

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.



Powder River Division

Timetable No. 7

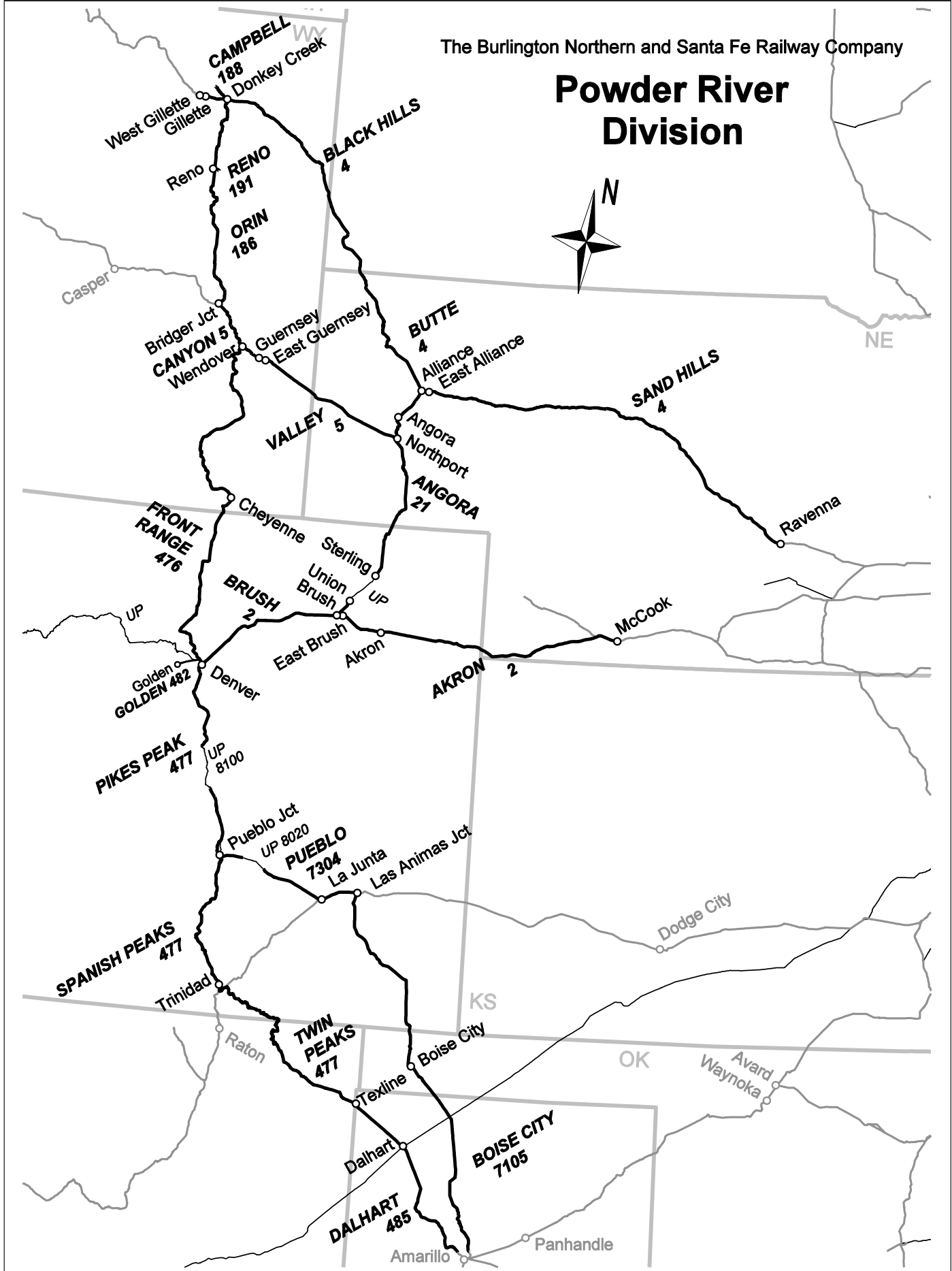
IN EFFECT AT 0800
Mountain Continental Time
Wednesday November 9, 2005

Division General Manager

W. Janssen Thompson
Denver, CO.
(303) 480-6550

General Director Transportation

T. J. Godsil
Denver, CO.
(303) 480-6221



Division Managers

Alliance

F.J. Bennett	Sr. Road Foreman	(308) 763-2848
D.S. Boltin	Sand Hills Trainmaster	(308) 763-2258
J.C. Cech	Division Engineer	(308) 763-2386
J.L. Garner	Asst. Roadmaster	(308) 763-2203
T. J. Horton	Road Foreman	(308) 763-2255
T. Huddle	Roadmaster	(308) 763-2235
D. Hunter	Trainmaster	(308) 763-2371
J.B. Mashek	Roadmaster	(308) 763-2297
J.F. Mayfield	Trainmaster	(308) 763-2371
V.J. McCabe	Trainmaster	(308) 763-2333
R.B. McCord	Asst. Terminal Superintendent	(308) 763-2200
A.L. Miller	Roadmaster	(308) 763-2528
W.C. O'Donnell	Supt. Operations	(308) 763-2720
G.G. Sandhofner	Trainmaster	(308) 763-2371
D.J. Smith	Asst. Roadmaster	(308) 763-2306
K.G. Straight	Butte Trainmaster	(308) 763-2658
B.H. Thomas	Trainmaster	(308) 763-2371
M.J. Tucker	Asst. Dir. Main. Prod.	(308) 763-2299
K.L. Willey	Trainmaster	(308) 763-2668
M.E. Witz	Terminal Superintendent	(308) 763-2224
	Asst. Roadmaster	(308) 763-2506
	Trainmaster	(308) 763-2354

Amarillo

T.A. Bolton	Trainmaster	(806) 379-3321
J.L. Hankins	Road Foreman	(806) 379-3306

Broken Bow

S.M. Cleveland	Road Foreman	(308) 872-3513
R.N. Hardin	Roadmaster	(308) 872-3501

Cheyenne

T.J. Melander	Asst. Roadmaster	(307) 432-7357
B.R. Owens	Trainmaster	(307) 432-7321
S.J. Petersen	Roadmaster	(307) 432-7346

Denver

D.K. Carley	Asst. Roadmaster	(303) 480-6367
D.M. Dalquist	Dir. Maintenance	(303) 480-6225
J.W. Danko	Trainmaster	(303) 480-6447
E.K. Earle	Roadmaster	(303) 480-6413
K.J. Girodo	Supt. Ops.	(303) 480-6528
W.P. Herrin	Director Administration	(303) 480-6227
M.D. Liegl	Trainmaster	(303) 480-6447
K.R. Matzick	Road Foreman	(303) 480-6222
M.E. Moyer	Asst. Terminal Supt.	(303) 480-6452
S.C. Mullins	Road Foreman	(303) 480-6265
C.E. Nance	Trainmaster	(303) 480-6447
R.D. Rogen	Asst. Dir. Main. Prod.	(303) 480-7416
F.J. Rutt	Terminal Superintendent	(303) 480-6224
T.C. Simmons	Manager of Safety	(303) 480-6342
B.W. Smith	Trainmaster	(303) 480-6447
C.L. Smith	Trainmaster	(303) 480-6447
M.S. Theret	Division Engineer	(303) 480-6393
S. Toubia	Trainmaster	(303) 480-6447
J.L. Werner	Roadmaster	(303) 480-6251
A.E. Wolfe	Pikes Peak Trainmaster	(303) 480-7908
	Trainmaster	(303) 480-6447

Douglas

K. Samples	Roadmaster	(307) 358-7225
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Edgemont

E.J. Linser	Trainmaster	(605) 662-2320
M.S. Vincent	Road Foreman	(605) 662-2346

Gillette

R.M. Brennan	Roadmaster	(307) 685-7646
T.A. Brewer	Trainmaster	(307) 685-7630
D.C. Christianson	Trainmaster	(307) 685-7614
T. Fitterer	Trainmaster	(307) 685-7735
T.W. Hamilton	Trainmaster	(307) 685-7735
L.L. Lower	Terminal Manager	(307) 685-7717
S.A. McKown	Asst. Roadmaster	(307) 685-7631
G.E. Okins	Road Foreman	(307) 685-7617
W.C. Peters	Road Foreman	(307) 685-7652
R.E. Randle	Terminal Manager	(307) 685-7620
J.P. Reynolds	Trainmaster	(307) 685-7613
A.C. Richardson	Asst. Div. Engineer	(307) 685-0042
J.J. Stevens	Trainmaster	(307) 685-7689
W.C. Sylvester	Trainmaster	(307) 685-7622

Grand Junction

M.L. Ruppert	Road Foreman	(303) 480-7418
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Guernsey

R.D. Bailey	Trainmaster	(307) 836-5255
D.E. Grove	Asst. Roadmaster	(307) 836-5246
R.L. Kinzie	Trainmaster	(307) 836-5223
J.S. Mikel	Terminal Manager	(307) 836-5200
L.A. Robinson	Trainmaster	(307) 836-5220
S.C. Turnbull	Roadmaster	(307) 836-5284

La Junta

A.P. Campos	Roadmaster	(719) 384-3823
B.H. Clifton	Trainmaster	(719) 384-3702

McCook

K.D. Cole	Roadmaster	(308) 345-5971
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Newcastle

J.G. Long	Roadmaster	(307) 685-7581
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Pueblo

L.R. Guerrero	Roadmaster	(719) 549-3528
D.L. Markley	Road Foreman	(719) 549-3560

Scottsbluff

W.C. Badenhop	Trainmaster	(308) 630-6922
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Sterling

T.A. Erickson	Road Foreman	(970) 526-2251
J.W. Hartwig	Trainmaster	(970) 526-2221

Trinidad

J.B. Bates	Trainmaster	(719) 845-4121
M.F. Boyd	Supt. Operations	(719) 845-4183
C.S. Brown	Road Foreman	(719) 845-4122
W.A. Meidinger	Roadmaster	(719) 845-4146

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			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		CTC	2	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	

Radio Channel No. 70 in service McCook to MP 444.8, West Pinneo.

