—east house track
 MP 377.64 Wray—city track
 MP 398.32 Schramm—east house track
 MP 398.52 Schramm—west house track
 MP 398.58 Schramm—M&M Fertilizer
 MP 430.35 Akron—Farmers Coop
 MP 430.34 Akron—M&M Coop

Rule 15.1—Eastward Amtrak crews (NRPC) going on duty at Denver must obtain track warrants showing track bulletins in effect on the Colorado Division—Brush and Akron subdivisions and Nebraska Division—Hastings Subdivision.

Westward Amtrak crews (NRPC) going on duty at Lincoln must obtain track warrants showing track bulletins in effect on the Nebraska Division—Hastings Subdivision and Colorado Division—Brush and Akron subdivisions.

- Trackside Warning Detectors (TWD)**
 - Protecting bridges, tunnels or other structures: None
 - Other TWD locations
 MP 312.0—Recall Code 218
 MP 343.8—Recall Code 228
 MP 368.7—Recall Code 238
 MP 400.4—Recall Code 248
 MP 426.6—Recall Code 258

- FRA Excepted Track**—None

- Special Conditions**
Test Mile Locations
 MP 295—MP 296
 MP 425—MP 426
 MP 436—MP 437

Monfort—Locomotives not permitted through dumper or over scale.

Faxing Delay Reports After Being Relieved Online—The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off-duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

Radio Channel No. 70 in service.

From McCook to MP 288.25 is under the jurisdiction of the Nebraska Division.

Radio Call-In		
Culbertson - 21(X)	Benkleman - 22(X)	Wray - 23(X)
Yuma - 24(X)	Akron - 25(X)	Brush - 26(X)
Merino - 20(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
 (817) 234-6051, Fax (817) 234-6072

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
McCook to Brush Center	79 MPH.	60 MPH.

1(B). Speed—Permanent Restrictions

MP 287.8 to MP 288.2	30 MPH.	30 MPH.
MP 288.2 to MP 288.9	60 MPH.	
MP 430.5 to MP 431.5	50 MPH.	40 MPH.
MP 431.5 to MP 434.0	60 MPH.	50 MPH.
East Brush to Brush Jct.	35 MPH.	35 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts entering sidings unless otherwise designated	20 MPH.	20 MPH.
Trains departing sidings on a proceed signal indication, only after engine has passed signal:		
Trains under 100 TOB	30 MPH.	30 MPH.
Trains 100 TOB and over	25 MPH.	25 MPH.

1(D). Speed—Other

McCook—Long siding	20 MPH.	20 MPH.
Siding at Pinneo	10 MPH.	10 MPH.
Loaded unit coal trains must not operate on the following sidings: Trenton, Stratton, Haigler, and Pinneo.		

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:
 MP 299.0 to MP 302.0
 MP 330.0 to MP 340.0

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F			Cold Weather When temp. is -10 degrees F or colder	
	Freight	Pass.		Freight	Pass
Akron	30		Trains 100 tons O/B and over	30	
	45		Freight trains up to 100 tons O/B	45	
	45		Empty coal trains	45	
		65	Passenger trains		65

8. **Line Segments**
Yard Line Segments
Line Segment Limits
 902 McCook

- Road Line Segments**
Line Segment Limits
 2 McCook to East Brush

9. **Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
20729 Perry	4.6 west of McCook	60	Both
20802 Sanborn	5.1 west of Haigler	12	East
20832 Monfort	4.4 west of Eckley	80	Both
20834 Schramm	6.2 west of Eckley	11	Both
20846 Hyde	5.7 west of Yuma	12	East
20853 Otis	3.3 west of Calhoun	59	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Brush Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		84081	115.1	STERLING		BJTR		907		
UP track between Sterling (UP MP 57.7) and Union (UP MP 81.1) will be dispatched by BNSF train dispatchers.										
	8,277		57.5	STERLING		Y			17.8	
	6,910	84100	75.3	MESSEX			ABS TWC		5.3	
		84105	138.6	UNION					2.6	
	7,376	84109	141.2	NEW HILLROSE				21	6.8	
			148.0	BRUSH JCT. To East Brush 0.9		JT			2.0	
	N7,308 S7,112	20891	150.0 454.9	BRUSH CENTER To East Brush 1.7		BJT			1.5	
			456.5	WEST BRUSH					1.5	
		20894	458.0	PAWNEE JCT.		J			6.5	
	6,220	20900	464.3	FT. MORGAN					4.1	
	7,920	20904	468.5	BIJOU					10.5	
	7,012	20915	478.9	WIGGINS			CTC		10.1	
	7,133	20924	489.1	CREST					6.3	
	7,048	20932	495.7	ROGGEN				2	9.9	
	7,101	20941	505.4	KEENESBURG					7.6	
	6,146	20949	513.0	HUDSON					5.5	
	7,191	20954	518.5	TONVILLE					6.0	
	7,613	20960	524.5	BARR					7.4	
	7,656	20968	531.7	IRONDALE					4.9	
		20973	536.9	SAND CREEK		M			2.7	
			539.6	48TH AVE.					1.6	
		20977	541.2	31ST STREET YARD		BT			0.3	
			541.5	23RD STREET		MJ		135	0.6	
			542.1 0.0	20TH STREET			CTC		121.5	

Radio Channel No. 66 in service Sterling to W. Switch Irondale.

Radio Channel No. 39 in service W. Switch Irondale to 20th St.

Radio Channel No. 79 in service Switching Yard (31st and 38th Streets) unless instructed by yardmaster.

Radio Channel No. 78 in service Yard Informational Channel

Radio Channel No. 31 in service Mechanical and MW Employees in Denver Yard (including the locomotive facility).

Radio Channel No. 76 in service Industry Jobs.

Industry Jobs and outbound crews are to use Channel 79 when their train is on other than the main track or Coal 1 and 2. Channel 39 is used for main track and Coal 1 and Coal 2 and Channel 76 when Industry Jobs leave the main track to perform industrial switching.

Radio Call-In		
Brush - 26(X)	Wiggins - 27(X)	Barr - 29(X)
Denver - 31(X)	Keenesburg - 28(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
(817) 234-6052, Fax (817) 234-6073

UPRR Dispatcher
(800) 726-1178

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Sterling to Union	50 MPH.	60 MPH.
Union to Brush Center	79 MPH.	60 MPH.
East Brush to 20th Street	50 MPH.	60 MPH.
Trains 100 TOB and over		60 MPH.
Empty coal trains		60 MPH.

1(B). Speed—Permanent Restrictions

UP MP 56.1 to UP MP 59.1	20 MPH.
MP 149.5 to MP 149.9	20 MPH.
East Brush to Brush Jct.	35 MPH. 35 MPH.
Crossover MP 150.0 to MP 454.9	
Brush Center	20 MPH. 20 MPH.
MP 454.9 to MP 456.5 Track 1	20 MPH. 20 MPH.
MP 506.0 to MP 506.7	65 MPH.
MP 535.3 to MP 537.2 (Eastward trains)	
HER only at MP 535.3	40 MPH. 40 MPH.
Over UP Crossing MP 537.3	30 MPH. 30 MPH.
MP 537.4 to MP 539.6	40 MPH. 30 MPH.
Signal MP 539.6 to MP 541.2	20 MPH. 20 MPH.
Signal 541.2 to 20th Street Crossover	
MP 542.1	10 MPH. 10 MPH.
Through Denver Union Terminal Limits	10 MPH. 10 MPH.
Passenger trains Denver Union Terminal to 31st Street yard via passenger lead	10 MPH.

1(C). Speed—Switches and Turnouts

New Hillrose—Through turnouts and on siding	
Trains under 100 TOB	40 MPH.
Trains 100 TOB and over	25 MPH.
Through turnouts from main track to Coal 1, Coal 2 and south lead at 38th Street	20 MPH. 20 MPH.
Through turnouts entering sidings unless otherwise designated	20 MPH. 20 MPH.
Trains departing sidings on a proceed signal indication, only after engine has passed signal:	
Trains under 100 TOB	40 MPH. 40 MPH.
Trains 100 TOB and over	25 MPH. 25 MPH.
Through turnout East Bijou	25 MPH. 25 MPH.

1(D). Speed—Other

On siding Ft. Morgan	10 MPH. 10 MPH.
Sterling Coal 1 siding and Coal 2 siding	20 MPH.
Market Street Main, east end Nabisco pass and 2300 Walnut (Kaminsky Barrel)	5 MPH.
Denver Coal 1 siding and Coal 2 siding	20 MPH.
Denver 38th St. Yard Track CM38	5 MPH.
Messex	20 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sterling to 20th Street	143 tons, Restriction C
Market Street Line	134 tons, Restriction G
Jersey Cutoff	134 tons, Restriction G

Six-axle locomotives and six-axle derricks in excess of 330,000 lbs. not permitted on the following tracks:

- Brush Center—Oil track
- Moseley—Stock track
- Fort Morgan—South house track and Factory Lead
- Denver—Market Industries
- Sterling—Kugler Fertilizer, Lousberg Elevator, GW Sugar Factory

Other Than Main Tracks and Sidings—Restrict locomotive consists to no more than five locomotives when performing the following tasks:

- Setting out cars or locomotives
- Picking up cars or locomotives
- Switching local industries

High Wide Loads—High wide loads must not use the following tracks:

Siding Fort Morgan, #2 Track Brush and Siding Messex.

3. Type of Operation

TWC—in effect:

UP MP 59.1 at Sterling to MP UP 81.1 CTC Union

Sterling—Westward BNSF and UP trains will receive track warrant and track bulletins via fax machine at Sterling. To report clear on track warrant at CTC Union, crew member must contact Brush Subdivision train dispatcher.

Eastward BNSF and UP trains must contact Brush Subdivision train dispatcher via AAR Radio Channel 66 prior to arrival at Union. Crew member must obtain authority before leaving CTC Union.

CTC—in effect:

23rd St. MP 541.5 to 20th St. MP 541.9

Union to 31st Street Yard

Brush No. 1 track

Yard Limits—in effect:

UP MP 56.1 to UP MP 59.1

Restricted Limits—in effect:

Sterling

BNSF MP 112.2 to MP 115.1 Angora Subdivision (Powder River Division)

BNSF MP 229.4 to MP 225.9 (NKCR)

Restricted Limits are in effect on the NKCR. The limits of these restricted limits are from the switch located on the UPRR main track MP 57.5, MP 229.4 to MP 225.9 on the NKCR. This territory is the responsibility of BNSF, and the territory east of MP 225.9 is the responsibility of NKC Railnet.

Rule 6.28—In effect between 31st Street and begin CTC 23rd Street and between 31st Street and Denver UD (on Passenger Lead). All movements between 31st Street and 23rd Street, and between 31st Street and Denver Union Depot (Passenger Lead) are under the direction of the yardmaster at 31st Street.

Main Track and Coal Track Designation at Sterling—When standing at Ceres Crossing looking east the center track, that is the BNSF Main Track. The track on your left in Coal 1 and the track on your right is Coal 2.

Brush Center—At Brush Center, track warrants and track bulletins will be faxed to trains by the dispatcher.

4. General Code of Operating Rules Items

Rule 6.2—At Denver, eastward trains must obtain track warrant listing track bulletins between Denver and Sterling and between East Brush and McCook on the Akron Subdivision.

Entering Main Track at Sterling—The Brush Dispatcher will control train and engine movements through Sterling. Before entering the main track, comply with Rule 6.2 of the General Code of Operating Rules.

Rule 6.19—When flagging is required, distance will be 2 miles.

Rule 8.3—Sterling—Normal position of main track switches DOES NOT APPLY. Main track switches may be left lined as last used; however, they must be locked at the main track switch located at MP 114.7 main track to Coal 2 and MP 114.0 main track to Coal 1. This switch may be left lined and locked as last used; however, it must be locked. Train must approach these switches expecting to find these switches lined against movement.

Rule 10.2—Main track switches not equipped with electric locks: Roggen—East end and west end of Elevator Track.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 470.7—Recall Code 278

MP 494.1—Recall Code 288

MP 521.9—Recall Code 298

6. FRA Excepted Track

Market Street Line—MP 4.5 to MP 6.5

Stock Yard trackage on the Denver Railway Inc.

7. Special Conditions

Sand Creek—Manual interlocking controlled by UP dispatcher (800-726-1178). MW must obtain permission to occupy interlocking from UP dispatcher.

Jersey Line—Switch #1009 at 38th must be lined for North Lead and properly secured with lock after movement.

Market Street—At Park Avenue/Walnut Street, street circuit activation is 20 feet in advance of engineer traffic control signals. The engineer signal will display a red aspect. After stopping short of the engineer signal but within the circuit activation, go to the engineer signal and push button.

Close clearance—Diesel facility fueling track.

Waste Management—There is no clearance for a man on the side of any car at Waste Management's new dock at 24th and Walnut. Please use extreme caution when switching this industry.

Irondale Auto Facility—The following spotting requirements apply when switching:

1. Railcars must be set no closer than 125 feet from the east and west fences in order to ensure enough room to unload automobiles.
2. There cannot be more than 37 inches between the railcars. A rope measured at 37 inches will be available near the entrance if the facility so the proper distance can be achieved.
3. Railcars with automobiles facing opposite directions must be positioned so autos can be unloaded from both ends of the railcars.
4. To maximize unloading capacity, railcars of the same type and carrying automobiles facing the same direction should be grouped together to minimize the need to separate railcars.

Denver Car Shop—Locomotive bell will be rung continuously while operating on Tracks 121 and 124 adjacent to the car shop area. In addition, when shoving Track 124, place a crew member on the leading car to provide protection through the car shop area. Kicking cars into the Rip Track is not allowed. While spotting cars into Tracks 122 and 123, cars are to be shoved to a coupling or spot.

Denver—When shoving in yard, cars must be stretched prior to shoving track to clearance point on the opposite end of the yard to eliminate roll-out potential.

When switching Salt Mine Switching Lead, any switch cut will be limited to 25 cars or 3000 tons or 1,800 feet. Limits may be exceeded for shove movements only. Any switch cut longer than 25 cars or 1,800 feet must use the corridor. There will be a limit of two locomotives on any switch cut. All inbound trains that are required to be doubled over must use the corridor, rather than the wye bridge route. Any bad order cars to be set out of outbound trains can be done only if the train does not pull around the wye bridge.

When working in the UPRR North Yard or 36th St. Yard, all switches are to be treated as rigid switches. Any variable switches must be lined by hand for the intended route.

All inbound trains arriving Denver must notify the lead carmen on Channel 31 and advise the units used on the EOT battery.