Radio Channel No. 66 in service MP 444.8, West Pinneo to MP 453.2

From McCook to MP 289.0 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
MP 287.8 to MP 453.2	79 MPH.	60 MPH.

1(B). Speed—Permanent Restrictions

MP 288.0 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

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

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 95 degrees Fahrenheit do not exceed the following speeds:

MP 314.0 to MP 384.0

Trains 100 TOB and over

Trains up to 100 TOB

Cold Weather Restrictions—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over

Trains up to 100 TOB

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

2. 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

3. Type of Operation

CTC—in effect:

MP 287.8 to MP 453.2

4. General Code of Operating Rules Items

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

Rule 15.1—Eastward Amtrak crews (NRPC) going on duty at Denver must obtain General Track Bulletin showing track bulletins in effect on the Powder River 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 Powder River Division—Brush and Akron subdivisions.

5. Trackside Warning Detectors (TWD)

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

MP 312.0—Recall Code 218—Channel 70

MP 327.0—Recall Code 227—Channel 70

MP 343.8—Recall Code 228—Channel 70

MP 368.7—Recall Code 238—Channel 70

MP 379.9—Recall Code 247—Channel 70

MP 400.4—Recall Code 248—Channel 70

MP 426.6—Recall Code 258—Channel 70

MP 450.7—Recall Code 257—Channel 66

6. FRA Excepted Track—None

7. Special Conditions

Monfort—Locomotives not permitted through dumper or over scale.

Test Mile Locations

MP 295—MP 296

MP 425—MP 426

MP 436—MP 437

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

8. Line Segments

Yard Line Segments

Line Segment Limits

902 McCook Yard

Road Line Segments

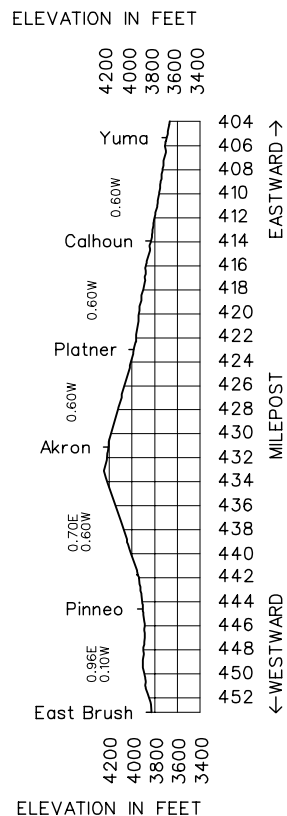
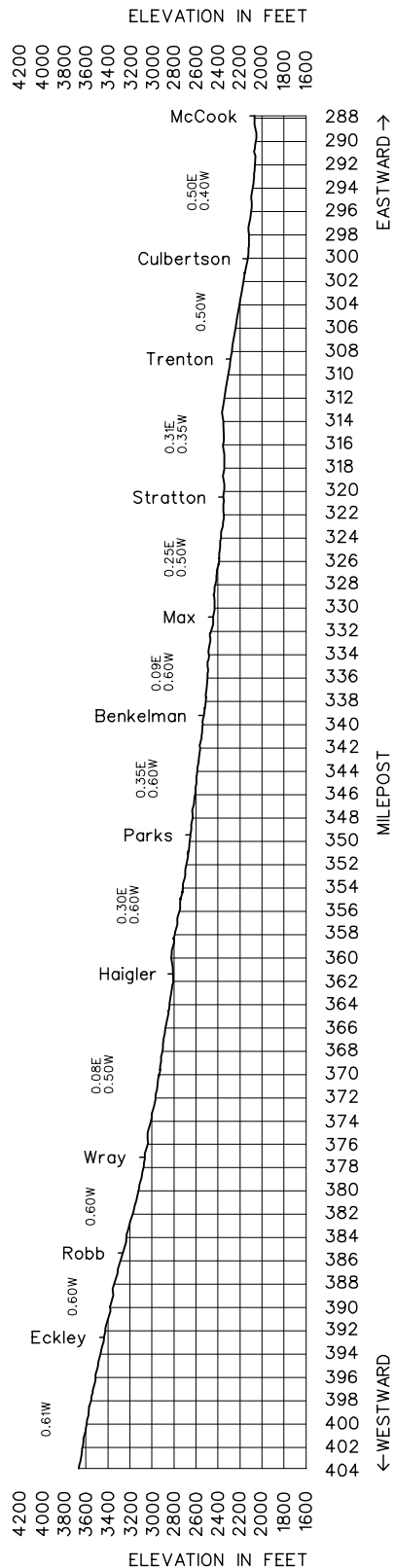
Line Segment Limits

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

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Angora Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
			0.3	THIRD STREET	J		CTC		0.4	
			0.7	SOUTH WYE (To Emerson 0.3)			Rule 6.28		3.9	
			4.6	SOUTH ALLIANCE	X(2)				2.3	
			6.9	LETAN	X		2MT CTC		5.1	
			12.0	CP 120	X				1.8	
		32014	13.8	BONNER					6.5	
	18,840	32022	20.3	ANGORA					13.5	
		32034	33.8	NORTHPORT	JT				0.6	
			34.4	UP CROSSING	MJT				2.1	
	7,117	84003	36.5	BRIDGEPORT			CTC	21	7.7	
	7,119	84011	44.2	MUDD SPRINGS					12.2	
	7,118	84023	56.4	DALTON					5.9	
		84028	62.3	GURLEY					6.9	
	8,314	84035	69.2	HUNTSMAN	TX				6.2	
		84042	75.4	SIDNEY					7.6	
	7,116	84050	83.0	LORENZO					7.0	
	8,855	84056	90.0	PEETZ					8.3	
	7,105	84067	98.3	BUCHANAN					13.8	
			112.1	NORTH STERLING					3.0	
		84081	115.1	STERLING	JTR				112.6	

All Alliance Terminal instructions will be found on the Butte Subdivision.

Radio Channel 39 in service for switching operations at Sterling Yard.

Radio Channel 54 in service on this Subdivision.

Radio Channel 66 in service at Sterling Yard.

Radio Channel 70 in service at Alliance Yard.

Radio Call-In		
Alliance - 70(X)	Bridgeport - 71(X)	Huntsman - 72(X)
Peetz - 73(X)	Brush Dispatcher -Channel 66-Call-in 200	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Numbers—

(817) 234-6183, Fax (817) 234-6171

Brush Dispatcher, (817) 234-6052, Fax (817) 234-6073

1. Speed Regulations

1(A). Speed—Maximum

MP 0.3 to MP 0.7	10 MPH.	Freight
MP 4.6 to MP 112.1, including trains 100 TOB and over	50 MPH.	

1(B). Speed—Permanent Restrictions

Sterling Lead between South Wye and Emerson	10 MPH.
MP 24.4 to MP 30.2	35 MPH.
MP 33.7 to MP 34.4	25 MPH.
MP 34.4 to MP 36.8	35 MPH.
MP 49.5 to MP 56.0	35 MPH.
MP 74.0 to MP 75.0	40 MPH.

1(C). Speed—Switches and Turnouts

Over hand throw switches:

MP 1.0	10 MPH.
MP 3.2—Track 201	20 MPH.
Over all UP dual control switches	15 MPH.

Freight

Through all turnouts equipped with dual control switches
and on sidings unless otherwise specified 25 MPH.

1(D). Speed—Other

Track 200 (Old Sterling Main) MP 1.0 to MP 4.6	20 MPH.
Track 201 MP 3.2 to MP 4.6	20 MPH.
Southward trains on Tracks 200 and 201, MP 3.2 to MP 4.6 (HER)	20 MPH.
UP Transfer Track at Northport	10 MPH.
On SLGG Track	10 MPH.
Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal	20 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 95 degrees Fahrenheit do not exceed the following speeds:

MP 82.0 to MP 93.0

Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	50 MPH.

Cold Weather Restrictions—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Third Street Alliance to Sterling 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

Third Street Wye to South Wye
Sterling Lead—South Wye to Emerson
South Alliance to North Sterling

Restricted Limits—in effect:

MP 112.1 to MP 115.1

Two main tracks—

MP 4.6 to MP 13.8

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—MP 0.7 to MP 4.6

5. Trackside Warning Detectors (TWD)

- Protecting Bridges, Tunnels or Other Structures: None
- Other TWD locations

MP 4.6—DED/Exception Reporting
MP 8.7—DED/Exception Reporting
MP 12.0—DED/Exception Reporting
MP 16.0—Recall Code 708
MP 21.0—DED/Exception Reporting
MP 25.2—DED/Exception Reporting
MP 29.4—DED/Exception Reporting
MP 33.9—DED/Exception Reporting
MP 39.4—Recall Code 718/Exception Reporting
MP 46.8—DED/Exception Reporting
MP 52.5—DED/Exception Reporting
MP 57.8—DED/Exception Reporting
MP 61.5—Recall Code 717/Exception Reporting
MP 66.7—DED/Exception Reporting
MP 72.6—DED/Exception Reporting
MP 77.5—DED/Exception Reporting
MP 82.1—DED/Exception Reporting
MP 85.9—Recall Code 728
MP 104.5—Recall Code 727

6. FRA Excepted Track—None**7. Special Conditions**

Remote Control Operations—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

Northport—Trains received from UP at Northport have received a proper initial terminal air test by UP under run-through certified with FRA.

Before fouling UP main track at Northport, BNSF crew must contact UP South Morrill Subdivision Dispatcher at NOC Ft. Worth on Digital Radio channel 2020 (Dial-up *51). If contact cannot be established in this way, contact BNSF Dispatcher, Ft. Worth.

When trains are delivered to the UPRR at Northport and are left unattended, handbrakes are to be applied on the 5 head cars and comply with ABTH 102.1.1 and 106.3. Close all cab doors and windows.

UP Crossing—Track Connecting Angora Subdivision to Union Pacific Main Line located at MP 34.3 is known as the "UP TRANSFER TRACK". When interchanging cars to the UP at Northport, cars must be set on the interchange track past the crossover switches to the UP main track.

MP 104.5 Padroni—Crews must contact the Brush Dispatcher before departing Buchanan for yarding instructions.

Sterling—When reporting for duty at Sterling, if General Track Bulletins for your train are not available at your on duty time, immediately call the Angora Subdivision dispatcher. If not available within 10 minutes of on duty time, contact the chief dispatcher at 8-234-1240.

All trains into Sterling will be under the direction of the Brush Dispatcher. All trains must receive verbal instructions from the Brush Dispatcher before entering restricted limits between MP 112.1 and MP 115.1.

Instructions for Engineer Only Helper Service—Engineers are responsible for the inspections of the locomotive consist at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit.

Locomotive Running Air Brake Test—

1. Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge, and determine that retarding effort is provided.
2. Release independent brakes and continue movement.
3. Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed, by observation of the gauge, and that retarding effort is provided.
4. Actuate the independent brake. Determine brake cylinder pressure releases, by observation of the gauge, and the locomotive rolls freely.
5. Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link equipment must be inspected at beginning of tour of duty. Pin lifters, cable connections, angle cocks and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective,

report the condition to the Dispatcher and leave a voice mail message for the Road Foreman, before departure. Helper Link Report Forms must be filled out and faxed to Road Foreman of Engines detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismantling the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of movement. When operating conditions require movement at restricted speed, or while moving on other than main track and it is necessary to make a backup move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles, be governed by GCOR Rules 6.4 Reverse Movement, and 6.5 Handling Cars Ahead of Engine. If it is determined, by observation of the track directly behind the locomotives, that a backup move can be safely made changing operating ends will not be required.

Engineers will not be required to maintain a Signal Awareness Form. Engineers will be required to comply with Powder River Division General Notice pertaining to Calling Signals. When notified of grade crossing signal failure/malfunction requiring flag protection at a crossing, occupying movement can not be made until other, available, BNSF employees provide protection. Contact the dispatcher, in advance, to arrange for assistance from available employees working in the area. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries. Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement unless otherwise authorized by chief dispatcher or local supervision.

Test Miles

MP 3.0 to MP 4.0
MP 9.0 to MP 10.0
MP 23.0 to MP 24.0
MP 41.0 to MP 42.0
MP 64.0 to MP 65.0
MP 87.0 to MP 88.0
MP 103.0 to MP 104.0

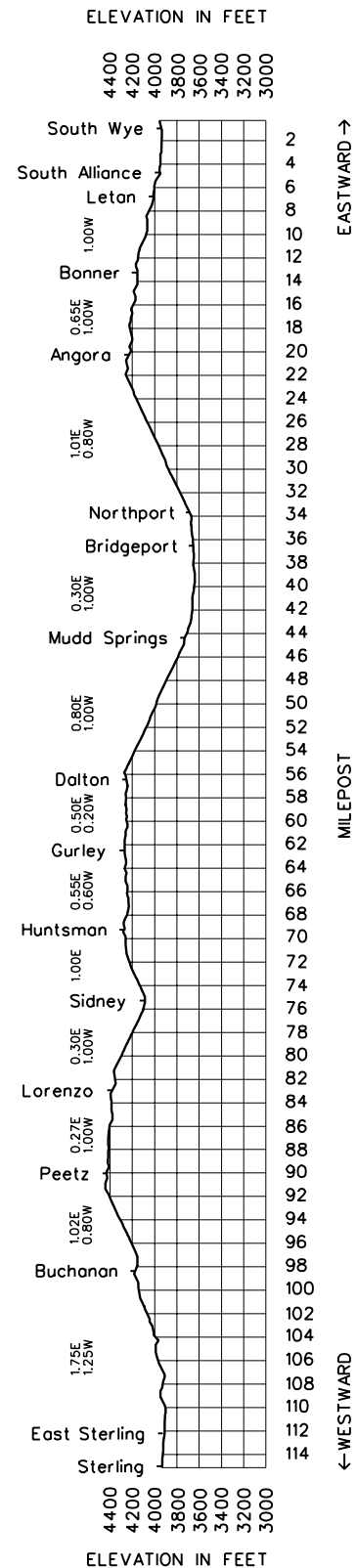
8. Line Segments**Road Line Segments****Line Segment Limits**

21 Third Street to Sterling

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
32007 Letan Trk 2001	0.1 north of Letan MT2	16	North
32014 Bonner Trk 2197	0.1 north of Bonner MT2	25	Both
32022 Angora Trk 2202	Angora	52	North
32034 UP Conn Trks 104 & 105	Northport		North
84003 Bridgeport Trk 2401	Bridgeport	47	Both
84003 Bridgeport Trk 2402	Bridgeport	44	Both
84003 Bridgeport Trk 2403	Bridgeport	43	Both
84003 Bridgeport Trk 2404	Bridgeport	56	Both
84003 Bridgeport Trk 2408	Bridgeport	5	South
84003 Bridgeport Trk 2409	Bridgeport	15	South
84003 Bridgeport Trk 2411	Bridgeport	114	North
84026 Gurley Trk 2701	Gurley	58	Both
84026 Gurley Trk 2702	Gurley	48	Both
84026 Gurley Trk 2703	Gurley	48	Both
84026 Gurley Trk 2704	Gurley	13	Both
84035 Huntsman Wye Trk to Sidney and Lowe RR - Trk 2802 & 2803	Huntsman		North
84042 Sidney Trk 2902	Sidney	39	Both
84042 Sidney UP Conn Trk - 2905	Sidney		South
84042 Sidney Trk 2901	Sidney	57	Both
84050 Lorenzo Trk 3001	Lorenzo	36	Both
84071 Padroni Trk 3301	6.0 south of Buchanan	35	North
84073 Ginther Trk 3401	7.8 south of Buchanan	12	South
84078 Ackerman Trk 3501	14.9 south of Buchanan	25	South

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Black Hills Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		30475	476.1	EDGEMONT	BPC			0.6	
		30476	476.7	DEADWOOD JCT (To MP 3.0)	T	2MT CTC		0.5	
			477.2	CROSSOVER 477.2	X			1.6	
			478.8	CROSSOVER 478.8	X(2)			5.5	
		30483	484.3	MARIETTA		CTC		10.3	
		30494	494.6	DEWEY				1.6	
			496.1	CROSSOVER 496.1	X(2)			8.7	
			504.8	CROSSOVER 504.8	X(2)	2MT CTC		5.2	
			510.0	CROSSOVER 510.0	X(2)			6.3	
			516.3	CROSSOVER 516.3	X(2)			4.4	
		30519	520.7	NEWCASTLE	BP			2.6	
			523.3	CROSSOVER 523.3	X(2)			5.5	
		30527	528.8	PEDRO		CTC		5.3	
		30534	534.1	OSAGE				5.6	
			539.7	CROSSOVER 539.7	X(2)			7.5	
		30546	547.2	CROSSOVER 547.2	X(2)	2MT CTC		4.4	
			551.6	CROSSOVER 551.6	X			0.5	
			552.1	CROSSOVER 552.1	X			4.2	
		30555	556.3	THORNTON		CTC		5.7	
		30562	562.0	KARA		2MT CTC		5.0	
			567.0	CROSSOVER 567.0	X(2)			2.0	
		30568	569.0	MOORCROFT		CTC		7.5	
		30581	576.5	EAST ROZET				4.9	
			581.4	CROSSOVER 581.4	X(2)			3.0	
			584.4	CROSSOVER 584.4	X(2)			2.4	
		30587	586.4	EAST DONKEY CREEK	JTX	2MT CTC		0.3	
		30587	587.1	WEST DONKEY CREEK	JT			0.4	
		30588	587.6	EAST CAMPBELL	JTX			0.6	
		30588	588.2	WEST CAMPBELL	JT			1.7	
			589.9	MP 589.9				4.6	
		30595	594.5	EAST GILLETTE		CTC		2.7	
		30596	597.2	GILLETTE	BCPT			0.7	
			597.9	CROSSOVER 597.9	X(2)	2MT CTC		2.0	
			599.9	WEST GILLETTE				123.8	

Radio Channel No. 85 in service.