When coupling tracks, crews will notify other end yardmaster of tracks to be coupled. When engine is in the track to couple, line the switch away and place one of the following forms of protection on the switch handle:

1. Yellow Strobe Light
2. Out of Service Tags
3. Track Occupied Magnet

Protection will be removed only by the craft that placed the protection. Employees finding switches protected by yellow strobe light, out-of-service tags, or track occupied magnet will not change position of switch. Yardmasters are responsible for ensuring that protection is provided at both ends of a track being coupled, and once notified by the switch crew that coupling is complete, must ensure that protection is removed from both ends of the track.

Sterling—Crews that deliver train C-BAMWAG to the NKCR must call Field Support at 317-6177 and notify them of the time the train has been delivered.

When deadheading from outlying terminals/points, the following locations will serve for pool placement (time arrived) for all pool service, assigned locals, extra boards, etc., for which Sterling is a terminal. Arrival points for show in times at Sterling are as follows:

- From West (Denver)—West siding switch UPRR
- From East (Alliance, Guernsey)—MP 112.3 East Sterling
- From East (Hi-Line)—Main Track switch UPRR
- All DH-HOS, Transports—Depot at Sterling

In the event that more than one crew or crew members arrive at the same time from the same outlying terminal, it will be the conductor's responsibility to ensure that there is at least one minute difference in the time the crews show their arrival time. This time can be determined by the call (on-duty) time shown at the away-from-home terminal. The crew that was called first will show in and then the crew called second or third will show in at least one minute behind the first crew. This is to ensure proper poll/board placement.

When reporting for duty at Sterling, if track warrants and track bulletins for your train are not available at your on-duty time, immediately call the appropriate dispatcher:

- Brush Subdivision Dispatcher—234-6052
- Angora Subdivision Dispatcher—234-6183

If track warrants and bulletins are not received within 10 minutes, contact the appropriate chief dispatcher:

- Brush Subdivision Chief—234-7361
- Angora Subdivision Chief—234-1240

Prior to tying up, call the Brush Dispatcher and advise of yard status.

Trains must not be left blocking Ceres Crossing. When yarding trains on Coal 1, Coal 2 and the BNSF Main, conductors must ensure that their train is clear of the crossing circuits at Ceres. If necessary, conductors will use the yard van to make sure that trains are not fouling the crossing circuits or fouling Ceres Crossing.

Pawnee Power Plant—The Pawnee Power Plant has installed a private lock on the north access gate. All crews handling coal trains destined for Pawnee will be required to contact the plant on Channel 66 prior to their arrival at Pawnee Junction, advising them of your location so they can unlock the gate. Crews handling empty coal trains from Pawnee must ensure from the tower that the gate is unlocked and open prior to their departure.

Crews handling coal trains into Pawnee Power Plant must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch-toning Field Support on the radio or calling (817) 317-6207.

Boeing Trains—Prior to departing on-duty points, all Boeing trains must be inspected by the outbound conductor prior to departing the yard. The outbound conductor must walk both sides of the train, looking for any visible damage or signs of sideswiping. If any damage is noted, the dispatcher/yardmaster must be notified immediately. The time and comments regarding the inspection must be noted on the delay report.

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F			Cold Weather When temp. is -10 degrees or colder	
	Freight	Pass.		Freight	Pass.
Brush	30		Trains 100 tons O/B and over	30	
	45		Freight trains up to 100 tons O/B	45	
	45		Empty coal trains	45	
		65	Passenger trains		65

8. Line Segments

Yard Line Segments

Line Segment	Yard
496	Jersey Cut Off
901	38th to 31st Street
904	Market Street Line
907	Sterling
908	Brush
21	Sterling to Brush Center
2	Brush Center to 31st St. Yard
135	31st St. Yard to 20th Street

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
84109 Old Hillrose	3.8 west of Union	30	East
20894 Pawnee	1.0 west of Pawnee Jct.	370	East
20898 Moseley	4.1 west of Pawnee Jct.	68	West
20899 Excel	5.0 west of Pawnee Jct.	30	West
20901 F. Morgan Sugar Factory	Ft. Morgan		East
20949 Rescar	0.8 east of Hudson		Both
20971 Commerce City	3.5 west of Irondale	35	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Casper Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			133.2	BRIDGER JCT.	J	CTC			1.2	
5,628	32167	134.4		ORIN					14.4	
3,750	32182	148.8		DOUGLAS					9.8	
5,490	32192	158.6		RICHARDS					12.5	
	32205	171.0		CLAYTON	J				7.2	
5,492	32212	178.2		GLENROCK					24.0	
	32236	202.2		CASPER	BR				11.1	
5,726	32247	213.0		BISHOP					10.6	
4,100	32257	223.9		BUCKNUM					17.6	
7,990	32275	241.5		POWDER RIVER					19.0	
6,600	32294	260.4		ARMINTO					13.5	
3,660	32307	273.8		MADDEN					17.2	
6,402	32325	290.4		GATE					13.4	
	32338	303.9		SHOBON	JR				0.5	
8,400	32339	304.0		BONNEVILLE	BR				10.8	
5,027	32349	314.7		PIPER					8.0	
4,345	32358	323.2		DORNICK					8.7	
2,687	32366	331.7		MINNESELA					4.4	
4,750	32370	336.0		THERMOPOLIS	B				7.1	
2,654	32377	343.1		LUCERNE					4.9	
3,621	32382	348.0		KIRBY		TWC			11.8	
7,551	32394	359.9		PULLIAM					8.5	
1,565	32403	368.4		WORLAND					7.8	
	32411	376.7		DURKEE					11.1	
3,435	32422	387.2		MANDERSON					8.9	
	32431	396.2		BASIN					7.8	
4,630	32438	403.9		GREYBULL	BR				11.5	
4,203	32450	415.3		SPENCE					6.6	
3,616	32456	422.0		HIMES					9.8	
7,113	32466	431.7		KANE					9.9	
	32476	441.7		LOVELL					5.4	
4,488	32481	447.2		COWLEY					5.8	
4,044	32487	452.9		DEAVER					6.3	
5,242	32493	458.9		FRANNIE	BJT				6.1	
1,826	32500	465.2		WARREN					10.8	
8,115	32511	476.1		WADE					10.7	
2,203	32521	486.8		EAST BRIDGER					6.9	
5,014	32528	493.7		FROMBERG					12.4	
5,247	32541	506.1		SILESIA					8.4	
	30855	514.47		LAUREL	JR				382.3	

Radio Channel No. 70 in service Bridger Jct. to Casper.
 Radio Channel No. 78 in service Casper to Laurel.
 Radio Channel No. 66 in service in Greybull Yard Radio.
 Radio Channel No. 76 in service in Casper Yard.

Radio Call-In		
Douglas - 61(X)	Glenrock - 64(X)	Casper - 53(X)
Powder River - 46(X)	Arminto - 57(X)	Lysite - 49(X)
Boysen - 54(X)	Thermopolis - 59(X)	Copper - 51(X)
Worland - 56(X)	Greybull - 58(X)	Sheep Mountain - 52(X)
Frannie - 50(X)	Basin - 48(X)	Laurel - 53(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Casper to Laurel—(817) 234-6053, Fax (817) 234-6067
 Bridger Jct. to Casper—(817) 234-6054, Fax (817) 234-6075

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Bridger Jct. to Laurel	49 MPH.
Trains 100 TOB and Over	40 MPH.

1(B). Speed—Permanent Restrictions

MP 316.4 to MP 338.5	30 MPH.
MP 413.5 to MP 414.4	30 MPH.
MP 423.4 to MP 424.0	10 MPH.
MP 424.0 to MP 425.0	30 MPH.
MP 438.6 to MP 438.9	35 MPH.
MP 498.1 to MP 498.4	40 MPH.
MP 501.4 to MP 501.6	30 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

All sidings 10 MPH.
 Sidings—Trains 100 TOB and over 5 MPH.
 Exception: Powder River, Arminto, Bonneville,
 Pulliam, Kane, and Wade 10 MPH.
 Item 1 A of the System Special Instructions applies and includes all trains
 consisting of empty equipment.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Bridger to Laurel 143 tons, Restriction C

Not more than one six-axle locomotive or six-axle derrick permitted on the following tracks:

- Worland—Crown Cork and Seal Track
- Himes—Georgia Pacific trackage

3. Type of Operation

TWC—in effect:

Bridger Jct. to Laurel

Casper—Eastward trains at Casper must obtain an additional track warrant from Powder River, Canyon subdivision dispatcher for movement on the Canyon subdivision.

CTC—in effect:

Bridger Jct.

Restricted Limits—in effect:

Orin	MP 133.2 to MP 136.0
Casper	MP 196.5 to MP 206.0
Bonneville	MP 303.6 to MP 306.5
Greybull	MP 402.6 to MP 406.5
Laurel	MP 513.2 to MP 514.47

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—MRL responsibility MP 514.47 to and including Laurel Yard. Rule 6.28 applies to Main Track.

Rule 8.3

Orin—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 134.5 and MP 135.61. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

Casper—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 200.9 and MP 202.3. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

Bonneville—Normal position of main track switches does not apply at the main track switches located at MP 304.1 and MP 305.7. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

Greybull—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 403.4 and MP 405.1. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

Rule 8.20—Derail Location and Position

Douglas—Derails installed on west end of siding.

Clayton—East end.

Bucknum—East end.

Madden—West end.

Dornick—West end.

Minnesela—West end.

Lucerne—East and west ends.

Kirby—East and west ends.

Worland—East and west ends.

Manderson—East and west ends.

Fromberg—Derails installed on east and west ends of sidings.

Spence—Derails installed on the east and west ends of siding (Station MP 416).

Himes—East and west ends.

Deaver—East and west ends.

Warren—East and west ends.

East Bridger—East and west ends.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 153.5—Recall Code 618

MP 183.3—Recall Code 648

MP 231.7—Recall Code 468

MP 286.7—Recall Code 578

MP 310.5—Recall Code 518

MP 339.6—Recall Code 598

MP 392.5—Recall Code 588

MP 440.0—Recall Code 528

MP 460.9—Recall Code 508

6. FRA Excepted Track—None

7. Special Conditions

At all industries, loaded cars scheduled for pickup will be inspected by ground service personnel. If found to be leaking, they are to be left at the plant. Report the car as bad order, so that repairs can be made before pickup.

Dave—The following Pacific Power tracks must not be used without authority of train dispatcher:

- Track No. 1 beyond 1000 feet south of No. 1 track switch.
- Track No. 2 and Track No. 3 beyond switch to the south leg of wye.
- The south leg of wye.

Switch lock has been installed on lead switch and is to be lined and locked for Dave Johnson movement after picking up or setting out.

Casper—On Transfer Track No. 2, 1st Street Crossing, pull one (1) set of trucks past crossing signal start sign and wait for crossing gates to become fully descended before occupying the crossing.

Crossing protection at West Yellowstone Highway on UP Transfer is ineffective; be governed by Rule 6.32.2.

Cars must not be left on track serving Black Hills Bentonite Company, MP 203.7, between main track switch and derail location 529 feet west of main track clearance point.

Trains arriving or departing Casper, when clerk is not on duty, must notify Through Freight Desk at (817) 317-7610.

At Casper, prior to the departure of all westbound trains destined for Greybull, the engineer or his designee must take fuel readings on all working locomotives in the consist.

Locomotives of all types must have a minimum of 1500 gallons to ensure they will reach Laurel without running out of fuel. It will be the responsibility of both the engineer and conductor to notify the Casper Subdivision Dispatcher of any locomotives with less than the minimum required fuel level (1500 gallons at Casper and 600 gallons at Greybull) sufficiently in advance of the trains arrival at Greybull so that, when necessary, arrangements can be made for a fuel truck to be standing by to minimize train delay at Greybull.

Greybull—Cars found to be leaking product in yard will be moved to the Rip Track for repair immediately.

Test Mile—Test mile signs have been placed for eastward movement between MP 509.0 and MP 508.0, and between East R.L. Laurel and Silesia.

Restricted Clearance

Stucco—Loading ramp will not clear man on side of car.

Warren—Close clearance on south side of industry track at Industry Building, and at the (2) Limestone Tipples.

Fromberg—House track along storage bins will not clear man on side of car.

Break-in-Two Reports

1. When a train has stopped for an emergency application for any reason, the crew must notify the dispatcher immediately.
2. As soon as the reason for the emergency has been determined, the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air/dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.
3. Upon arrival at the terminal, the engineer must complete a break-in-two report for any train separation regardless of cause. In addition, call the appropriate road foreman (Casper/Cody subs: 472-8221) to discuss the break-in-two or leave a voice mail message explaining the break-in-two.

The dispatcher must send the appropriate report concerning the incident to the proper Colorado Division road foreman. The dispatcher must also arrange to have pulse tapes removed at the next forward location and forwarded to the appropriate road foreman.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:

- MP 139.0 to MP 146.0
- MP 163.0 to MP 171.0
- MP 175.0 to MP 187.0
- MP 224.0 to MP 225.0
- MP 243.0 to MP 261.0
- MP 271.0 to MP 304.0
- MP 318.0 to MP 336.0
- MP 373.0 to MP 377.0
- MP 381.0 to MP 386.0
- MP 396.0 to MP 400.0
- MP 405.0 to MP 427.0
- MP 434.0 to MP 438.0
- MP 483.0 to MP 484.0

Boeing Trains—Prior to departing on duty points, all Boeing trains must be inspected by the outbound conductor prior to departing the yard. The outbound conductor must walk both sides of the train, looking for any visible damage or signs of sideswiping. If any damage is noted, the yardmaster/trainmaster must be notified at the time of inspection. The time and comments regarding the inspection must be noted on the delay report.

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F		Cold Weather When temp. is -10 degrees F or colder
Casper	30	Trains 100 tons O/B and over	30
	45	Freight trains up to 100 tons O/B	40
	45	Empty coal trains	40

- 8. Line Segments**
Yard Line Segments
Line Segment Limits
 717 Greybull
 894 Casper

- Road Line Segments**
Line Segment Limits
 5 Bridger Jct. to Laurel

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
32167 Orin Long X-Over to CNW	Orin	28	Both
32182 Douglas Equip. Trk.	Douglas	6	West
32205 Clayton	Clayton	25 20	East- West
32207 Dave	1.6 west of Clayton	120	East
32269 Sodium	11.3 west of Bucknam	10	East
32318 Lysite	10.1 west of Madden	25	East
32370 Thermopolis Trk. S. Siding	Thermopolis	70	Both
32400 Geddes	5.3 west of Pulliam	17	West
32403 Worland S. Siding	Worland	32	Both
32403 Worland East House Trk.	Worland	39	Both
32403 Worland West House Trk.	Worland	32	Both
32405 Coors	2.5 west of Worland	28	Both
32431 Basin Back Trk.	Basin	12	Both
32431 Basin House Trk.	Basin	15	Both
32440 Magnet Cove	2.2 west of Greybull	12	East
32446 Stucco	7.7 west of Greybull	50	Both
32468 Baroid	2.0 west of Kane	70	Both
32473 Quality	7.0 west of Kane	24	Both
32476 Lovell Team Trk.	Lovell	27	Both
32476 Lovell S. House Trk.	Lovell	35	Both
32479 Sage Creek Spur	2.4 west of Lovell	9	East
Wyoming Lime Company	1.5 west of Frannie	12	East
32493 Frannie N. Siding	Frannie	56	Both
32500 Warren S. Pass	Warren	59	Both
32523 Fromberg House Trk.	Fromberg	40	Both
32534 Edgar N. Trk.	5.9 west of Fromberg	45	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cody Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		32493	0.8	FRANNIE	BRJT			14.5	
	1,783	86514	14.5	GARLAND				5.0	
	1,808	86519	19.5	POWELL		TWC	330	6.0	
	1,959	86525	25.5	RALSTON				16.9	
		86542	42.7	CODY	BRT			42.4	

Radio Channel No. 78 in service.

Radio Call-In
Frannie - 50(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Phone Numbers

(817) 234-6053, Fax (817) 234-6067.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Frannie to Cody	25 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Powell—Leading car or engine over Main Street Crossing	10 MPH.
Frannie—East Leg of Wye	5 MPH.
All sidings	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Frannie to Cody 143 tons, Restriction D

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

Cody—Tracks No. 8-15, Roundhouse No. 2, Pullman and Main track west of MP 42.5.

O'Donnell—Siding

Frannie—Loaded grain trains not permitted on east leg of wye.

3. Type of Operation

TWC—in effect:

Frannie to Cody

Restricted Limits—in effect:

Cody—MP 40.6 to MP 42.7

Frannie—East and West Leg Wye Switch to MP 2.0

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Cody—Cars over 50 feet cannot be turned on Wye.

Frannie to Cody—Train location lineups will be issued on a recording device.

Train Location Lineup Instructions

- From a touch tone telephone or mobile unit, dial: (8) 480-7400 or 1 (800) 422-0439, Denver, using current dialing instructions—BNSF Network, long distance.
- When you hear instructions to enter the seven-digit telephone number or mail box number, **DIAL 1001045** to receive train location lineup.
- Copy the recorded lineup.
- The lineup will automatically repeat. To verify your copy is correct, underscore each word on your copy as the lineup is repeated.
- After lineup has been copied correctly and underscored during the repeat, the procedure is complete.

Break-in-Two Reports

- When a train has stopped for an emergency application for any reason the crew must notify the dispatcher immediately.
- As soon as the reason for the emergency has been determined the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air/dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.
- Upon arrival at the terminal, the engineer must complete a break-in-two report for any train separation regardless of cause. In addition, call the appropriate road foreman (Casper/Cody subs: 472-8221) to discuss the break-in-two or leave a voice mail message explaining the break-in-two.

The dispatcher must send the appropriate report concerning the incident to the proper Colorado Division road foreman.

The dispatcher must also arrange to have pulse tapes removed at the next forward location and forwarded to the appropriate road foreman.

Test Mile—Test mile signs have been placed for westward movement between MP 5.0 and MP 6.0 between Frannie and Garland, and for eastward movement between MP 38.0 and MP 37.0 between Cody and Ralston.

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
330	Frannie to Cody	0.8 to 42.7

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
85722 O'Donnell	2.5 west of Powell	17	Both
86525 Busch Ag Res	1.4 west of Ralston	26	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Front Range Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		41137	0.0	DENVER UD	BJ	Rule 6.28		0.8	
			0.8	23RD STREET	MJ			0.2	
		84301	1.0	PROSPECT JCT. To Fox, To 20th St., To Rennick	JXR	CTC		2.4	
		41140	3.4	UTAH JCT.	MJR			1.1	
		41141	4.5	CLEAR CREEK	TR			9.5	
	8,976	41151	14.0	BROOMFIELD To Lafayette 7.7	J			13.3	
	3,948	41168	27.3	BOULDER				13.0	
	4,449	41180	43.6	LONGMONT To Barnett 9.0	BJT			5.7	
	1,920	41186	49.2	HIGHLAND				11.4	
	4,079	41197	60.7	LOVELAND				13.7	
		41211	74.4	FT. COLLINS	JT			0.2	
			74.6	UPRR CROSSING	U			1.9	
	7,295	41213	76.5	NORTH YARD	B			15.1	
	7,216	41228	91.7	OWL CANYON		TWC	476	5.0	
		41233	96.7	PLATTE RIVER JCT.				3.0	
	4,988	41236	99.6	NORFOLK				13.3	
	3,942	41249	113.0	SPEER				6.4	
		41256	119.4	CHEYENNE	BTR			19.7	
	8,562	41276	138.8	FEDERAL				13.3	
	3,921	41289	152.4	HORSE CREEK				4.6	
	4,634	41294	157.0	ALTUS				13.1	
	4,011	41307	170.0	LAMBERT				18.6	
	8,182	41325	188.7	CHUGWATER				13.9	
	3,942	41339	202.6	BORDEAUX				11.9	
	5,832	41351	214.3	WHEATLAND	B			6.0	
		41357	220.5	MOBA JCT.	J			10.5	
	4,660	41367	230.6	DWYER				9.8	
	8,235	32137	240.8	WENDOVER	JTR			237.5	

- Radio Channel 70 in service Wendover to Clear Creek.
- Radio Channel 39 in service Clear Creek to Denver Union Depot.
- Radio Channel 79 in service Switch Yard (31st and 38th Streets) unless instructed by yardmaster.
- Radio Channel 76 in service Switch Yard Rennick. Also all industry jobs in the Denver Terminal Complex.
- Radio Channel 66 in service at Wendover to contact Guernsey yardmaster.
- Radio Channel 78 in service Yard Information Channel.
- Radio Channel 31 in service Mechanical and MW employees in Denver Yard, including the Locomotive Facility.
- Radio Channel UPRR 54—Call-in *86 for Utah Jct., C&S Jct.

Industry jobs and outbound crews are to use Channel 79 when their train is on other than the main track or Coal 1 and 2. Channel 39 is used for main track and Coal 1 and Coal 2 and Channel 76 when industry jobs leave the main track to perform industrial switching.

Radio Call-In		
Longmont - 31(X)	Berthoud - 32(X)	Ft. Collins - 43(X)
Cheyenne - 34(X)	Horse Creek - 35(X)	Farthing - 39(X)
Chugwater - 36(X)	Wheatland - 37(X)	Wendover - 38(X)
Denver - 31(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number

(817) 234-6054
 Brush dispatcher—(817) 234-6052, Fax (817) 234-6073
 UPRR Moffitt Subdivision dispatcher—(402) 636-1889

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Denver UD to Wendover	49 MPH.
Trains 100 TOB and over	49 MPH.

1(B). Speed—Permanent Restrictions

MP 4.5 to MP 6.5	25 MPH.
MP 13.7 to MP 27.0	30 MPH.
MP 27.0 to MP 32.1 (HER)	20 MPH.
MP 45.8 to MP 49.8	40 MPH.
MP 54.0 to MP 54.7	40 MPH.
MP 58.3 to MP 62.0	25 MPH.
MP 68.8 to MP 72.8	40 MPH.
Westward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7	15 MPH.
Eastward trains from MP 74.7 until lead locomotive has passed Prospect Street MP 72.8	15 MPH.
MP 74.7 to MP 80.2, Westward trains HER only at MP 80.2	20 MPH.
MP 110.1 to MP 110.6	30 MPH.
MP 130.4 to MP 132.0	40 MPH.
MP 143.2 to MP 146.8	40 MPH.
MP 146.8 to MP 165.3	30 MPH.
MP 206.8 to MP 211.3	30 MPH.
MP 213.5 to MP 217.5	40 MPH.
MP 219.0 to MP 220.5	25 MPH.
MP 227.0 to MP 238.0	30 MPH.
Broomfield and Lafayette	10 MPH.
Longmont and Barnett	10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

All sidings	10 MPH.
Through Denver UD limits	10 MPH.
Denver UD to Utah Jct. Main Track	10 MPH.
Westward passenger trains—Denver UD to Prospect Jct.	15 MPH.
East Leg of Wye Wendover	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Denver UD to Wendover	143 tons, Restriction C
Burns Jct. to Lafayette	134 tons, Restriction G
Longmont to Barnett	134 tons, Restriction G

Six-axle locomotives and six-axle derricks in excess of 175 tons not permitted on following tracks:

Between Broomfield and Lafayette, Black Hollow Spur, and between Longmont and Barnett.

Bridge derricks 975501 and 975505 must not be operated between Broomfield and Lafayette and between Longmont and Barnett.

3. Type of Operation

TWC—in effect:

Utah Jct. to Wendover

CTC—in effect:

At Prospect Jct. to include 20th Street on Pikes Peak Subdivision (Balloon Track) and Prospect Jct. to Fox Jct. (UPRR). Controlled by BNSF Brush dispatcher.

Restricted Limits—in effect:

Fox Jct. to MP 4.5

Longmont—MP 41.3 to MP 45.8

Cheyenne—MP 117.6 to MP 122.6

Wendover—MP 238.0 to MP 240.7

Rule 6.28—in effect:

Between Denver UD and Prospect Jct. (Buck Lead)

All trackage on the former Greeley Subdivision

Between Broomfield and Lafayette

Between Longmont and Barnett

Cheyenne—Westward trains at Cheyenne must obtain an additional track warrant from the Power River Division, Canyon Subdivision dispatcher for movement on the Canyon Subdivision.

Denver—Prospect to 20th Street on Brush and Pikes Peak subdivisions, all train and engine movements under the jurisdiction of the Brush dispatcher.

All movements between Denver UD and Prospect Jct. will be under the direction of the yardmaster at 31st Street. CTC rules in effect at Prospect Jct. Movement through Prospect Jct. will be under the control of the Brush dispatcher.

All movements from Jersey cutoff to 38th Street are under control of 38th Street yardmaster.

When operating trains between Prospect Jct. and Fox Jct. on UP main track, UP CTC rules are in effect.

Before proceeding east from Prospect Jct. on BNSF trackage, permission will be required from 31st Street yardmaster for both UP and BNSF crews.

Fox Jct. to MP 4.5—Train and engine movement on North Main Track between Fox Jct. and MP 4.5 under jurisdiction of yardmaster at Rennick.

Manual Interlockings—UP crossing, Utah Jct. controlled by UP train dispatcher at Omaha. UP train dispatcher's phone is located adjacent to the interlocking signal. Permission from UP train dispatcher is necessary to hand-operate crossover switch at Utah Jct. from BNSF to UP. (The UPRR electric lock switch must be operated before the BNSF hand throw switch).

Utah Jct. Via Rennick—Trains or engines moving west off either packer track at Rennick Yard must have authority from UPRR dispatcher (Channel 54, Call-In 86) to make the move through Utah Jct., including any reverse movements. You must continuously occupy the limits of the manual interlocking prior to making your reverse move. If for any reason, you leave the limits of the interlocking, you must again obtain authority from the UPRR dispatcher.

Trains and MW must communicate with yardmaster at Rennick when coming into restricted limits prior to entering restricted limits.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required between Utah Jct. and Wendover, the distance will be as follows:

Utah Jct. to Wendover—2.0 miles

Rule 8.3

Rennick—Normal position of main track switch DOES NOT APPLY. Main track switch may be left lined as last used; however, it must be locked at the main track switch located at MP 3.0. This switch may be left lined as last used; however, it must be locked. Trains must approach this switch expecting to find it lined against movement.

Longmont—Normal position of main track switches DOES NOT APPLY at the east siding switch located at MP 42.6 and the west siding switch located at MP 43.5. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

Cheyenne—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 119.2, MP 119.3 and MP 120.3. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

Wendover—Normal position of main track switches DOES NOT APPLY. Main track switch may be left lined as last used; however, it must be locked at the main track switch located at MP 238.8. This switch may be left lined as last used; however, it must be locked. Trains must approach this switch expecting to find it lined against movement.

Rule 8.12

Rennick—Crossover at MP 2.0 may be left lined as last used; however, both switches of a crossover must be left lined for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

Wendover—Crossover switches may be left lined as last used; however, both switches of a crossover must be left lined and locked for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

Rule 8.20

Loveland—The normal position for the switch point derail at the east end of siding is for the derailing position, except when lined for through movements.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 38.3—Recall Code 318
 - MP 67.8—Recall Code 438
 - MP 107.3—Recall Code 347
 - MP 144.5—Recall Code 358
 - MP 183.5—Recall Code 368
 - MP 225.8—Recall Code 388

6. FRA Excepted Track

Lyons Branch, Lafayette Branch and East Yard at Longmont, Black Hollow, MP 77.4.

7. Special Conditions

Denver—Close clearance at Diesel Facility Fueling Track and on all tracks within the Rocla Concrete Tie Plant (Tracks 1208 and 1209); condition due to customer stacking ties along tracks. At Houg Enterprises, it is not permissible to ride on either side of any car because there is no clearance alongside the dock.

Inbound movements in excess of 4000 feet pulling into 31st Street yard via wye bridge must ensure that route is lined for the entire movement into yard track prior to leading end of movement passing wye bridge switch. In addition, do not stop movement except in case of emergency until leading end of

movement reaches clearance point at 38th Street end of track unless otherwise advised. If a stop is made for any reason, a walking inspection must be made from head end to the west end of the wye bridge.

When working in the UPRR North Yard or 36th St. Yard, all switches are to be treated as a rigid switch. Any variable switches must be lined by hand for the intended route.

Rocla Concrete Products has leased industrial lead from their plant to the south end of Owens Corning and will be moving cars within their plant and on the lead with a track mobile. A split rail derail has been installed at the north end of Rocla's leased area when Rocla personnel are working on or in the vicinity of the track, and to prevent Rocla from accessing trackage not leased. A private lock on the derail will provide protection for Rocla employees. When private lock is removed and a BNSF switch lock is on derail, the track is not protected. Within the Rocla plant, a new track has been constructed east of two tracks currently in service to be designated as Rocla 1 (Zone Track Spot 122501), the middle track is designated Rocla 2 (Zone Track Spot 122601) and the west track will be designated Rocla 3 (Zone Track Spot 122701).

When crossing over Main Track at Utah Junction, permission must be obtained from the UPRR dispatcher # 82 on Channel 54, *86, before any crossover movement is made, or any switches lined, from either the North Main Track to the UPRR Main Track or from the UPRR Main Track to the North Main Track.

When coupling tracks, crews will notify other end yardmaster of tracks to be coupled. When engine is in the track to couple, line the switch away and place one of the following forms of protection on the switch handle:

1. Yellow strobe light
2. Out-of-service tags
3. Track occupied magnet

Protection will only be removed by the craft that placed the protection. Employees finding switches protected by yellow strobe light, out-of-service tags, or track occupied magnet will not change position of switch. Yardmasters are responsible for ensuring that protection is provided at both ends of a track being coupled, and once notified by the switch crew that coupling is complete, must ensure that protection is removed from both ends of the track.