Radio Channel 39, Switching Channel for Bullet and Road Crews

Radio Channel 70 in service at Gillette

Radio Channel 85 in service between Edgemont and East Gillette

Radio Channel 54 in service between East Gillette and West Gillette - All train movements under the authority of the Sheridan Line Dispatcher using Channel 54.

Radio Call-In		
Edgemont - 24(X)	Newcastle - 31(X)	Upton - 32(X)
Donkey Creek - 33(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Number—(817) 234-6185
Assistant Dispatcher Telephone Number—(817) 234-6466

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 476.1 to MP 597.2	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

Edgemont between east and west highway crossings (HER)	25 MPH.
MP 476.1 to MP 477.2	25 MPH.
MP 516.3 to MP 519.6	50 MPH.
MP 519.6 to MP 521.0	30 MPH.
MP 521.0 to MP 526.5	50 MPH.
MP 527.0 to MP 528.8, Main 2	25 MPH.
MP 562.0 to MP 571.4	50 MPH.
MP 581.4 to MP 588.0	35 MPH.
MP 595.4 to MP 597.9 on Main 1 (HER)	20 MPH.
MP 596.8 to MP 597.9 on Main 2 (HER)	30 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts:	
Marietta, MP 484.3	35 MPH.
Osage, MP 534.1	40 MPH.
Thornton, MP 556.3	40 MPH.
Kara, MP 562.0	35 MPH.
Moorcroft, MP 568.9	40 MPH.
East Rozet, MP 576.5	35 MPH.
MP 589.9	40 MPH.
E. Gillette, MP 594.5	40 MPH.
W. Gillette, MP 599.6	40 MPH.
Through all turnouts and crossovers equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

Temperature Speed Restrictions	
Hot Weather —When temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds:	
MP 484.3 to MP 494.5	
MP 562.0 to MP 569.0, MT2	
MP 569.0 to MP 576.5	
Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	50 MPH.

Cold Weather Restrictions —When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:	
Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Edgemont to Gillette 143 tons, Restriction A

Upton—Bridge 549.44 on Upton storage track must not be used by trains over 100 Tons/OB.

Gillette—Six-axle units not allowed on Energy Park Spur without the authority of the Gillette Roadmaster.

3. Type of Operation

CTC—in effect:
Edgemont to West Gillette

Two Main Tracks

MP 465.2—MP 484.3	MP 562.0—MP 568.9
MP 494.6—MP 528.8	MP 576.5—MP 589.9
MP 534.1—MP 556.3	MP 594.5—MP 599.9

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—Between Deadwood Jct. and MP 3.0.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
- MP 480.7—DED/Exception Reporting
- MP 486.1—DED/Exception Reporting
- MP 492.0—Recall Code 248
- MP 498.0—DED/Exception Reporting
- MP 503.0—DED/Exception Reporting
- MP 508.0—DED/Exception Reporting
- MP 514.8—Recall Code 318
- MP 519.6—DED/Exception Reporting
- MP 527.0—DED/Exception Reporting
- MP 532.7—Recall Code 327
- MP 537.7—DED/Exception Reporting
- MP 541.7—DED/Exception Reporting
- MP 545.3—DED/Exception Reporting
- MP 548.9—Recall Code 328
- MP 554.2—DED/Exception Reporting
- MP 558.3—DED/Exception Reporting
- MP 563.8—DED/Exception Reporting
- MP 569.0—DED/Exception Reporting
- MP 573.8—Recall Code 338
- MP 578.8—DED/Exception Reporting
- MP 582.8—DED/Exception Reporting
- MP 587.6—DED/Exception Reporting
- MP 591.9—DED/Exception Reporting
- MP 597.9—DED/Exception Reporting—Channel 54

6. FRA Excepted Track—None**7. Special Conditions**

Moorcroft—At MP 571.4, bridge not equipped with walkways.

Donkey Creek—If length of train permits, all westbound trains stopped at East Donkey Creek on MT 1, MT 2, or on Donkey Creek Yard Tracks No. 3 and No. 4, must stop at MP 586.0 in order to clear farmers crossing at MP 586.2.

Gillette—Contact the crew van using Channel 70. Crew vans picking up or dropping off crews between Crossover 597.9 and West Gillette will only operate on the road on north side of the track. Employees being picked up or delivered in this area are prohibited from walking up or down the embankment on the south side of the main track.

Roll-by Inspections on Caboosless Trains—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

All Coal Mines—All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have in their possession this insert to the timetable while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Moveable Point Frog—(Refer to System Special Instructions Item 12)

Marietta MP 484.3

West Crossovers 547.2 MP 547.2 MT 1 and MT 2

Kara MP 562.0

East Rozet MP 576.5

Test Mile

MP 480 to MP 481

MP 486 to MP 487

MP 578 to MP 579

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

892 Edgemont

897 Newcastle

952 Gillette

Road Line Segments**Line Segment Limits**

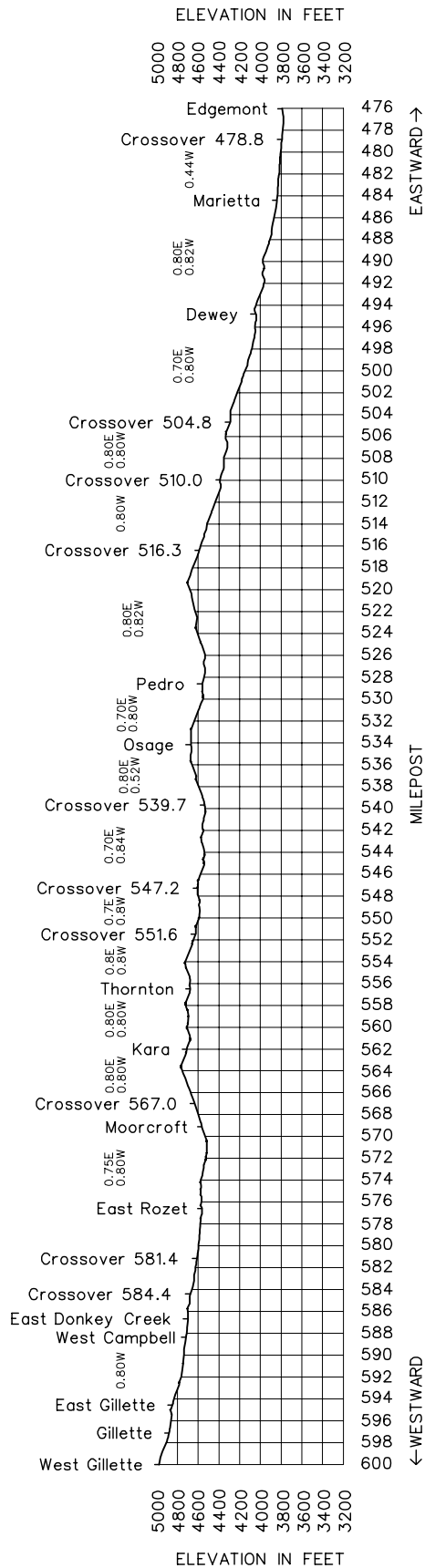
181 Deadwood Jct. to MP 3.0—MP 0.6 to MP 3.0