When shoving in yard, cars must be stretched prior to shoving track to clearance point on the opposite end of the yard to eliminate roll-out potential.

When switching Salt Mine Switching Lead, any switch cut will be limited to 25 cars or 3000 tons or 1,800 feet. Limits may be exceeded for shove movements only. Any switch cut longer than 25 cars or 1,800 feet must use the corridor. There will be a limit of two locomotives on any switch cut. All inbound trains that are required to be doubled over must use the corridor, rather than the wye bridge route. Any bad order cars to be set out of outbound trains can be done only if the train does not pull around the wye bridge.

Jersey Switch at 38th Street—Jersey Switch #1009 MUST be lined for north lead and properly secured with switch lock after movement.

When delivering cars from 31st Street Yard to UP North Yard or departing 31st Street Yard with Golden Beer Runs or BNSF westbound trains, the yardmaster at 31st Street will contact the UP train dispatcher as to the movements to be made. Train, yard and other locomotive movements between Prospect Jct. and UP North Yard will be governed by CTC signal indications. At UP North Yard, BNSF crews will be governed by instructions from UP yardmaster.

When routed through UP North Yard tracks, be governed by UP yardmaster's instructions on yard tracks and CTC rules where applicable.

Clear Creek—With regard to the signal light at Western Paving and all known lights at the unloading trestle, red means not to proceed, green means that the trestle is clear and you may proceed onto the trestle, and if neither red nor green is showing, it shall be considered as a red, and until cleared by Western Paving personnel, the train shall not proceed onto the trestle.

This procedure is to be followed whenever train unloading operation occurs. Train movement will be made under the direction of the conductor by radio control with the engineer up to the west end of the unloading trestle. Western Paving unloading personnel will insure all personnel are in the clear of train movement and the unloading area before the signal light indication is changed from red to green.

The train will proceed only on the green indication of either control light attached to the trestle. If there is no signal indication (dark lights), train will not proceed until verbal instructions have been received from Western Paving personnel. Signal light indication must remain green until the unloading operation is complete and the train is clear of the west end of the trestle.

Homestead—Trains leaving Denver with a setout for Homestead have a switch order. If no switch order is available, after checking with customer service at 8-317-6175, then spot your car at Door #3 at Homestead House and note this exception on your train activity report. When a switch order to pull empties does not get handled, fax a copy to that switch order back to Field Support in Ft. Worth at 8-317-7436. Explain on the switch order as to why the work was not completed.

Boulder—IBM industrial spur, 4.6 miles west of Boulder, traffic signals in service on Highway 119 crossing of track entering IBM plant.

Normally, traffic signals will display a red aspect for rail movements, which will require movement to stop short of Highway 119. Upon approach of train or engine movement, traffic signals should display green aspect on traffic signals paralleling track for movement over Highway 119.

Absence of light in all traffic signals, and when unable to obtain green aspect for movement over Highway 119, will require movement to be protected by a member of crew and occurrence should be reported to the train dispatcher.

Loveland—BNSF six axle locomotives are not permitted to use the GWR Lead or the GWR Yard at Loveland. All GWR traffic will be set out on the siding at Loveland between East 7th St. on the east and East 10th St. on the west using the requirements of GCOR Rule 6.32.

Crews making setouts on Loveland Siding will need to allow an engine length at the GWR Lead Switch. When necessary, East 10th St. will need to be cut. Traffic for the GWR is not to be left on the west end of the Loveland Siding.

All pickups from the GWR Yard at Loveland will be made by the Longmont road switcher.

Train indicator and vehicular traffic lights have been installed on GREAT WESTERN SPUR at Lincoln Street Crossing, MP 61.2 and Cleveland Street Crossing, MP 61.1.

If train indicator signals do not display a PROCEED indication when train movement is within 100 feet of said crossing, movement will proceed per Rule 6.32.2.

Valmont—The red warning light for access to tracks 6 and 7 will be changed to green by the Valmont Coal crew before cars are shoved to the dumper spots. Crossing gates placed in service on the New Valmont Lead at 63rd Avenue, Valmont Power Plant. Trains must pull by crossing start signs to activate crossing signals. Trains must not occupy crossing until gates are in the down position per Rule 6.32.2.

Bridge MP 25.7 on the UP Storage Track is not equipped with a walkway and has close clearance. Do not store cars on this bridge.

Crossing signals North 61st Butte Mill Road and Valmont Drive on Western Mobile Lead UP Spur are ineffective. Be governed by Rule 6.32.2.

UP switch at 63rd Ave. crossing must be left lined and locked for movement from UP to Valmont Power Plant.

Longmont—Along short transfer track on north side, fencing will not clear man on side of car.

Switch crews working at Longmont will leave pickup information in the wooden mailbox located in front of the Longmont Depot east door. L-COL6001 and L-COL6011 trains are to stop and check this mailbox for pickup information.

Longmont Yard Track Designation

In the diagram of Longmont Yard showing the west portion of the yard on Page 1 of 2 and the east portion of the yard on Page 2 of 2, the following information will apply:

Track	Diagram Point	Length in Cars	Designated Purpose of the Track
Old Pass (524)	3	6	Longmont switch engine, caboose, or excess engines. Deraill added to west end.
Mail Box	7		Has switching information (wheel reports or pickup lists).
House Track (523)	8	10	Team Track for industry unloading. (Holds 10 cars.)
Old Main (525)	9	14	Pickup or setout track. (Holds 14 cars.)
GW #1 (521)	B1	19	Pickup for southbound local. (Holds 19 cars.)
GW #2 (522)	B2	20	Setout track for southbound local. (Holds 20 cars.)
Short Transfer	Y	18	Setout track for northbound local. Engines are not to be left on this track overnight.
Page 2 (East Yard)			
LON 4 (504)	A	37	Storage cars only. (Holds 37 cars.)
Old BN Main (Eman) (510)	B	60	For excess setout or pickup. (Holds 64 cars.)
LON 1 (501)	C	31	Storage of empty cars only. (Holds 31 cars.)
LON 2 (502)	D	15	Storage of empty cars only. (Holds 15 cars.)
LON 3 (503)	E	9	Access to Longmont Foundry (F). (Holds 9 cars.)
GW Lead (515)	G	62	Can be used for switching, but cars are not to be left in this track overnight. (Holds 62 cars.)

Under no circumstances are these tracks to be used other than as designated without the approval of the trainmaster for this territory. The mailbox "7" at the depot contains switching information. Trains making setouts leave wheel reports or appropriately marked lists in this box. Trains picking up may find written list with pickup information in this mailbox or obtain that information from BNSF Field Support at 8-317-6176, Fax 8-317-7436.

Road power (six-axle) is restricted to Short Transfer, GW 1, GW 2, GW Lead, LON 4, and Eman in the east yard. Road power left at Longmont must be left on one of these tracks or on the Old Pass in front of the depot.

Point "A" of page 1 of 2 and Point "A" of page 2 of 2 is the connecting point that gives a realistic picture of how these tracks fit together. Maps referred to in this portion of the notice are posted at the Longmont Depot.

Norfolk—Siding must be used for westward train movement only.

Highland—Track scale installed on Coors Elevator track; scale located 635 feet from switch off siding. There are no dead rails protecting scale. All locomotives are restricted from operating over track scale.

Horse Creek—Siding must be used for westward train movement only. Switching moves excepted.

Lambert—Siding must be used for eastward train movement only. Switching moves excepted.

Wheatland—Westward trains setting out or picking up must stop with the head end of the train in the clear of Cole Street Crossing MP 214.8.

Eastward trains setting out or picking up must stop with the head end of the train in the clear of Oak Street Crossing MP 214.4.

The Wheatland switch crews will not handle any trains or power into Guernsey. All traffic handled by the Wheatland switch crew designated Guernsey will be taken to Wendover and tied down if a relief crew is not present to take the train or power into Guernsey. All Moba trains that are scheduled to have the power or train go into Guernsey for servicing or inspection, need to have the designated power on the head end when it arrives Wendover.

In order to keep this traffic moving, keep the dispatcher advised of projected times that all Moba trains will be unloaded so the dispatcher can give Guernsey these times to have a crew at Wendover in position to move the train or power. Unless you are handling another train, ensure you are at the Moba Plant ready to move the empty train when it is unloaded. Ensure that all arrival and departure times are reported to the Alliance Desk at 763-2343 on all Moba trains. Provide the following information:

- Time of arrival at Moba
- Time train spotted at Moba
- Time train was released as an empty at Moba
- Time train was pulled at Moba
- Time train departed Moba

Ensure that you advise the Front Range dispatcher and the Guernsey yardmaster of an estimated arrival time at Wendover. Notify the dispatcher when the power plant has dumped 100 cars of the train being unloaded.

If the fax machine is not functioning properly, contact Vimbo's Motel and ask if the track bulletins and track warrants can be faxed to their machine. If they decline, contact the trainmaster at Cheyenne for instructions. Do not go into Guernsey to get track warrants and track bulletins.

Moba—Crews handling coal trains into the Laramie Power Station must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch toning Field Support on the radio or calling (817) 317-6207.

Wendover—Unless it is known that an initial terminal air brake test will be performed at Guernsey, all MOL empty coal trains will receive a 1,000-mile air brake test.

All tracks, excluding the CTC Main Line within the confines of Wendover, Wyoming, on the Front Range Subdivision, of the Colorado Division and on the Canyon Subdivision of the Powder River Division, are under the jurisdiction of the yardmaster at Guernsey, Wyoming.

Rawhide Power Plant

The following speed restrictions apply:

- Rawhide Lead Switch to Dumper 10 MPH.
- Through Dumper until train is released 2 MPH.

Trains will not enter Dumper until a green signal and verbal permission via radio are received from Dumper Operator. Inbound trains will cut off caboose to clear outbound movement at Car Dumper Switch.

Gate and switches should be lined for movement to Dumper.

Not more than 10 psi maximum independent brake cylinder pressure is to be used to control slack.

Empty coal trains with Train Symbol EPPRATM will receive a 1,000-mile air brake test.

Crews handling coal trains into Rawhide Power Plant must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch toning Field Support on the radio or calling (817) 317-6207.

Lafayette Branch

Traffic signals at MP 18.1 on Highway 287 are in service. Highway circuit activation is 100 feet in advance of engineer traffic control signals.

Engineer signals will display a red aspect. After stopping short of engineer signal but within the circuit activation, go to the engineer signal and push button. Engineer signal will display green within one minute.

Absence of light in all traffic signals, and when unable to obtain green aspect for movement over Highway 287 crossing will require movement to proceed per Rule 6.32.2.

Signal crossing protection at MP 18.75 and MP 22.05 between Broomfield and Lafayette is ineffective due to rusty rail conditions. Stop and protect movement over these crossings.

The Lafayette Industrial Spur from Broomfield to Lafayette now ends at MP 21.5 and wheel stops are displayed. (Front Range—Lafayette Industrial Spur)

Switch point derail installed at MP 17.8 between Burns Jct. and Lafayette. (Front Range—Lafayette Industrial Spur).

Lafayette—At Burns Jct. (Broomfield to Lafayette), 1300 feet of track west of Burns Jct. switch toward Lafayette is exempt from instructions in Item 2. Six-axle locomotives may occupy this track.

Advanced Components at Lafayette has a requirement that the boxcar traffic they receive be unloaded on the dock side (west door) at this facility.

When departing from Longmont, the "Unload From Other Side" placard must be on the side opposite the Longmont depot.

Faxing Delay Reports After Being Relieved Online

The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off-duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

Cheyenne—Trains arriving or departing Cheyenne must notify the Denver Through Freight Desk at Denver at (817) 317-7610.

When making movement on downtown lead to Wyoming salvage, all moves on these tracks must be halted at the Hi-Xing circuit signs until the flashers activate and traffic is stopped on 21st and 22nd Streets.

When leaving locomotive power detached from railcars at Cheyenne Yard, the locomotive power must be parked on the LP Lead, TOFC Track, or CAM3 and must be protected by the derails at these locations.

Inbound crews arriving Cheyenne and Casper need to make sure they leave their wheel reports and all high wide papers on the lead engine of the consist available for the outbound crew and not discard them. If the outbound conductors do not need this paperwork, it can be discarded.

Boeing Trains—Prior to departing on duty points, all Boeing trains must be inspected by the outbound conductor prior to departing the yard. The outbound conductor must walk both sides of the train, looking for any visible damage or signs of sideswiping. If any damage is noted, the yardmaster/ trainmaster must be notified at the time of inspection. The time and comments regarding the inspection must be noted on the delay report.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:

- MP 69.0 to MP 72.8
- MP 126.0 to MP 131.0
- MP 150.0 to MP 155.0
- MP 221.0 to MP 229.0

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceed 90 degrees F		Cold Weather When temp. is -10 degrees F or colder
Front Range	30	Trains 100 tons O/B and over	30
	45	Freight trains up to 100 tons O/B	40
	45	Empty coal trains	40

8. Line Segments

Yard Line Segments

Line Segment Yard

- 483 Kountry Line
- 496 Jersey Cut Off
- 903 Prospect Jct.

Road Line Segments

Line Segment Limits

- 179 Burns Jct.—Lafayette
- 179 Longmont—Barnett
- 495 Black Hollow Jct.—Black Hollow
- 476 Denver UD to Wendover

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Front Range Subdivision			
41141 Western Paving	Clear Creek	35	Both
41142 Birko Chem	1.9 west of Utah Jct.	11	East
41143 Westminster	2.8 west of Utah Jct.	12	Both
41147 Homestead House	7.1 west of Utah Jct.	8	West
To Lafayette			
84315 Burns Jct.	1.3 west of Broomfield		East
84322 Lafayette	7.7 west of Broomfield	23	Both
Front Range Subdivision			
41154 Rocky Mtn. Ind. Park	4.7 west of Broomfield	20	East
41161 Valmont	11.5 west of Broomfield	90	West
41172 IBM	4.6 west of Boulder	6	East
To Barnett			
84344 Western Spur	6.5 west of Longmont	40	Both
84347 Medberry	7.7 west of Longmont		East
84347 Barnett	9.0 west of Longmont		East
Front Range Subdivision			
41191 Berthoud	5.0 west of Highland	30	East
41192 Champion Home Builders	6.5 west of Highland	6	East
41207 McClellands	9.2 west of Loveland	5	West
41211 Union Mfg. Co.	1.3 west of Ft. Collins	37	West
41214 Black Hollow Spur	North Yard	40	East
41216 Busch Spur	3.3 west of North Yard	50	Both
41222 Wellington	11.3 west of Ft. Collins	10	East
41224 Dixon	13.1 west of Ft. Collins	58	East
41257 Warren Missile Base	2.4 west of Cheyenne	60	East
41268 Silver Crown	12.0 west of Cheyenne	30	East
41299 Farthing	5.7 west of altus	40	West
89753 Murke Spur	0.5 west of Horse Creek	99	East
41334 Slater	9.0 west of Chugwater	22	East
41357 Moba Jct.			West
	Track No. 1	104	Both
	Track No. 2	15	West
	Track No. 3	17	West
	Track No. 4	34	East
	Track No. 5	24	East
	Track No. 6	18	Both
	Track No. 7	20	Both
	Track No. 8	8	West
	Track No. 9	120	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Golden Subdivision BRANCH LINE STATIONS			Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.	Line Segment		
		84301	1.0	PROSPECT JCT.	JR	CTC	476	3.8
Between Prospect Jct. and C&S Jct., BNSF trains and engines operate over UP tracks and are governed by UP timetable.								
			4.9	C&S JCT.	JR	CTC	482	6.9
	89311	11.8		TERRILL JCT.	R	TWC		4.8
	89316	14.4		GOLDEN	R			15.5

Radio Channel No. 70 in service Golden to C&S Jct.

Radio Channel No. 39 in service Prospect Jct.

Radio Channel No. 76 in service Switch Yard Rennick, Golden Yard and Industry Jobs.

Radio Channel UPRR No. 23, Call-In # 82 for Utah Jct., C&S Jct. and Prospect Jct.

Industry jobs and outbound crews are to use Channel 79 when their train is on other than the main track or Coal 1 and 2. Channel 39 is used for main track and Coal 1 and Coal 2 and Channel 76 when industry jobs leave the main track to perform industrial switching.

Radio Call-In
Denver - 62(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Phone Number

Front Range—(817) 234-6054

1. Speed Regulations

1(A). Speed—Maximum

	Freight
C&S Jct. to Golden	20 MPH.

1(B). Speed—Permanent Restrictions

Terrill Jct. to Coors East Yard	10 MPH.
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1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Utah Jct. over trackside warning detector and interlocking plant	25 MPH.
Item 1(A), System Special Instructions, in effect on this subdivision.	

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Prospect to Golden 143 tons, Restriction D

Between Prospect and Golden, cars loaded with soda ash destined for Coors Glass are to have mechanical inspection, and light cars will be placed on each end of any car containing soda ash exceeding 134 tons gross weight.

3. Type of Operation

CTC—in effect:
At Prospect Jct.

TWC—in effect:
MP 4.9 to MP 13.8

Rule 6.28—in effect:
MP 13.8 to End of Track MP 15.8
Terrill Jct. to Coors East Yard

Before proceeding east from Prospect Jct. on BNSF trackage, permission will be required from 31st Street yardmaster for both UP and BNSF crews.

When delivering cars from 31st Street Yard to UP North Yard or departing 31st Street Yard with Golden Beer runs or BNSF westbound trains, the Yardmaster at 31st Street will contact the UPRR Train Dispatcher as to the movements to be made. Train, yard and other locomotive movements between Prospect Jct. and UP North Yard will be governed by CTC signal indications. At North Yard, BNSF crews will be governed by instructions from UP yardmaster on Channel No. 23.

When routed through UP North Yard tracks, be governed by UP yardmaster's instructions on yard tracks and CTC rules where applicable.

4. General Code of Operating Rules Items

C&S Jct.—Signal (02) at MP 5.68 for eastward movement conveys main track distant signal information for the C&S Jct. When the signal aspect is RED, crews must contact the UP dispatcher for instructions. If the aspect still displays RED after receiving a proceed indication at C&S Jct., the train can proceed past the RED aspect at MP 5.68.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—See GCOR Rule 6.12—None

7. Special Conditions

Arvada—Within the city limits of Arvada. If for any reason a train will be blocking any public roadway crossing for more than 5 minutes at a time, notify the yardmaster at 31st Street immediately.

31st Street yardmaster will call the Arvada Police Department, phone number (303) 424-5556, requesting traffic control assistance and advising possible duration that the crossing will be blocked.

At approximately 644 feet from point of switch at Coors Glass Plant at MP 9.5, there has been an installation of a propane unloading tower. DO NOT PASS the tower when ramp is in down position.

Crews are to call the Coors Dispatcher at (303) 277-2861 before performing work at all Coors yards.

Faxing Delay Reports After Being Relieved Online

The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off-duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

Coors Glass—Cars left on the hill at Coors Glass will be lined toward the Storage Track, brakes set on each car and skates set on the bottom car.

Crews should call Coors Glass to determine if the plant is ready for the switch and to provide the plant with an approximate time the crew will arrive. Call (303) 425-7895; if no answer, call (303) 425-7951 and leave a message.

Coors—All beer runs and/or switch engines must have permission to enter Coors East Yard and before crossing 44th and Eldridge (traffic signals). The head end will call Coors at (303) 277-2861 to get permission to enter the East Yard. The beer run power is equipped with MRAS (Mobile Radio Access) to facilitate the phone call.

BNSF crews will not work in Coors North Marshalling Yard when Coors train crews are working in the yard, except when Coors train crews are in No. 1 Track and west of the fouling point unless there is a proper understanding between the crews involved.

To ensure that safe switching procedures are established for switching Coors North Yard, the following requirements have been defined by BNSF and Coors:

1. Coors crews will receive clearance from Coors dispatcher before entering North Yard. Coors crews cannot pass their clearance to one another.
2. BNSF crews will activate the warning device light when entering North Yard to switch.
3. BNSF crews must do their switching in the North Yard immediately after clearance from Coors.
4. Coors dispatcher will notify BNSF crews of Coors need to shove empties from west end or spot coal cars on 13 Track.
5. Tracks 3 and 4 are the only tracks Coors will shove empties into from the west end.
6. BNSF crews will notify Coors dispatcher when they have completed switching North Yard.
7. Coors crews may come in Track 1 or Track 13 and sit in clear until BNSF crews are finished with their work.

Coors Pull Orders

The first beer run (L-COL8051) will deliver Coors East Yard traffic and pull Coors North Yard tracks in the following order:

1. Track 6 (KCNS) and double to:
2. Track 7 (KC/Memphis) and double to:
3. Tracks 10 & 9 (Galesburg) and double to:
4. Track 5 (Misc).

Second beer run (L-COL8052) will pick up 10 loads of coal off Pecos Pass, deliver Coors North Yard traffic, pull Coors Commodity Yard, deliver coal and Golden industry cars to Golden, pull Golden industry releases and pull Coors North Yard in the following order:

1. Track 7 (KCNS) and double to:
2. Track 12 (SP beer) and double to:
3. Track 11 (UP beer) and double to:
4. Track 13 (empty SP coal hoppers) and double to:
5. Tracks 8 & 5 (misc. beer) and double to:
6. Golden Yard Industry and Coors Commodity Yard pulls.

First and second beer runs must contact Rennick Yardmaster when departing Tennyson and obtain setout location for KCNS/ Memphis beer.

Second beer run (L-COL8052) will obtain information from Denver Terminal trainmaster as to the requirements for picking up slack coal off Pecos Pass if not indicated in work order message or work order before departing Denver.

Additionally, first and second beer runs must contact Denver Terminal trainmaster and ascertain if Coors Glass will require spot or pull before departing Denver if not indicated in work order message or work order on Saturdays and Sundays.

8. Line Segments

Road Line Segments

Line Segments Limits

- 476 Prospect Jct.
- 482 C&S Jct. to Golden

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Ind Chemicals	0.1 west of C&S Jct.	4	West
CCW Plastics	0.2 west of C&S Jct.	2	West
89309 Horton (Coors Glass & Inland Container Systems)	9.6 west of Prospect Jct.	21 25	East East
89310 Jolly Rancher	10.5 west of Prospect Jct.	17	East
89311 Mount Olivet	11.8 west of Prospect Jct.	17	Both
89313 Ball Metal	12.5 west of Prospect Jct.	10	West
89313 Willamette Industries	12.6 west of Prospect Jct.	14	West
Speer Ind.	12.8 west of Prospect Jct.	17	West
Coors End Plant	13.2 west of Prospect Jct.	29	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Imperial Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		20735	0.7	CULBERTSON	J		TWC	178	9.1	
		82908	9.1	BEVERLY					8.6	
		82917	17.7	PALISADE					7.2	
		82924	24.9	HAMLET					7.6	
		82932	32.5	WAUNETA					9.4	
		82941	41.9	ENDERS					7.2	
		82948	49.1	IMPERIAL	R				49.1	

Radio Channel No. 70 in service.

Train Dispatcher Telephone Numbers

(817) 234-6051, Fax (817) 234-6072

1. Speed Regulations

1(A). Speed—Maximum

Culbertson to Imperial **Freight** 30 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other—None

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Culbertson to Imperial 134 tons, Restriction G
Six-axle locomotives and six-axle derricks permitted from MP 0.73 to MP 3.0 only.

3. Type of Operation

Restricted Limits—in effect:
MP 47.0 to MP 49.1
MP 0.73 to MP 2.5

TWC—in effect:
MP 0.7 to MP 47.0

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 8.20—Derail located on Main Track at MP 47.0.

Rule 15.1—Westward trains originating at McCook must obtain track warrant at McCook showing track bulletins in effect between CTC Culbertson and Imperial.

Exception to Rule 8.3 Main Track Switches—At Imperial, crew members may leave main track switches locked in the position last used. Approach these switches expecting to find them lined against movement.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Culbertson to Imperial—Train location lineups will be issued on a recording device.

Train Location Lineup Instructions

1. From a touch tone telephone or mobile unit, dial: (8) 480-7400 or (800) 422-0439, Denver, using current dialing instructions—BNSF Network, long distance.
2. When you hear instructions to enter the seven-digit telephone number or mail box number, **DIAL 1001044** to receive train location lineup.
3. Copy the recorded lineup.
4. The lineup will automatically repeat. To verify your copy is correct, underscore each word on your copy as the lineup is repeated.
5. After lineup has been copied correctly and underscored during the repeat, the procedure is complete.

Imperial—Watch for cars on Main Track.

8. Line Segments

Road Line Segment

Line Segment Limits

178..... Culbertson to Imperial

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Fertilizer Spur	13.6 west of Palisade	10	West

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos. UPRR	Station Nos. BNSF	Mile Post	Pikes Peak Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
	8,100	Main 2		0.0	20TH STREET	JX		477	1.5	
				1.5	WALNUT STREET	JX	2MT CTC		0.7	
	8,100	Main 2		2.2	SOUTH PARK JCT.	J		7304	2.3	
		WD635	41134	4.5	SOUTH DENVER	X(2)	3MT CTC		3.5	
				8.0	ENGLEWOOD	X(2)		4.2		
		WD629	57860	12.2	LITTLETON	X(2)		7.1		
			57800	18.8(2) 19.3(1)	BIG LIFT	BPX		5.2		
	5,000	Main 2	WD614	57790	24.5	SEDALIA	X	DT ABS TWC ABS	2.9	
	8,200	Main 1		57785	27.4	ORSA (Main 1)			5.1	
			WD606	57780	32.5	CASTLE ROCK		16.3		
				57760	48.8	SPRUCE (Main 1)		3.2		
			WD587	57755	52.0	PALMER LAKE		5.2		
	6,900	WD582	57750	57.2	MONUMENT			8.1		
	7,200	WD575	57740	65.3	ACADEMY			7.0		
				72.3	N. COLORADO SPRINGS			2.1		
				74.4	BIJOU	X(2)	CTC	0.5		
	20,600	WD565	57770	74.9	COLORADO SPRINGS	C		0.5		
				75.4	CIMARRON	X		1.0		
				76.4	S. COLORADO SPRINGS			2.7		
	5,400	WD561	57660	78.8	KELKER			5.6		
			WD556	57654	84.4	CREWS		3.5		
			WD552	57650	87.9	FOUNTAIN		7.4		
				57640	95.3	BUTTES	X(2)	DT TWC ABS	2.8	
			WD542	57635	98.1	WIGWAM (Main 2)			9.8	
				107.9	N. BRAGDON (Main 2)			0.7		
	5,300	WD524	57619	108.6	BRAGDON (Main 1)	X(2)	2MT CTC	0.2		
			WD510	108.8	TAPP (Main 2)			1.1		
				109.9	SOUTH BRAGDON (Main 1)			6.7		
				116.6	N. PUEBLO (Main 1)			1.8		
				118.4	CANON CITY JCT. (Main 1)			0.4		
			MX905	57200	118.8	PUEBLO YARD (Main 1)	BCT	0.2		
				118.2/ 120.4	PUEBLO JCT.	M		119.3*		

*119.3 miles is measured on Main 1.

Radio Channel 39 in service Main 1 and 2 South Denver to 20th St.

Radio Channel 36 in service South Denver to Pueblo Jct.

Radio Channel 76 in service Industry Jobs unless instructed by yardmaster.

Industry jobs when leaving the main track are to switch to Channel 76 to perform industrial switching. Industry jobs and outbound crews are to use Channel 76 when their train is on other than the main track or Coal 1 and 2. Channel 39 is used for main tracks and Coal 1 and Coal 2 and Channel 76 when industry jobs leave the main track to perform industrial switching.

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	FS	EMER
BNSF between Pueblo Jct. and S. Denver	36	1	3	4	5&7	9
BNSF between S. Denver and 20th St.	39	N/A	N/A	N/A	N/A	N/A
UPRR Littleton and Pueblo Jct. UPRR-dispatched trackage	54	N/A	N/A	N/A	N/A	N/A

Train Dispatcher Telephone Numbers

BNSF Train Dispatcher 16—(817) 234-2316, Fax (817) 234-2410
 BNSF Brush Line Train Dispatcher—(817) 234-6052,
 Fax (817) 234-2316

UPRR Train Dispatcher—(800) 726-1178

Note: Radio Channel 36 will be the primary channel between South Denver and Pueblo Jct. The UPRR dispatcher will request that employees working on UPRR-dispatched trackage to change to Channel 54 to receive information. Employees working on UPRR dispatched trackage must change to Channel 54 when necessary to report operational condition.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
20th Street to Walnut, Main 1 and 2	20 MPH.
Walnut to South Denver, Main 1 and 2	30 MPH.
South Denver to Cimarron, Main 1 and 2	45 MPH.
Cimarron to Bragdon, Main 1	55 MPH.#
Cimarron to Tapp, Main 2	55 MPH.#
Bragdon to Canon City Jct., Main 1	55 MPH.#
Canon City Jct. to Pueblo Yard, Main 1	20 MPH.
Pueblo Yard to Pueblo Jct, Main 1 (all dual control switches)	10 MPH.
Tapp to MP 115.0, Main 2	50 MPH.#
MP 115.0 to MP 118.2, Main 2	45 MPH.
Pueblo Yard Highline, 18th St. to North Pueblo, Main 1	20 MPH.
MP 118.3 to MP 118.6—Main 1, all dual control switches	20 MPH.
Main 1, Against the current of traffic Littleton to Palmer Lake ...	45 MPH.%
Main 2, Against the current of traffic Palmer Lake to Littleton ...	45 MPH.%

("#" and "%" —Refer to BNSF System Special Instructions).