4 Edgemont to Gillette

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30483 Marietta Back Track-701	0.2 east of Marietta Switch MT1	9	East
30494 Dewey Back Track-801	0.5 east of Crossovers 496.1 MT1	15	Both
30494 Dewey Back Track- 802	0.5 east of Crossovers 496.1 MT2	15	Both
508.0 Back Tracks-9801	2.0 east of Crossover 510.0 MT1	20	Both
508.0 Back Tracks- 9802	2.0 east of Crossover 510.0 MT2	20	Both
30527 Pedro Back Track-9601	0.3 east of Pedro MT1	20	Both
30527 Pedro Back Track-9602	0.3 east of Pedro MT2	20	Both
30534 Osage Chip Track-9401	1.2 west of Osage Switch MT1	20	Both
539.8 Back Tracks-9411	0.1 west of Crossover 539.7 MT1	21	Both
539.8 Back Tracks-9412	0.1 west of Crossover 539.7 MT2	21	Both
30541 Jerome-9311	4.1 east of Crossover 547.2 MT2	45	West
547.5 Back Track-9201	0.3 west of Crossover MP 547.2 MT1	10	Both
30549 Colloid Industry Track-9101	2.1 west of East Switch Upton Storage Trk MT2	48	Both
30548 Upton Storage Track-9204	0.9 west of Crossovers 547.2 MT2	156	Both
30555 BTI Conveyor Track-9001	At Thornton Power Switch MT2	38	Both
30555 BTI Loadout Track-9002	At Thornton Power Switch MT 2	9	Both
30568 Moorcroft BTI (Back Track)-8802	0.1 east of Moorcroft Power Switch MT1	20	East
30568 Moorcroft Cement Plant Track (Stock Track)-8801	0.8 west of Moorcroft Power Switch	110	Both
30581 Rozet Fertilizer Track-8709	0.2 west of Rozet #3 Switch MT 2	15	East
30581 Rozet No 3 Track-8703	At Crossover Switch 581.4 MT2	158	Both
30581 Rozet No 4 Track-8704	0.4 west of Rozet #3 Switch MT2	158	Both
30581 Pocket Track MP 584.4-8702	Between Rozet #3 & Donkey Creek #3	30	Both
30587 Donkey Creek No 3 Track-1503	At Crossover Switch 584.4 MT 2	164	Both
30587 Donkey Creek No 4 Track-1504	At Both Ends of Donkey Creek #3 MT 2	164	Both
Minturn-8505	0.1 west of MP 589.8	50	Both
30589 E. Wyodak-8501	1.4 west of MP 589.9	4	East
30589 W. Wyodak-8502	1.8 west of MP 589.9	4	West
30596 Gillette Cab Track-1019	0.8 east of Crossover 597.9 MT 2	5	Both

10. Grade Chart



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Boise City Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		56700	554.9	LA JUNTA	BCPT X(2)Y	2MT ABS ATS	7300	0.9	
			554.0	CP 5540	Y	2MT CTC ATS		3.3	
			550.7	CASA				14.7	
	8,300	58060	536.0	LASANIMAS		CTC ATS		2.4	
			533.6 235.5	LAS ANIMAS JCT.	JP			38.9	
	7,700	40525	196.6	FRICK			TWC	23.5	
		40500	173.1	SPRINGFIELD	P			2.9	
	7,700		170.2	SOUTH JCT.				18.6	
	7,450	40430	151.6	CAMPO				29.0	
	7,100	40400	122.6	BOISE CITY	P			22.5	
	8,200	40342	100.1	KERRICK				14.4	
	3,168	40324	85.7	STRATFORD				0.2	
			85.5	UP RRX	JM	CTC		21.5	
		53330	64.0	ETTER	T		7105	5.7	
	7,920	53320	58.3	MACHOVEC				6.2	
		53300	52.1	DUMAS	P			10.8	
		53270	41.3	BAUTISTA				14.1	
		53250	27.2	MARSH				19.0	
	8,300	53220	8.2	JUILLIARD				7.2	
			1.0	DUMAS JCT.	JRT			1.0	
			0.0	BC JCT.	JM	CTC		256.8	

Radio Channel 72 in Service

Radio Call-In		
Amarillo - 36 - 43(X)	Amarillo 72 - 41(X)	Masterson - 42(X)
Dumas - 39(X)	Stratford - 38(X)	Boise City - 37(X)
Campo - 36(X)	Springfield - 35(X)	Frick - 34(X)
Gilpin - 32(X)	Ruxton - 31(X)	Emergency - 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-7361, Fax (817) 234-1204

Train Dispatcher—DS 94, (817) 234-1640, Fax (817) 234-6075

UP Dispatcher—Channel 14 *11, (402) 636-1664

1. Speed Regulations**1(A). Speed—Maximum**

	Passenger	Freight
MP 554.9 to MP 533.6	79 MPH.	55 MPH*#
MP 235.5 to MP 1.0		49 MPH.
Including trains 100 TOB and over		

* Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

- Train does not contain empty car(s). Refer to Item 1(C) of the System Special Instructions for determining speed for multiplatform, intermodal equipment.
 - Train does not exceed 8,500 feet.
 - Train does not average more than 80 TOB.
 - Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)
- Exceptions:
Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

The maximum speed for freight trains is 45 MPH when:

- Train exceeds 10,000 feet; or
- Train averages 90 TOB or more.

1(B). Speed—Permanent Restrictions

	Passenger	Freight
MP 554.9 to MP 554.2	40 MPH.	40 MPH.
MP 554.2 to MP 553.6	79 MPH.	60 MPH.
MP 553.1 to MP 552.8	60 MPH.	55 MPH.
MP 551.6 to MP 551.4	79 MPH.	60 MPH.
MP 548.0 to MP 547.9	79 MPH.	
MP 545.8 to MP 544.9	79 MPH.	
MP 543.9 to MP 543.1	79 MPH.	
MP 536.5 to MP 536.4	79 MPH.	
MP 235.5 to MP 234.8		40 MPH.
MP 174.4 to MP 172.0		25 MPH.
MP 123.8 to MP 123.2		20 MPH.
MP 121.6 to MP 121.3		20 MPH.
MP 113.9 to MP 111.3		25 MPH.
MP 85.5 UP RRX		30 MPH.
MP 51.9 to MP 51.6		30 MPH.
MP 31.1 to MP 30.8		45 MPH.
MP 27.5 to MP 27.2		25 MPH.
MP 25.8 to MP 25.5		40 MPH.
MP 23.5 to MP 22.2		30 MPH.
MP 21.1 to MP 20.8		40 MPH.
MP 20.1 to MP 19.8		40 MPH.
MP 19.5 to MP 19.1		30 MPH.
MP 17.9 to MP 17.6		40 MPH.
MP 11.2 to MP 10.6		40 MPH.
MP 1.0 to MP 0.0		20 MPH.

1(C). Speed—Switches and Turnouts

MP 550.7, turnout to Main 1		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 536.0, both ends siding		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
MP 533.6, turnout from Boise City Sub. to La Junta Sub.		
Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.
Through turnouts and siding		
Frick, South Jct., and Machovec		20MPH.

1(D). Speed—Other

All sidings not listed in 1(C)	10 MPH.
Etter, North Leg of Wye	5 MPH.
Beyond MP 4.0	5 MPH.
Machovec Industrial Spur	10 MPH.
Dumas Jct., West Leg of Wye	20 MPH.
Dumas Jct., East Leg of Wye	20 MPH.
Asarco—SWPS Industrial Spur, MP 0.0 to MP 4.0	10 MPH.
beyond MP 4.0	5 MPH.

Temperature Restrictions**Hot Weather—**

From MP 554.9 to MP 533.6 when the ambient temperature is 110 degrees F and higher

Trains 100 TOB and over	45 MPH.
Trains up to 100 TOB	50 MPH.

When temperature exceeds 95 degrees Fahrenheit do not exceed the following speeds;

MP 195.0 to MP 174.0	
MP 145.0 to MP 99.0	
Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	45 MPH.

Cold Weather—

From MP 235.5 to MP 0.0 when ambient temperature is -10 degrees F and lower:

Trains 100 TOB and over 30 MPH.
Trains up to 100 TOB 45 MPH.

If in doubt as to the ambient (air) temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted by the temperature restriction.

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 Las Animas Jct. 143 tons, Restriction C
Las Animas Jct. to BC Jct. 143 tons, Restriction A

3. Type of Operation**ABS—in effect:**

MP 554.9 to MP 554.0

CTC—in effect:

MP 554.0 to MP 533.6

MP 85.6 to MP 85.4

MP 1.0 to MP 0.0

On East Leg of Wye, Dumas Jct., MP 1.0, to Eastern control point, MP 550.5, on Hereford Subdivision.

On West Leg of Wye, Dumas Jct., MP 1.0, to East Tower control point, MP 552.2, on Hereford Subdivision.

Multiple Main Tracks—

2MT: MP 554.9 to MP 550.7

TWC—in effect:

MP 235.5 to MP 85.6

MP 85.4 to MP 1.0

Yard Limits—in effect:

MP 557.8 to MP 553.9

Restricted Limits—in effect:

MP 3.5 to MP 1.0

Southward trains must contact the Yardmaster North Yard, Amarillo, on radio channel 70 for instructions prior to passing MP 2.5. After contact, additional instructions may be required from the Assistant Trainmaster Amarillo on radio channel 84 for trains proceeding toward South Yard.

Manual Interlockings Not Controlled by BNSF

<u>Location</u>	<u>Controlling Railroad</u>
-----------------	-----------------------------

MP 85.5 UP RRR UP

Use radio channel 72 tone 2* to communicate with UP
Dispatcher controlling interlocking.