On descending grade between Palmer Lake and MP 61.4, the following table must be used to determine the maximum speed taking into account freight trains TOB and tons per axle of operative dynamic brake:

Tons Per Operative Brake	Tons Per Axle Operative Dynamic Brake		
	250 or Less	250+ to 350	350+ to 800
Below 80	No Restriction	30 MPH	25 MPH
80 to 110	25 MPH	20 MPH	20 MPH
110 to 145	20 MPH	20 MPH	20 MPH

A train that exceeds the above table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and an 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be stopped and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by a road foreman of engines or other proper authority.

On descending grade between Palmer Lake and MP 41.0 on the northward track, the following table must be used to determine the maximum speed, taking into account freight train's tons per operative brake (TPOB) and tons per axle of operative dynamic brake.

Tons Per Operative Brake	Tons Per Axle Operative Dynamic Brake	
	250 or Less	More than 250
115 or below	No Restriction	40 MPH
Above 115	40 MPH	25 MPH

1(B). Speed—Permanent Restrictions

Main 1 (20th Street to Pueblo Jct.)

MP 21.7 to MP 24.8	35 MPH.
MP 24.8 to MP 30.3	40 MPH.
MP 30.3 to MP 32.6	30 MPH.
MP 32.6 to MP 32.8	40 MPH.
MP 39.5 to MP 44.4	40 MPH.
MP 45.2 to MP 48.8	35 MPH.
MP 48.8 to MP 52.0	25 MPH.
MP 89.2 to MP 89.5	50 MPH.
MP 90.4 to MP 92.9	45 MPH.

Single Track (Palmer Lake to Crews)

MP 52.0 to MP 60.3	25 MPH.
MP 60.3 to MP 68.3	30 MPH.
MP 74.6 to MP 76.6	30 MPH.
MP 76.6 to MP 80.6	40 MPH.

Main 2 (Pueblo Jct. to 20th Street)

MP 95.0 to MP 94.9	50 MPH.
MP 88.3 to MP 88.1	35 MPH.
MP 86.3 to MP 85.1	45 MPH.
MP 45.4 to MP 45.2	40 MPH.
MP 44.7 to MP 43.3	35 MPH.
MP 32.4 to MP 31.8	40 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

South Denver—turnout	30 MPH.
Trains 100 TOB and over	25 MPH.
Littleton—turnout	40 MPH.
Trains 100 TOB and over	25 MPH.
Englewood—turnout	40 MPH.
Trains 100 TOB and over	25 MPH.
Palmer Lake—turnout to Main 2	25 MPH.
Monument—both ends of siding and on siding	25 MPH.
Academy and Kelker—both ends of siding and on siding	30 MPH.
North and South Colorado Springs—turnout to siding	30 MPH.
Bijou—north crossovers	30 MPH.
Bijou—to siding southbound and south crossover	20 MPH.
Between Bijou and Cimarron on the siding	20 MPH.
Cimarron—crossovers	20 MPH.
Crews—turnout to Main 1	40 MPH.
Bragdon—crossover	40 MPH.
Bragdon—both ends siding	10 MPH.

On sidings:

Lodo, Hogans Alley, Sedalia, Orsa, Bragdon	10 MPH.
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1(D). Speed—Other

While head end of train is passing over street crossings listed below, indicated speed must not be exceeded.

Castle Rock—all streets—MP 32.4 to	
MP 32.6 (Main 2)	40 MPH.
Colorado Springs and Kelker—all UPRR yard tracks	10 MPH.
Fountain—MP 89.6 to MP 84.7, Main 2	35 MPH.
Kelker Yard BNSF side only	5 MPH.
BNSF Colorado Springs Clic 901 through 922	5 MPH.
BNSF Old Main Track Clic 999	5 MPH.
Pueblo Jct.—all tracks	10 MPH.

BNSF trains handling continuous welded or jointed rail are restricted to 25 MPH on curves at the following locations:

MP 43.4 to MP 43.5 (Main 2)	
MP 43.7 to MP 43.9 (Main 2)	
MP 44.1 to MP 44.2 (Main 2)	
MP 76.0 to MP 76.2 (Main 1)	
MP 32.5 to MP 36.5 (Main 1)	

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car	
20th Street to Pueblo Yard	143 tons, Restriction C
Kountry Line	134 tons, Restriction G

Switching in Kelker Yard BNSF side only—Four-axle locomotives permitted.

North end Kelker Yard setouts and pickups BNSF side only—Six-axle locomotives permitted.

Colorado Springs BNSF Yard Track—Four-axle locomotives permitted.

3. Type of Operation

UPRR operating jurisdiction between:

- Littleton and Palmer Lake—Main 1
- Crews and Bragdon—Main 1
- Bradgon and Pueblo Jct.—Main 2

Single track (CTC) between Palmer Lake and Crews is under BNSF jurisdiction.

Helper engines entering the main track and moving less than 1 mile, with the current of traffic, to couple onto and help southward trains must obtain verbal authority from the UPRR dispatcher before occupying Main 1. After uncoupling from the rear of southward trains, BNSF helper engines are authorized to occupy the main track and move with the current of traffic between MP 50.5* and MP 52.0*, begin CTC Palmer Lake.

Main 1

CTC—in effect:

20th Street, MP 0.0 to Littleton, MP 12.2—Main 1 and 2. Brush Line dispatcher controlled, 20th Street MP 0.0 to South Denver MP 4.5. Denver South dispatcher controlled, South Denver MP 4.5 to Littleton MP 12.2. Palmer Lake, MP 52.0 to Crews, MP 84.4. Bragdon, MP 108.4 to Pueblo Jct., MP 120.6 (Main 1). All southbound trains departing Denver must contact the UPRR dispatcher when approaching South Denver with their location. Also contact UPRR dispatcher with departure time at Littleton.

TWC—in effect:

Littleton, MP 12.2 to Palmer Lake, MP 52.0
Crews, MP 84.4 to Bragdon, MP 108.4

Double Track—in effect:

Between Littleton MP 12.2 and Palmer Lake MP 52.0
Between Crews MP 84.4 and North Bragdon MP 107.9

Multiple Main Tracks—20th Street to Palmer Lake, and Crews to Pueblo Jct., when facing a southward timetable direction at 20th Street, Main 1 will be on your right and Main 2 will be on your left.

Main 2

Main 2 is under BNSF operating jurisdiction between:

- North Bragdon and Crews
- Palmer Lake and South Denver

Main 2 is under UPRR operating jurisdiction between:

- Pueblo Jct. and Bragdon (UPRR Bypass)

Double Track—in effect:

Between Littleton MP 12.2 and Palmer lake MP 52.0
Between Crews MP 84.4 and North Bragdon MP 107.9

Multiple Main Tracks—20th Street to Palmer Lake, and Crews to Pueblo Jct., when facing a southward timetable direction at 20th Street, Main 1 will be on your right and Main 2 will be on your left.

Train and engine movements between South Denver and 20th Street will be governed by CTC rules controlled by the Brush Line dispatcher.

4. General Code of Operating Rules/Air Brake Rules Items

BNSF Air Brake Rule 104.14.1—When adding helper locomotives, conductor on helpers must inspect not less than three cars ahead of helpers to determine brakes apply from a service application before releasing brakes and proceeding.

Palmer Lake—When northward movement to the southward main track at Palmer Lake is required, after obtaining authority from the UP and BNSF dispatchers, BNSF train dispatcher must line the movement and before a signal other than Stop can be obtained, a crew member must operate the key switch mounted on the Palmer Lake bungalow with a UP switch key.

Crews—Signal has been provided to move against current of traffic on northward track. Clearing of signal requires operation of key controller mounted on side of signal house, after dispatcher has positioned signal. Aspect will be restricting.

Train, yard, and other locomotive movements to or from east end Pueblo Union Depot and to or from "C" Street Industrial Area, MP 118.9, must obtain permission from BNSF train dispatcher before lining switch or fouling BNSF main track between east end Pueblo Union Depot and railroad crossing at grade, MP 118.9. When movement is completed and in clear of BNSF main track, employees must report in clear to BNSF train dispatcher.

On UP trackage, resume speed signs are not used. The speed sign governing the SAME restricted territory from the opposite direction indicates a point 2,500 feet beyond the restricted territory and serves as a guide to enginemen in resuming normal speed.

BNSF Air Brake Rule 101.13—Upon departing Denver, southward trains must make a running air brake test before arriving Big Lift to determine holding force of train brakes. If brakes do not operate properly, stop the train, correct the problem and perform another running air brake test.

The following General Code of Operating Rules items apply on Main 1, UPRR dispatched, between Littleton and Palmer Lake, between Crews and Bragdon, and between Pueblo Jct. and Bragdon on Main 2.

Rule 14.4—Occupying Same Track Warrant Limits, delete the second paragraph of Part 1. Add to Parts 2 and 3: If trains are listed on Track Warrant Line 18, the crew of another train or men and equipment entering the limits must not enter the limits:

- Until contacting all trains listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, or
- Unless a flagman walks one mile ahead.

Rule 14.5—Protecting Men or Equipment, add to Part 2: Line 18, The crew of the train or other men or equipment entering the limits must not enter the limits:

- Until contacting all foremen listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, or
- Unless a flagman walks one mile ahead.

Rule 14.9—Copying Track Warrants, change first sentence to read:

The conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it.

Change Part A to read:

A. Transmitting Track Warrants

1. The train dispatcher will transmit the track warrant, immediately followed by a summary of the total number of boxes and individual box numbers included by stating, "This track warrant has (total number) boxes marked (individual box numbers)."

2. An employee will enter all of the information transmitted by the train dispatcher, except the summary. As the summary is transmitted, the employee will check the total number of boxes and individual box numbers copied to ensure all items are included.
3. The employee will repeat the information to the train dispatcher, immediately followed by a summary of the total number of boxes and individual box numbers included by stating, "This track warrant has (total number) boxes marked (individual box numbers)".
4. The train dispatcher will check the repeat and, if all information including the summary is correct, will say OK and give the time and his/her initials.
5. The employee will enter the OK time and the train dispatcher initials on the track warrant and repeat them to the train dispatcher.

Rule 15.1—Track Bulletins, when applying the second paragraph of this rule to track warrants that list track bulletins only, be governed as follows:

Employees who receive a track warrant listing track bulletins (or "none" on Line 16) must contact the train dispatcher if:

- Incorrect/incomplete limits are listed on the "From" or "To" locations of the address.
- or
- The "OK" time is more than 4 hours old.

Rule 15.15—To ensure accuracy of UPRR mechanically transmitted track bulletins, all numbers written in the body of track bulletins are reprinted on the line directly below. The reprinted numbers are bracketed. Crews should make sure all numbers reprinted identically. Also, make sure all lines of the track bulletin printed. Do this by verifying:

- The sequential order of line numbers printed on the extreme left of the bulletin,
- Each numbered line contains information (however, lines containing bracketed numbers mentioned above do not have line numbers), and
- The numbered line with the train dispatcher's initials directly follows the last numbered line of information.

5. **Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations

- UP MP 12.3—Dragger (Main 1), Exception reporting only
- UP MP 14.3—Dragger (Main 1), Exception reporting only
- UP MP 15.9—Dragger (Main 1), Exception reporting only
- UP MP 17.5—Dragger (Main 1), Exception reporting only
- UP MP 19.3—Dragger (Main 1), Exception reporting only
- UP MP 21.1—Dragger (Main 1), Exception reporting only
- UP MP 21.3—Hot Box/Dragger (Main 1)
- MP 21.9—Recall Code 8 (Main 2)
- UP MP 22.9—Dragger (Main 1), Exception reporting only
- UP MP 24.5—Dragger (Main 1), Exception reporting only
- UP MP 26.8—Dragger (Main 2), Exception reporting only
- UP MP 29.4—Dragger (Main 2), Exception reporting only
- UP MP 32.0—Dragger (Main 2), Exception reporting only
- UP MP 33.0—Dragger (Main 2), Exception reporting only
- UP MP 35.0—Hot Box/Dragger (Main 2)
- UP MP 37.6—Dragger (Main 2), Exception reporting only
- UP MP 40.2—Dragger (Main 2), Exception reporting only
- UP MP 42.4—Dragger (Main 2), Exception reporting only
- UP MP 44.6—Dragger (Main 2), Exception reporting only
- MP 46.35—Recall Code 8 (Main 1)
- UP MP 46.8—Dragger (Main 2), Exception reporting only
- UP MP 48.5—Hot Box/Dragger (Main 2)
- UP MP 50.5—Dragger (Main 1), Exception reporting only
- UP MP 54.2—Dragger, Exception reporting only
- UP MP 60.4—Hot Box/Dragger

- UP MP 62.3—Dragger, Exception reporting only
- UP MP 68.8—Dragger, Exception reporting only
- UP MP 70.3—Dragger, Exception reporting only
- MP 80.11—Recall Code 8
- UP MP 86.1—Dragger (Main 2), Exception reporting only
- UP MP 87.6—Dragger (Main 2), Exception reporting only
- UP MP 89.2—Dragger (Main 2), Exception reporting only
- UP MP 91.4—Dragger (Main 2), Exception reporting only
- UP MP 93.2—Dragger (Main 2), Exception reporting only
- UP MP 95.6—Dragger (Main 2), Exception reporting only
- UP MP 98.2—Dragger (Main 2), Exception reporting only
- UP MP 100.2—Hot Box/Dragger (Main 2)
- UP MP 102.4—Hot Box/Dragger (Main 2)
- MP 103.4—Recall Code 8 (Main 1)
- UP MP 104.8—Dragger (Main 2), Exception reporting only
- UP MP 106.6—Dragger (Main 2), Exception reporting only
- UP MP 111.5—Dragger, Exception reporting only
- UP MP 115.6—Dragger, Exception reporting only
- UP MP 117.0—Dragger, Exception reporting only

When UP hot box detectors transmit "Excessive Alarm," message considered as integrity failure.

Instructions for UP readout (Talker) Hot Box and Dragging Equipment detectors are as follows:

Trackside Warning Devices

Hot box, hot wheel and dragging equipment detector alarms will be transmitted simultaneously on UP and BNSF radio channels per the following:

Post-train talker message

1. The talker message will be transmitted a few seconds after the last axle has passed the detector.
2. For trains with no alarms, the following message will be transmitted:
 - UP detector (Mile Post Location), Northbound or Southbound, no alarms.

This message will be repeated once after a 2-second pause, followed by:

 - Message complete.
 - End of transmission.
3. For trains with one or more alarms, the following message will be transmitted:
 - UP detector (Mile Post Location), Northbound or Southbound, (Number) alarms, count from head end of train.
 - First alarm, hot bearing, (east or west) rail, axle (Number)
 - Second alarm, hot bearing, (east or west) rail, axle (Number)
 - Third alarm, hot wheel, near axle (Number)
 - Fourth alarm, hot wheel, near axle (Number)
 - Fifth alarm, dragging equipment, near axle (Number)

If more than 10 alarms are detected, the following message will be transmitted:

- Over 10 alarms inspect the rest of the train.

This message will be repeated once after a two-second pause, followed by:

- Message Complete.
- End of transmission.

If no radio transmission is received after rear of train exits detector location, this fact must be immediately reported to the UP train dispatcher.

Instructions for UP Dragging Equipment Detectors

Dragging equipment detectors equipped with radio transmitted verbal defect indicators talk on defect only. The detector announces only when it detects a defect. If a defect is detected,

an alarm tone or message is transmitted. Stop the train at once and inspect for dragging equipment. If no axle count is given, inspect the entire train.

Rule 9.5.8 Block Signal With Triangular "P" Plate—New rule is added on UP:

A block signal equipped with triangular plate displaying the letter "P" can be actuated by a special protective device. When a signal equipped with a "P" plate displays a red aspect, in addition to complying with other applicable signal rules, an inspection from the ground must be made of train, track or structure for which protection is provided to be sure it is safe for the passage of trains.

Exception: An inspection from the ground is not required when it can be determined from the engine that the track or structure for which the protection is provided is safe for the passage of the train.

Number or location of each signal equipped with a "P" marker will be shown in timetable, with a description of the special protective device equipped to that signal.

Rule 9.5.8 Block Signals with "P" Plates

Main 1

1991 High water detector, MP 99.9

Main 2

330 High water detector, MP 32.8
 424 High water detector, MP 42.4
 446 High water detector, MP 43.4
 892 High water detector, MP 88.5
 2861 High water detector, MP 84.7

Single Track

"A" North (Kelker) High water detector, MP 77.9

6. FRA Excepted Track

<u>Colorado Springs</u>		<u>Castle Rock</u>
0903	0913	5102
0904	0914	5105
0905	0921	
0909	0922	<u>Orsa</u>
0910	0999	5502
0912		
<u>Pikeview</u>		<u>Bragdon</u>
1308		7402
1399		
<u>Academy</u>		<u>Crews</u>
1901 through 1904		9902
<u>Drennan</u>		<u>Kelker</u>
0812 through 0816		0801 through 0804
0818 through 0820		
0830 through 0835		
<u>South Park Junction</u>		<u>Fountain</u>
Park Lead		9601
Park Yard		
Atlas Metal		
<u>Pueblo Yard</u>		
0214 through 0217		
0351		
0333 through 0360		
0390, 0418		
0421 through 0425		
0425		
0463 through 0470		
0476, 0478, 0479, 0498		

No switching moves in Park Yard can be made between MP 1.5 (Colfax Ave.) to MP 1.9 (13th Ave.) while there is a train going by on the Main 2.

7. Special Conditions

BNSF trains operating southward from Palmer Lake to North Colorado Springs and northward Palmer Lake to MP 13.2							
Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
4,000 or less	4	4	4	6	6	6	8
4,001 to 5,000	6	6	6	6	6	8	10
5,001 to 6,000	6	8	8	8	8	10	12
6,001 to 7,000	8	8	8	8	10	12	14
7,001 to 8,000	8	8	8	10	12	14	16
8,001 to 9,000	8	8	10	12	14	16	18
9,001 to 10,000	8	10	10	14	16	18	20
10,001 to 12,000	10	10	12	16	18	20	22
12,001 to 14,000	10	10	14	18	20	22	24
14,001 to 16,000	10	12	16	20	22	24	28

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB. For example, 105.1 TOB becomes 106 TOB. For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage.

Note: Helper locomotives will assist trains not meeting this requirement southward between Denver and North Colorado Springs, and northward between North Colorado Springs and MP 13.2.

Kountry Line

Florida Avenue—MP 4.83—Engineer signal will display a green aspect for rail movement. The engineer signal protecting Florida Ave. is bonded 550 Ft. from the crossing on the Kountry Main Line. A red engineer signal or dark engineer signal at Florida Ave. will require movement to be protected by a member of the crew per GCOR Rule 6.32.2 and must be reported to 31st Street yardmaster.

3rd Avenue—MP 2.8—Engineer signal will display a green aspect for rail movement. The engineer signal protecting Third Ave. is bonded 100 Ft. from the crossing on Kountry Main Line, and 50 Ft. from the crossing on the Run Around and Belt tracks. A red engineer signal or dark engineer signal at Third Ave. will require movement to be protected by a member of the crew per GCOR Rule 6.32.2 and must be reported to 31st Street yardmaster.

Pueblo—Normal position of spring switch at north end of Hump 3 (0728) to Hump 2 (0727) is lined for Hump 3. Switch is protected by switch point indicator elevated on pole at Hump 3 switch.

Switch locks have been installed on switches at north end of Hump and 18th Street crossover. Switches must be locked when not in use. Normal position of the 18th Street crossover is lined and locked for Highline and Hump 1 and must be returned to this position after use.

Prior to departing your on-duty point, all Boeing trains must be inspected by the outbound conductor prior to departing the yard. The outbound conductor must walk both sides of the train looking for any visible damage or signs of sideswiping. If any damage is noted, the ATM must be notified at the time of inspection. The time and comments regarding your inspection must be noted on the delay report.

When ETDs are removed from trains or cuts of cars, they will be placed in the storage facility located in the Pueblo Yard Office. They will not be stored on front of switch engines or left laying on the ground. It will be permissible to have an ETD on the locomotive when building a train or adding a cut of cars to a train. The ETD will be placed on the train when work is completed. Do not place ETDs on walkways of locomotives.

Skates are utilized in Pueblo Yard, primarily by switch crews on the south end of both class and yard tracks. Prior to moving any car(s) southward, ascertain skate is removed by inspecting at least five cars on both sides of track. Inbound crews on trains to be worked at Pueblo (if unsure if train will be worked at Pueblo, check with the ATM) will secure train by applying sufficient number of hand brakes to prevent movement of south end of track(s). If necessary to skate a track, apply the skate on the west rail on the south wheel of the south car. If unable to skate the south wheel, a sufficient number of hand brakes will be applied on the south end of track to prevent movement. Do not skate locomotive(s) attached to cars. Northbound trains holding at Pueblo for other than switching will be secured per the rules on the north end of train. Southbound and eastbound trains holding at Pueblo for other than switching will be secured per the rules on the south end of train.

Two-Way ETD Between Denver and Pueblo—BNSF Trains Only

1. Operation of End-of-Train Device
Southward freight trains departing Palmer Lake must be equipped with a functioning HTD/ETD, on the lead locomotive in the consist and must test the two-way ETD by initiating an emergency application of the air brakes from the rear of the train using the two-way telemetry feature as follows:

After removing helper locomotive from the train:
 - Couple the brake pipe on the rear car to the ETD and note brake pipe pressure on the ETD increases.
 - Close the angle cock between ETD and rear car.
 - Initiate an ETD rear car emergency from the lead locomotive.
 - Note the brake pipe pressure on the ETD reduces to 0 psi.
 - Open the angle cock between ETD and rear car. Note that brake pipe pressure on the ETD is being restored between ETD and rear car.
 - Record the date, time, and location the Generation Two ETD was applied and tested on the Signal Awareness Form.
2. Controlling Train Speed
While maintaining authorized speed, if brake pipe reduction exceed 18 psi, train must be stopped immediately and secure the train before proceeding:
 - Set one retainer in the high position for each 220 trailing tons.
Note: A minimum of 20 retainers must be set. If train consist is less than 20 cars, set all retainers in the HP position.
 - Recharge the train brake system.
 - Southward trains operating with retainers set must stop before passing Colorado Springs (UP MP 76.6) and return retainers to the exhaust position.
 - Northward trains operating with retainers set must stop and return retainers to the exhaust position before passing MP 13.2.

Freight trains operating between Palmer Lake and Pueblo experiencing air brake problems must STOP immediately using an emergency brake application, if necessary, and secure the train. The train must not proceed until the air brake system is repaired.

Southward trains between Palmer Lake and North Colorado Springs and Northward trains between Palmer Lake and MP 13.2 that exceed the maximum authorized speed by 5 MPH must STOP by using an emergency application of the brakes.

3. Train Separation Instructions
 If a train separation occurs between MP 51.5 and MP 65.3, comply with the following:
- Apply hand brakes to 75% of all cars not coupled to a locomotive consist.
 - If locomotive brakes will not hold the train and it is necessary to recharge the air brake system, set required hand brakes to hold the train before attempting to release and recharge the air brake system.
 - Make repairs or set out bad order equipment as necessary.

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F		Cold Weather When temp. is -10 degrees F or colder
Pikes Peak	30 MPH	Trains 100 TOB and over	30 MPH
	45 MPH	Freight trains up to 100 TOB	45 MPH
	45 MPH	Empty coal trains	45 MPH

UPRR Dispatched Temperature Speed Restriction

Level 1 Heat Restriction:
 Passenger trains, lite engines
 and freight trains averaging less
 than 90 tons per car or platform No additional restrictions
 (See note below)

Freight trains averaging 90 tons
 or more per car or platform 50 MPH
 (See note below)

Note: See Item 2-F, paragraph following the type of equipment
 table UPRR System Special Instructions, to determine the
 number of platforms on various series of intermodal equipment.

Flash Flood Warnings—Refer to Item 33, System Special
 Instructions. The following locations have been identified as
 "critical areas" and are limited to restricted speed:

- MP 113.9 to MP 78.8 Main 1
- MP 2.2 to MP 12.2 Main 1

List of Long and Short Miles

Main 1 between MP 49.0 and 50.0—1,475 feet

8. **Line Segments**

Road Line Segments

Line Segment Limits

- 7304 South Denver to Pueblo Yard
- 477 20th Street to South Denver

Yard Line Segments

Line Segment Limits

- 7357 Pueblo Yard
- 483 Kountry Line

9. **Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
Main 1			
Siegel Oil Spur	1.6	1,000	South
Duwald Steel	2.4	500	South
Kountry Line	2.4	7 miles	North
Denver Lumber	5.3	250	North
Englewood	7.5	3,100	South
Ft. Logan Spur	9.1	6,330	South
Blakeland Spur	15.3	3,000	South
Acequia	17.0	4,200	South
Dupont Spur	20.6	2,500	South
Palmer Lake Spur	51.8	500	South
Castle Rock	32.23	100	South
Tomah	37.5	1,650	South
Greenland	46.0	2,300	South
Spruce	48.8	3,000	South
Nixon Spur	91.2	15,100	North
Henkel	100.8	1,200	South
Single Track			
Wood	56.2	1,250	South
Husted	62.0	720	North
Stadium (2)	63.3	3,200	South
Russina Spur	70.7	4,000	North
Manitou Branch	75.1	10,000	North
Drennan and Columbine Industrial Center (Joint UP & BNSF)	79.8	1,700	South
Main 2			
Pinon	104.7	700	North
Crews	84.7	2700	North
Palmer Lake	52.0	1,500	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Castle Rock Spur	32.5	350	North
Santa Fe Park	12.5	2,600	Both
Iowa Spur	5.5	750	North
Atlas Spur	1.5	750	North

*Joint UP and BNSF

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Pueblo Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		56700	554.9	LA JUNTA	BCPTY				4.9	
		57120	559.8	SWINK					5.8	
	5,000	57140	565.6	ROCKY FORD			TWC ABS	7304	5.4	
	4,100	57145	571.0	VROMAN					3.5	
	5,400	57150	574.5	MANZANOLA					8.6	
	3,350	57155	583.1	FOWLER					8.5	
			591.6	NA JCT.	J				7.0	
		57160	598.6	BOONE				5.0		
	7,500	57165	603.6	AVONDALE	T		CTC		7.3	
	7,500	57180	610.9	BAXTER					6.9	
			617.7	PUEBLO JCT.	M				62.9	

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
La Junta to Pueblo Jct.	36	2	3	4	5&7	9

1. Speed Regulations

1(A). Speed—Maximum

La Junta to Pueblo Jct. **Freight** 55 MPH.#
 # See System Special Instructions 1(C)

1(B). Speed—Permanent Restrictions

MP 555.7 to MP 556.1 40 MPH.
 MP 565.0 to MP 566.1 (HER) 30 MPH.
 MP 568.3 to MP 591.6 40 MPH.
 MP 597.3 to MP 598.6 40 MPH.
 MP 615.9 to MP 616.0 50 MPH.
 MP 617.2 to MP 617.4 25 MPH.
 MP 617.4 to MP 617.7 10 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
 La Junta—west end of freight lead (Long Tail) 20 MPH.
 NA Jct.—Junction switch 30 MPH.
 Avondale and Baxter—Both ends siding 30 MPH.
 Rockyford, Vroman, Manzanola, and Fowler through turnout and siding 10 MPH.

1(D). Speed—Other

Bridges 577.4 & 614.4, cars heavier than 143 tons 25 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

La Junta to Pueblo Jct. 143 tons, Restriction A

3. Type of Operation

TWC—in effect:
 Between La Junta and NA Jct.
CTC—in effect:
 On main track between NA Jct. and Pueblo Jct., and on sidings Avondale and Baxter.
Yard Limits—in effect:
 La Junta MP 553.9 to MP 557.8

Manual Interlockings Not Controlled by BNSF

<u>Location</u>	<u>Controlling Railroad</u>
Pueblo Jct., MP 617.7	UP

4. General Code of Operating Rules Items—None

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 MP 570.7—Recall Code 8
 MP 595.1
- C. Other detectors
 MP 557.5—High Water—Signals 5572 and 5561
 MP 612.5—High Water
 Controlled signal west end Baxter
 Signal 6142

6. FRA Excepted Track Baxter

0223, 0224, 0226, 0227, 0229, 0231, 0232, 0233, 0235

Avondale

0678, 0679, and 0683

Fowler

2802

Manzanola

2002

Rocky Ford

1101, 1112 through 1115, and 1118

7. Special Conditions

Pueblo Jct.—When rules require communication with control operator, both UP and BNSF dispatchers must be contacted.

Pueblo Jct.—NA Jct.—BNSF and UP trains and engines will use joint trackage and will be governed by BNSF Timetable and System Special Instructions.

Doane Products—When required to switch Doane Products, CLIC 231, do not couple to cars until a member of crew has spoken with shift supervisor. In addition, a blue flag will be placed on the leading car. Do not couple to cars until blue flag is removed by Doane personnel.

Westbound trains handling cars destined for Doane's at Devine will make effort to spot car to Track 231 after checking with shift foreman. Do not leave car on Target Spur, Track 233, unless shift foreman advises or is not on duty (weekend nights).

Rocky Ford—When switching Western Sugar, all crews will use a five-car handle to switch with unless train consist has a four-axle unit to use.