4. General Code of Operating Rules Items

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

Rule 12.1—ATS in effect:

MP 554.9 to MP 533.6

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 538.4—Recall Code 418

MP 214.3—Recall Code 318

MP 186.4—Recall Code 348

MP 176.7—Recall Code 358

MP 155.2—Recall Code 368

MP 125.8—Recall Code 378

MP 109.0—Recall Code 387

MP 93.2—Recall Code 388

MP 69.6—Recall Code 397

MP 54.2—Recall Code 398

MP 28.1—Recall Code 428

MP 13.6—Recall Code 418

C. Other detectors

MP 218.8—High Water—Radio Reporting transmits when a southward train enters Zone 4, MP 224.0, or when a northward train enters Zone 5, MP 214.3. Rotating red lights are at MP 217.8 and MP 219.8 and at Bridge 218.8. Movement is governed by System Special Instructions, Item 8 (I). Trains exceeding 7,000 tons must approach indicator not exceeding 35 MPH.

6. FRA Excepted Track—None**7. Special Conditions**

La Junta Yard—No loaded coal trains or loaded unit grain trains are to be yarded on any track in La Junta Yard, except track 0197.

Las Animas Jct.—Trains traveling from the La Junta Subdivision to the Boise City Subdivision will be through the turnout at Las Animas Jct.

Bad Order Setout Tracks—Tracks at the following locations are designated as bad order setout tracks. Signs indicate where car(s) should be spotted:

Las Animas	7401 (South), 7490 (North)
Ruxton	1301
Harbord	8701 (North)
Springfield	9506 (South)
Bisonte	6301 (North)
Campo	5201 (South)
Boise City	Yard Track (South)
Kerrick	3692 (North)
Stratford	3684 (South)
Lautz	3680 (North)
Etter	3639 (North), 3648 (South)
Dumas	3616 (South)
Marsh	3604
Juilliard	3601 (South)

Remote Control Operations—Signs located at MP 3.5 (Boise City Subdivision), MP 338.0 (Dalhart Subdivision), MP 562.0 (Hereford Subdivision), MP 541.0 (Panhhandle Subdivision), and MP 327.5 (Red River Valley Subdivision) designate the Remote Control Area at Amarillo.

Loaded Coal Trains—Unless otherwise instructed, loaded coal trains may be operated on the following sidings: Frick, South Jct., Campo, Kerrick, Machovec, and Juilliard.

Tie-up on Main Track—Trains will not tie-up on main track without permission from train dispatcher.

Between Dumas Jct. and BC Jct.

Dumas Jct., MP 1.0 to BC Jct., MP 0.0—4,620 feet.

Critical Area—See System Special Instructions, Item 33, Flash Flood Warnings:

MP 549.8

MP 548.8

MP 546.4

MP 545.6

MP 542.3

MP 218.8

MP 201.5 to MP 201.0

MP 189.0 to MP 188.0

MP 179.0 to MP 178.0

MP 121.8

MP 80.0 to MP 78.0

MP 26.0 to MP 23.0

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

7353 La Junta Yard

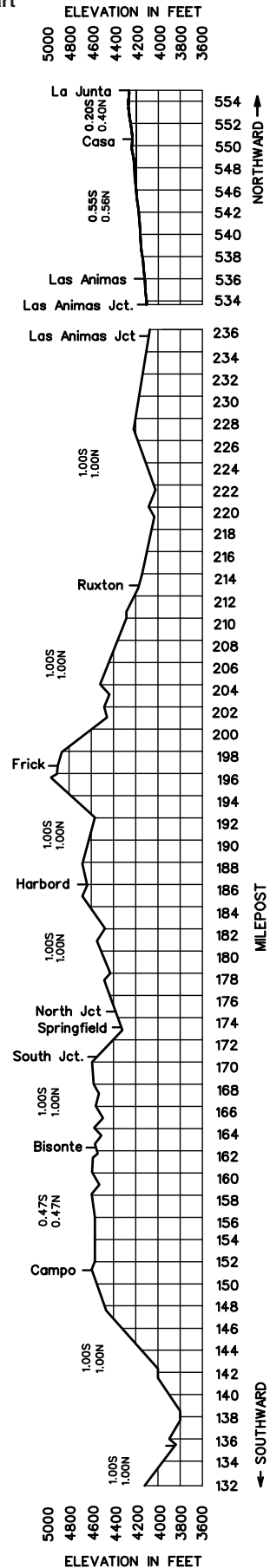
Road Line Segments**Line Segment Limits**

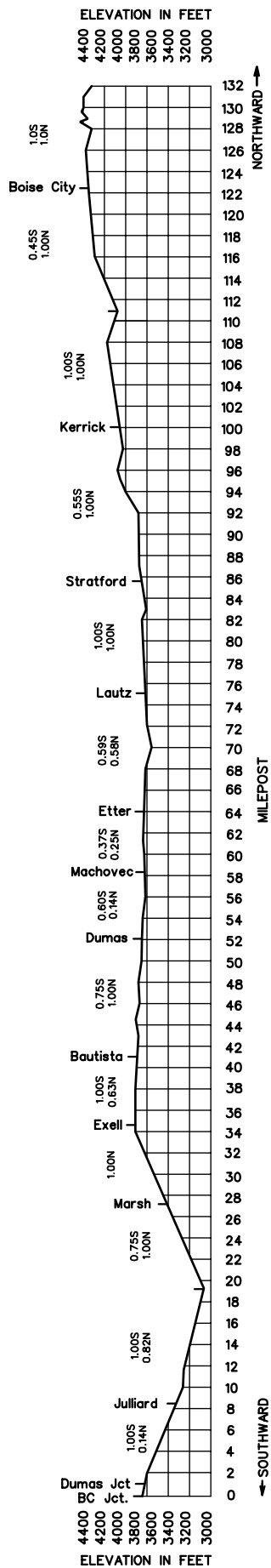
7300 La Junta to Las Animas Jct.

7105 Las Animas Jct. to BC Jct.

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
Ruxton	212.9	42	South
Harbord	186.0	44	South
Manter Industrial Spur	172.0	3.97 miles	
Bisonte	162.5	44	South
CV Industrial Spur	121.2	4.4 miles	
James R. Lovell	82.8	27	South
Lautz	75.1	73	South
Triangle Grain Co.	61.9	12	South
Machovec Industrial Spur	57.8	306	North
Farmers Grain Co.	57.5	6	South

10. Grade Chart



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.
	84081	115.1	STERLING	BJTR		907	
UP track between Sterling (UP MP 57.7) and Union (UP MP 81.1) is dispatched by BNSF train dispatchers.							
8,277		57.5	STERLING	Y	ABS TWC	21	17.8
6,910	84100	75.3	MESSEX				5.3
	84105	81.1 138.6	UNION				2.6
7,231	84109	141.2	NEW HILLROSE		CTC	2	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
7,870	20904	468.5	BIJOU				10.5
6,954	20915	478.9	WIGGINS				10.1
7,133	20924	489.1	CREST				6.3
7,048	20932	495.7	ROGGEN				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	Rule 6.28 2MT CTC	135	2.7
		539.6	48TH AVE.				1.6
	20977	541.2	31ST STREET YARD	BT			0.3
		541.5	23RD STREET	MJ			0.6
		542.1 0.0	20TH STREET				121.5

Radio Channel No. 66 in service Sterling to 20th Street.

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.

Radio Channel 39 in service for industry jobs/inbound/outbound crews and yardmasters 31st Street, 38th Street and Rennix.

Industry jobs/inbound/outbound crews are to use Channel 39 when their train is on other than main track or Coal 1 and Coal 2. Channel 66 is used on Main Track, and also on Coal 1 and Coal 2. Channel 76 is to be used when industry jobs leave the Main Track to perform industrial switching.

Channel 39 is to be used by industry jobs/inbound/outbound crews when working with utility men. Channel 39 to be used by inside/outside hostlers when communicating with yardmasters.

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
MP 57.7 to MP 138.6 (UP Trackage)		50 MPH.
MP 138.6 to MP 150.0		60 MPH.
MP 453.2 to MP 542.1	79 MPH.	60 MPH.
Trains 100 TOB and over		50 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 150.0	20 MPH.
East Brush to Brush Jct.	35 MPH.
Crossover MP 150.0 to MP 454.9	
Brush Center	20 MPH.
MP 454.9 to MP 456.5 Track 1	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.
Over UP Crossing MP 537.3	30 MPH.
MP 537.4 to MP 539.6	40 MPH.
Signal MP 539.6 to MP 541.2	30 MPH.
MP 541.2 to MP 541.2, Coal Lead	10 MPH.
MP 541.5 to MP 542.1	10 MPH.
Signal MP 541.2 to 20th Street Crossover	
MP 542.1	10 MPH.
Through Denver Union Terminal Limits	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.
Hudson, through siding	10 MPH.
Through turnouts from main track to Coal 1,	
Coal 2 and south lead at 38th Street	20 MPH.
Through turnouts entering sidings unless	
otherwise designated	20 MPH.
Trains departing sidings on a proceed signal	
indication, only after engine has passed signal:	
Trains under 100 TOB	40 MPH.
Trains 100 TOB and over	25 MPH.

1(D). Speed—Other

Sterling, on UP siding	10 MPH.
Coal 1 siding and Coal 2 siding	20 MPH.
Messex, on siding	20 MPH.
When leaving Pawnee Power Plant MP 458.76	
County Road Q, EWD, (HER)	5 MPH.
Ft. Morgan, on siding	10 MPH.
Commerce City, ConAgra Lead, track 535, WE	5 MPH.
Market Street Main, east end Nabisco pass	5 MPH.
Denver Coal 1 siding and Coal 2 siding	20 MPH.
Denver 38th St. Yard Track CM38	5 MPH.

Temperature Speed Restrictions

Cold Weather Restrictions—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	65 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

Sterling—Kugler Fertilizer, Louisberg 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.
No. 1 Track at Brush.

3. Type of Operation

ABS/TWC—in effect:

UP MP 59.1 at Sterling to MP UP 81.1 CTC Union

Sterling—Westward BNSF and UP trains will receive General 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 542.1 (2 MT)
Union to 31st Street Yard

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 (NKCRR)

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.

Main Track and Coal Track Designation at Sterling—When standing at Ceres Crossing, facing a northward timetable direction, the center track is the BNSF Main Track. The track to the left is Coal 1 and the track to the 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 General Track Bulletin listing restrictions 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 2.0 miles.

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.

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.

5. Trackside Warning Detectors (TWD)

- Protecting bridges, tunnels or other structures: None
- Other TWD locations
 - MP 144.4—Recall Code 268
 - MP 470.7—Recall Code 278
 - MP 494.1—Recall Code 288
 - MP 521.9—Recall Code 298

6. FRA Excepted Track

Stock Yard trackage on the Denver Railway Inc.
Denver Jersey Lead

7. Special Conditions

Sterling—Crews that deliver train C-BAMWAG to the NKCR must call Field Support at company line 593-7640 or bell number 817-593-7640 and notify them of the time the train has been delivered. (NKCR number 308-352-4899)

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 General 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 General Track Bulletins are not received within 10 minutes, contact the appropriate chief dispatcher:

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

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.

Irondale Auto Facility—The following spotting/pulling requirements apply:

1. Railcars being spotted must be positioned so automobiles can be unloaded efficiently, taking into consideration the unloading direction and type of railcar (bi-level or tri-level).
2. When necessary to separate railcars inside the facility, distance must be at least 125 feet to accommodate the unloading ramp. In addition, railcars must be set no closed than 125 feet from the east or west fences unless unloading direction is opposite of the fence.
3. When spotting railcars that will remain coupled while being unloaded, the distance between cars must be between 38 inches and 49 inches measured from ramp plate eyelet to ramp eyelet. A chain with the acceptable tolerance range painted yellow is located at the east rail entrance gate.
4. A handbrake must be applied to each car spotted in the auto facility.

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.

Waste Management—There is no clearance for a man on the side of any car at Waste Management's new dock at 51st and Ash. Please use extreme caution when switching this industry.

Denver Union Terminal Railway (DUT)—Crews operating within the operational limits of the DUT must have a copy of the DUT Operating Instructions. These instructions may be obtained by contacting the BNSF Denver Terminal Trainmaster at 31st Street.

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.

Close clearance—Diesel facility fueling track.

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 on the 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.

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.

8. Line Segments

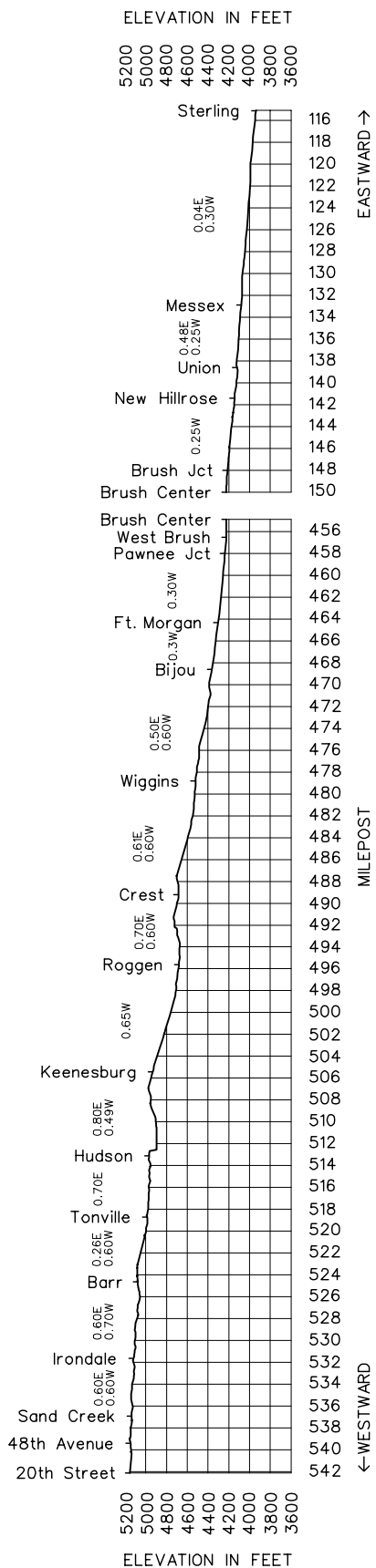
Yard Line Segments

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

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Butte Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		364.0	EAST ALLIANCE	X(2)	Rule 6.28	4	1.6
	30364	365.6	ALLIANCE	BT			0.3
		365.9	EMERSON (To South Wye 0.3)				0.3
		366.2	THIRD STREET	J	2.9		
		369.2	WEST ALLIANCE		7.0		
	30374	376.2	BEREA		9.0		
	30383	384.6	HEMINGFORD		2.2		
		386.8	CROSSOVER 386.8	X	5.4		
		392.2	CROSSOVER 392.2	X(2)	11.7		
		403.9	CROSSOVER 403.9	X(2)	4.5		
		408.4	CROSSOVER 408.4	X	1.3		
10,227	30409	409.7	BELMONT	X	10.1		
		419.8	CROSSOVER 419.8	X(2)	3.1		
	30422	422.9	CRAWFORD	BX	0.7		
		423.6	CROSSOVER 423.6	X	1.9		
		425.5	CROSSOVER 425.5	X	7.3		
		432.8	CROSSOVER 432.8	X(2)	4.5		
	30436	437.5	CROSSOVER 437.5	X(2)	7.6		
		445.1	CROSSOVER 445.1	X(2)	6.1		
	30449	451.2	ARDMORE		7.6		
14,167	30457	458.8	RUMFORD		6.4		
	30466	465.2	PROVO		1.7		
		466.9	CROSSOVER 466.9	X(2)	6.7		
		473.6	CROSSOVER 473.6	X(2)	1.6		
	30474	475.2	EAST EDMONT		0.9		
	30475	476.1	EDGMONT	BT	112.4		

Channel 87 in service on this Subdivision.

Channel 70 in service at Alliance Yard.

Radio Call-In		
Alliance - 20(X)	Belmont - 21(X)	Crawford - 25(X)
Ardmore - 23(X)	Edgemont - 24(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Number—(817) 234-6184

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 365.6 to MP 476.1	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 365.9 to MP 366.2	10 MPH.
Eastward Trains MP 367.1 to MP 366.2	25 MPH.
Westward Trains MP 366.2 to MP 366.8 (HER)	25 MPH.
Sterling Lead between Emerson and South Wye	10 MPH.
MP 393.6 to MP 399.8	40 MPH.
MP 408.4 to MP 412.8	30 MPH.
MP 412.8 to MP 414.1	20 MPH.
MP 414.1 to MP 418.8	25 MPH.
MP 418.8 to MP 423.6	40 MPH.
MP 438.6 to MP 446.0	50 MPH.
MP 466.7 to MP 469.4 (Both main tracks)	40 MPH.
MP 469.4 to MP 475.2	45 MPH.
Edgemont between east and west Highway crossings (HER)	25 MPH.
MP 475.2 to MP 476.1	25 MPH.

Freight

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control switches	25 MPH.
Through turnouts:	
MP 451.2	40 MPH.
East and West Rumford	35 MPH.
West Rumford, trains 100 TOB and over	25 MPH.
MP 465.2	40 MPH.
MP 475.2	10 MPH.

1(D). Speed—Other

On sidings unless otherwise specified	25 MPH.
Through siding Belmont	25 MPH.
Through siding Rumford	35 MPH.
Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal	20 MPH.
Engine Servicing Tracks	
Old Trinidad Bean Spur (Track 310)	5 MPH.
Bean Spur Tracks 1 through 4 (Tracks 131-134)	5 MPH.
Casey 1 and Casey 2 (Tracks 286 and 287)	5 MPH.
Switch Engine Spur at 30 Shanty (Track 285)	5 MPH.
South Engine Tie-Up Track at 59 Shanty (Track 227)	5 MPH.
South Storage Track at 59 Shanty (Track 235)	5 MPH.
Track 116	5 MPH.