Western Sugar has installed gate 20 feet north of Chestnut Ave., Track 1112, entrance to the sugar company. Gate is equipped with BNSF switch lock and must be kept locked at all times. Gate has 2 feet of clearance on both sides of the rail. Close clearance with person on side of car.

Boeing Trains—Prior to departing on duty points, all Boeing trains must be inspected by the outbound conductor prior to departing the yard. The outbound conductor must walk both sides of the train, looking for any visible damage or signs of sideswiping. If any damage is noted, the dispatcher or ATM must be notified. The time and comments regarding the inspection must be noted on the delay report.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:
 MP 583.0 to MP 591.6

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F		Cold Weather When temp. is -10 degrees or colder
	Freight		Freight
Pueblo	30	Trains 100 tons O/B and over	30
	45	Freight trains up to 100 tons O/B	45
	45	Empty coal trains	45

8. Line Segments

Yard Line Segments

Line Segment Limits

7353 La Junta Yard

Road Line Segments

Line Segment Limits

7304 La Junta to Pueblo Jct.

9. Locations Not Shown as Stations

Name	Milepost Location	Capacity Feet
Target Stores	610.4	2,424
Doane's Products	610.6	400
Pueblo Air Base	610.7	Yard
Baxter Beet Track	612.6	850
Economy Building Spur	615.1	400

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Spanish Peaks Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	(1) 7,500 (2) 7,500	40924	208.3	TRINIDAD		B	CTC	477	12.2	
	7,735	40939	196.1	LUDLOW			TWC ABS		6.4	
	8,078	40946	189.7	LYNN					9.6	
	7,851	40957	180.1	MAYNE			2MT TWC		8.5	
	6,100	40965	171.6	WALSENBURG	JXR				16.9	
		40981	154.7	LASCAR	X		CTC		11.2	
		40993	143.5	CEDARWOOD	X				18.7	
	4,500	41013	124.8	SOUTHERN JCT.	JR				2.2	
	1,750	57190	122.6	MINNEQUA (Main 2)	R		CTC		1.4	
			121.2	SALT CREEK JCT.	JRTX				0.6	
			120.6 =119.6	PUEBLO JCT.	MT				87.7	

Radio Channel No. 66 in service Southern Jct. to Trinidad.

Radio Channel No. 70 in service Comanche Power Plant.

Radio Channel 36 in service Southern Jct. to Pueblo Yard.

Radio Call-In		
Trinidad - 45(X)	Walsenburg - 46(X)	Southern Jct. - 47(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

BNSF—(817) 234-6055, Fax (817) 234-6076

UP—(800) 726-1178, (402) 636-1653

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Trinidad to Walsenburg	50 MPH.
Walsenburg to Pueblo Jct.	49 MPH.
Southern Jct. to Walsenburg (Main 2—UP)	30 MPH.

1(B). Speed—Permanent Restrictions

MP 208.3 to MP 197.9	35 MPH.
MP 197.9 to MP 187.5	45 MPH.
MP 187.5 to MP 173.4	35 MPH.
MP 173.4 to MP 172.5	25 MPH.
MP 172.5 to MP 170.8	20 MPH.
MP 121.9 to MP 124.8, Main 2	10 MPH.
Southern Jct. to Salt Creek Jct., Main 1	20 MPH.
Salt Creek Jct. to Pueblo Jct.	20 MPH.

1(C). Speed—Switches and Turnouts

Trinidad siding 1 and siding 2 and through turnouts:	
Trains under 100 TOB	40 MPH.
Trains 100 TOB and over	25 MPH.
Through turnouts and sidings at Lynn and Ludlow:	
Trains under 100 TOB	40 MPH.
Trains 100 TOB and over	25 MPH.
Mayne, through turnouts and siding	20 MPH.
Walsenburg—automatic switch	20 MPH.
Southern Jct., turnout	10 MPH.
Salt Creek Jct., turnout	20 MPH.
Pueblo Jct., turnout	10 MPH.

1(D). Speed—Other

MP 124.7 Comanche Power Plant Lead to Comanche Power Plant	10 MPH.
All sidings not listed in 1(C)	10 MPH.
Item 1(A) applies to loaded or empty C6 hoppers.	

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Trinidad to Pueblo 143 tons, Restriction C

Comanche Power Plant—ATSF locomotives will not clear the Dumper Building doors. All ATSF units must be set out on “E” track before proceeding through Dumper Door.

3. Type of Operation

TWC—in effect:

Trinidad to Pueblo

CTC—in effect:

Trinidad MP 205.99 to MP 208.3

Minnequa and Salt Creek Jct.—MT 2

ABS—in effect:

Trinidad MP 205.99 to Walsenburg MP 171.74

Restricted Limits—in effect:

Walsenburg—MP 171.74 (Eastward Begin ABS) to MP 169.7

Southern Jct.—Before entering into restricted limits, contact ATM Pueblo for instructions for the following limits:

Southern Jct. MP 124.8 and Salt Creek Jct. MP 121.2—MT 1

Southern Jct. MP 124.8 and Minnequa MP 122.6—MT 2

Salt Creek Jct. and Southern Jct.—2 MT in effect, MT 1 was called New Way MP 121.1 to MP 124.8 and MT 2 was called Old Way MP 121.1 to MP 124.8.

Between Southern Jct. and Walsenburg—Two Main Tracks in effect. When facing eastward timetable direction, the track to the right is the UP Main Track and the track to the left is the BNSF Main Track. The UP Main Track is dispatched by the UP and identified as the Main 2 when issuing track warrant authority. The BNSF main track is dispatched by the BNSF and is identified as Main 1 when issuing track warrant authority. BNSF Timetable, Special Instructions and Operating Rules apply on UP Main 2. UPRR track warrant forms are to be used on UPRR dispatched trackage.

Manual Interlockings Not Controlled By BNSF

<u>Location</u>	<u>Controlling Railroad</u>
Pueblo Jct. MP 120.6	UPRR

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 8.19—Automatic switches by location includes both ends unless otherwise specified: Ludlow, Lynn, Mayne, and Walsenburg MP 171.7.

The following General Code of Operating Rules items apply on Main 2, UPRR dispatched, between Southern Jct. and Walsenburg.

Rule 14.4—Occupying Same Track Warrant Limits, delete the second paragraph of Part 1. Add to Parts 2 and 3:

If trains are listed on Track Warrant Line 18, the crew of another train or men and equipment entering the limits must not enter the limits:

- Until contacting all trains listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, or
- Unless a flagman walks one mile ahead.

Rule 14.5—Protecting Men or Equipment, add to Part 2:

Line 18, the crew of the train or other men or equipment entering the limits must not enter the limits:

- Until contacting all foremen listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, or
- Unless a flagman walks one mile ahead.

Rule 14.9—Copying Track Warrants, change first sentence to read: The conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it.

Change Part A to read:

- A. Transmitting Track Warrants
1. The train dispatcher will transmit the track warrant, immediately followed by a summary of the total number of boxes and individual box numbers included by stating, "This track warrant has (total number) boxes marked (individual box numbers)."
 2. An employee will enter all of the information transmitted by the train dispatcher, except the summary. As the summary is transmitted, the employee will check the total number of boxes and individual box numbers copied to ensure all items are included.
 3. The employee will repeat the information to the train dispatcher, immediately followed by a summary of the total number of boxes and individual box numbers included by stating, "This track warrant has (total number) boxes marked (individual box numbers)".
 4. The train dispatcher will check the repeat and, if all information including the summary is correct, will say OK and give the time and his/her initials.
 5. The employee will enter the OK time and the train dispatcher initials on the track warrant and repeat them to the train dispatcher.

Rule 15.1—Track Bulletins, when applying the second paragraph of this rule to track warrants that list track bulletins only, be governed as follows:

Employees who receive a track warrant listing track bulletins (or "none" on Line 16) must contact the train dispatcher if:

- Incorrect/incomplete limits are listed on the "From" or "To" locations of the address, or
- The "OK" time is more than 4 hours old.

Rule 15.15—To ensure accuracy of UPRR mechanically transmitted track bulletins, all numbers written in the body of track bulletins are reprinted on the line directly below. The reprinted numbers are bracketed. Crews should make sure all numbers reprinted identically. Also, make sure all lines of the track bulletin printed. Do this by verifying:

- The sequential order of line numbers printed on the extreme left of the bulletin,
- Each numbered line contains information (however, lines containing bracketed numbers mentioned above do not have line numbers), and
- The numbered line with the train dispatcher's initials directly follows the last numbered line of information.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
 B. Other TWD locations
 MP 155.6—Recall Code 468
 MP 184.7—Recall Code 458

6. FRA Excepted Track

Minnequa—501 through 513 and 520

7. Special Conditions

Spring switches may have different characteristics than normal high switches account of buffer. Exercise proper body mechanics when handling this and all switches.

Southern Jct.—Crossover switch MP 124.8 lined for crossover and spring switch on UP lined for UP main track.

Siding extends from crossover to east end.

Minnequa—Track No. 4 extending between station sign and crossover east end of yard is the Minnequa siding off MT 2.

Trains operating Pueblo to Minnequa and beyond must contact the C&W yardmaster prior to departure from Pueblo yard if your train is required/scheduled to perform work in Minnequa Yard.

Notify C&W yardmaster of your needs for protection as prescribed by Safety Rule 13.1.1 while in Minnequa yard. Also notify the C&W yardmaster when you have completed your work by using BNSF Channel 1 or directly contacting the yardmaster.

Normal operating hours of the C&W are 0700 to 2300, Monday through Friday, except holidays.

Pueblo—Eastward trains originating Pueblo must secure BNSF track warrant and track bulletins and UPRR track warrant and track bulletins prior to departure.

When ETDs are removed from trains or cuts of cars, place them in the storage facility located in the Pueblo Yard Office. They will not be stored on front of switch engines or left laying on the ground. It will be permissible to have an ETD on the locomotive when building a train or adding a cut of cars to a train. The ETD will be placed on the train when work is completed. Do not place ETDs on walkways of locomotives.

Trinidad—All trains must call dispatcher for instructions. Eastward trains must receive instructions from Trinidad Dispatcher before passing MP 208.

Comanche Power Plant—Crews handling coal trains into power plant must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch toning field Support on the radio or calling (817) 317-6207.

Faxing Delay Reports After Being Relieved Online

The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off-duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F		Cold Weather When temp. is -10 degrees or colder
	Freight		Freight
Spanish Peaks	30	Trains 100 tons O/B and over	30
	40	Freight trains up to 100 tons O/B	45
	40	Empty coal trains	45

8. Line Segments

Road Line Segments

Line Segment Limits

- 477 Trinidad to Pueblo Jct.
 7358 Minnequa Yard

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Twin Peaks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		40788	452.9	TEXLINE	BY			1.2	
		40790	454.2 347.2	SIXELA	Y		485	16.8	
	8,955	40807	330.4	ROYCE		TWC ABS		14.8	
	8,627	40825	315.6	GRENVILLE				15.5	
	8,363	40837	300.1	GRANDE				7.6	
	7,349	40844	292.5	DES MOINES				7.9	
	7,323	40854	284.5	FOLSOM				12.2	
	7,587	40865	272.3	ALPS			477	9.2	
	8,099	40874	263.1	BRANSON				11.8	
	8,527	40886	251.0	TRINCHERE		CTC		15.8	
	7,888	40903	235.2	BARELA				15.0	
	8,126	40917	220.2	BESHOAR				8.9	
	7,500	40924	208.3	TRINIDAD	B			136.7	

Radio Channel No. 70 in service Texline to Beshoar.

Radio Channel No. 66 in service at Trinidad Yard to Beshoar.

Radio Call-In		
Mt. Dora - 41(X)	Des Moines - 42(X)	Trinchere - 43(X)
Trinidad - 45(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6055, Fax (817) 234-6076

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Texline to Trinidad	50 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 297.0 to MP 287.7	40 MPH.
MP 287.7 to MP 282.0	35 MPH.
MP 282.0 to MP 280.7	25 MPH.
MP 280.7 to MP 274.4	35 MPH.
MP 274.4 to MP 273.1	25 MPH.
MP 273.1 to MP 208.3	35 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts and sidings at Grenville, Des Moines, Alps, Trinchere, Beshoar, and Trinidad Siding 1 and Trinidad Siding 2	
Train under 100 TOB	35 MPH.
Trains 100 TOB and over	25 MPH.
Folsom siding for westward movement	
Trains under 100 TOB	35 MPH.
Trains 100 TOB and over	25 MPH.

1(D). Speed—Other

All sidings not listed in 1(C) 10 MPH.
Item 1(A) applies to loaded or empty C6 hoppers.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. **Bridge and Equipment Weight Restrictions**
Maximum Gross Weight of Car
 Texline to Trinidad 143 tons, Restriction C

3. **Type of Operation**
TWC—in effect:
 Texline to Des Moines
ABS—in effect:
 Texline to Des Moines
CTC—in effect:
 Des Moines to Trinidad MP 208.3.
Yard Limits—in effect:
 Texline MP 452.4 to MP 454.2/MP 347.2

4. **General Code of Operating Rules Items**
Rule 6.19—When flagging is required, distance will be 2.0 miles.
Rule 8.19—Automatic switches by location includes both ends unless otherwise specified: Grande, Grenville, Royce and Texline.
Rule 8.20—Derails on east and west end siding Grande.

5. **Trackside Warning Detectors (TWD)**
 A. Protecting bridges, tunnels or other structures: None
 B. Other TWD locations
 MP 217.6—Recall Code 458 (Channel 66)
 MP 245.1—Recall Code 438
 MP 267.0—Recall Code 437
 MP 290.1—Recall Code 428
 MP 319.0—Recall Code 418

6. **FRA Excepted Track**—None

7. **Special Conditions**
Twin Mountain Industry—Track has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 13 feet from top of rail. The load tracks have an overhead clearance of 15 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 12 feet 6 inches from top of rail.
Texline—All westbound trains will be required to use the push button on the signal post at beginning ABS for any route departing Texline at MP 347.2.
Trinidad—All westbound trains must call Trinidad dispatcher for instructions before fouling Brick Yard Crossing.
Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:
 MP 249.8 to MP 251.1
Faxing Delay Reports After Being Relieved Online
 The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off-duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F			Cold Weather When temp. is -10 degrees F or colder	
	Freight	Pass.		Freight	Pass.
Twin Peaks	30		Trains 100 tons O/B and over	30	
	45		Freight trains up to 100 tons O/B	45	
	45		Empty coal trains	45	

8. Line Segments

Road Line Segments

Line Segment Limits

- 485 Texline to Sixela
- 477 Sixela to Trinidad

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
40799 Clayton	8.6 west of Sixela	30	Both

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GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ___ line no. ___ between MP ___ and MP ___ on ___ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ___ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ___ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ___ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ___ (without stopping) at ___ MPH until the entire train has passed MP _____. You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9