Temperature Restrictions

Hot Weather—When temperature exceeds 95 degrees

Fahrenheit do not exceed the following speeds:

MP 376.0 to MP 378.0

MP 437.5 to MP 445.1

Trains 100 TOB and over 40 MPH. |

Trains up to 100 TOB 50 MPH. |

Cold Weather—When the temperature is minus 10 degrees

Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over 30 MPH. |

Trains up to 100 TOB 45 MPH. |

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

East Alliance to Edgemont 143 tons, Restriction C

Trains over 100 TOB are prohibited on the Belmont siding.

Six axle locomotives exceeding 186 tons are prohibited west of west derail on Old Trinidad Bean Track, Track 310.

Locomotives prohibited west of CMR boxcar on Middle City Track, Track 312.

3. Type of Operation

CTC—in effect:

Emerson to Edgemont

Sterling Lead - Emerson to South Wye

Two Main Tracks

MP 366.2—MP 376.2

MP 384.6—MP 451.2

MP 465.2—MP 476.1

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—Alliance Terminal MP 364.1 to MP 365.9

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 367.9—DED/Exception Reporting

MP 374.4—DED/Exception Reporting

MP 379.6—DED/Exception Reporting

MP 386.8—DED/Exception Reporting

MP 390.4—Recall Code 208

MP 394.0—DED/Exception Reporting

MP 401.0—DED/Exception Reporting—Main 2
 MP 406.2—Recall Code 218
 MP 412.7—DED/Exception Reporting
 MP 414.2—DED/Exception Reporting
 MP 417.6—DED/Exception Reporting
 MP 422.4—DED/Exception Reporting
 MP 428.2—Recall Code 258
 MP 434.3—DED/Exception Reporting
 MP 439.5—DED/Exception Reporting
 MP 443.0—DED/Exception Reporting
 MP 449.1—DED/Exception Reporting
 MP 454.4—Recall Code 238
 MP 459.5—DED/Exception Reporting
 MP 463.8—DED/Exception Reporting
 MP 470.6—Recall Code 308

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

Alliance Terminal Instructions

Radio Channels—Channel 70 in service at Alliance Yard.

Channel 96 in service at Alliance Yard for taxi and crew vans.

Channel 59 in service inside designated Mechanical Limits.

Channel 49 in service for switching operations in South Yard. The repeater switching channel for programmable radios is 15-49.

Channel 78 in service for switching operations in North Yard. The repeater switching channel for programmable radios is 75-09.

All radio transmissions between inbound/outbound trains and the Yardmaster or Diesel Tower will be handled on Channel 70 except in an emergency situation or as directed by the Yardmaster.

Inbound trains will switch from the road channel to Channel 70 after passing these respective points:

From the East: Birdsell
 From the South: CP 120
 From the West: Berea

Outbound trains will switch from the Channel 70 to the appropriate road channel after passing these respective points:

To the East: Birdsell
 To the South: MP 4.6 (South Alliance)
 To the West: West Alliance

While operating on Channel 70, signals in advance of control points need not be called between inbound and outbound points, respectively.

Prior to occupying switching leads, or fouling adjacent tracks, permission must be obtained from the yardmaster.

When securing an unattended train and detaching the lead locomotives from the train:

On other than empty coal trains, apply two hand brakes to the head end of the train.
 On empty coal trains, apply one hand brake to the head end of the train.

Crew called for freight or grain trains destined Edgemont, arrange to obtain fuel reading on engine consists and report these to the West Alliance Dispatcher prior to departure from Alliance.

Yard crews, hostlers, and hostler pilots must have at their on/off duty point, a current copy of the General Code of Operating Rules, TY&E Safety Supplement, Air Brake and Train Handling Rules, System Special Instructions, and Hazardous Material Instructions, they can refer to while on duty. In the event a yard crew member, hostler, or hostler pilot needs to refer to one or more of the aforementioned publication(s) and that publication(s) is not readily available due to physical distance from their on/off duty point, they will contact the yardmaster who will arrange to have the publication(s) transported to their location for their referral. Yard crews making moves outside their usual working location (e.g. relieving crews under hours of service, AEP, Progressive Rail, etc.) must have their required publication(s) in their possession.

Trains Departing Alliance on Butte Subdivision—The following stretch brake method will be used for all trains departing Alliance Yard onto the Butte Subdivision from either leg of the wye.

DP Trains:

While operating in independent control (screen split), ensure power and proper direction of travel of remote unit as prescribed by 2nd paragraph of ABTH Rule 105.9. Once both are verified, return remote unit to idle and depart using head end power only until entire train is clear of Third Street.

All Trains:

Except when an emergency exists, if required to stop before the entire train is clear of the wye, use the following procedure to control slack action:

1. If in a throttle position higher than 3, reduce throttle to 3 or below.
2. Make a minimum brake pipe reduction and ACTUATE.
3. After the initial brake pipe reduction and the train slack has adjusted, throttle must be gradually reduced to IDLE position.
4. The independent brake must not be allowed to apply while still in power.
5. As the train comes to a stop, make a final brake pipe reduction and allow the locomotive brakes to apply.

All trains setting out bad order cars using the Wye, whether North Yard or South Yard, must not kick cars. All cars must be shoved to the set out track and the above instructions for stopping their train apply.

Diesel Pit Instructions—Contact the Diesel Pit Foreman on radio channel 59 (or 70 if 59 not available) before arrival at the Pit (including 400's, 600's, Departure Track, and 160 track) and ascertain if power is ready to move and be governed by Foreman's instructions before boarding and moving equipment. When operating locomotives within these areas use radio channel 59 if available.

Designated Mechanical Limits—The following designated limits are under the exclusive control of the Mechanical Department:

Diesel Pit and Diesel Shop:

Trackage East of North switch derail and blue light
 Trackage West of Steel Track derail and blue light
 Trackage West of East switch derail and blue light
 Trackage East of Departure Track derail and blue light
 Trackage East of West Diesel Shop Derail and blue light
 Trackage East of Diesel Lead/160 Track Sw. and blue light

Car Shop:

Trackage West of East Car Shop, 500 Lead Switch and blue light
 Trackage East of West Car Shop 503, 504, 505, 506, and 507 Switch and blue light

Blue Light:

The Blue Light located on the West End between tracks 506 and 507 will govern movements on track 506.
 The Blue Light located on the West End between tracks 507 and 500 lead will govern movement on track 507.
 The Blue Light located approximately 120 feet west of the 500 Lead Track Switch between the South Runaround and the 500 Lead Track governs movement into the 500 tracks.

Heating Plant:

Trackage East of West Heating Plant Switch and blue light

Diesel Pit Tracks—When spotting cars or fuel tenders on the diesel pit tracks, cars must be walked into a spot. The speed limit of locomotives within the mechanical limits shall not exceed 5 MPH.

Radio Communication at Diesel Pit and Shop Areas—All inbound engines coming into the Mechanical Facility using East Gate, West Gate, or Steel Track must use the telephones located at the Blue Light when communicating with the Diesel Tower Foreman for an inbound track. When entering the Mechanical Facility via the departure track, crew must contact the Diesel Tower by radio on channel 59 (160.975).

Inbound coal trains, upon leaving Berea, will contact North Yardmaster to allow timely communication to the Mechanical Dept. for positioning of required train inspections.

Engine Servicing Tracks—The following are Engine Servicing Tracks with a designated speed limit of five (5) MPH:

Old Trinidad Bean Spur	310
Bean Spur Tracks 1 through 4	131 – 134
Casey 1 and Casey 2	286 and 287
Switch Engine Spur (at 30 Shanty)	285
South Engine Tie-Up Track (at 59 Shanty)	227
South Storage Track (at 59 Shanty)	235
North Yard 14	116

Close Clearance—While spotting cars on Track 502 when Track 503 is occupied with cars, riding cars is not permitted account of no clearance. Also, due to close clearance while spotting cars on Track 503 when Track 502 is occupied with cars, employees are not allowed to ride equipment.

Jelinek Spur—Cars must not occupy east 300 feet of Jelinek Spur without track bulletin protecting close clearance on Main 1 Track. To spot Co-op industry, the Jelinek electric lock must be used. When spotting cars on the Jelinek Spur, all cars must be walked in or out. Riding cars is not permitted account no clearance. Train line air must be cut into cars handled on this track.

Watch out for close clearance between Main 1 and Jelinek Spur at Third Street, MP 366.2. There is no room for employees to ride equipment account track centers at this location are 13 feet.

Berea—Cars must not occupy west 500 feet of elevator track without track bulletin protecting close clearance on main one.

Belmont—When cutting off helper engine at Belmont, do not stop engine consists on top of switches at MP 408.4. If cars are left on the siding keep them east of the back track so track machines can be moved.

Between Belmont and Crossover 419.8—Milepost sign 416.0 is actually located at MP 415.3.

Crawford Helper Operations—Loaded coal trains with empty cars in the rear one-third of the train must cut in helpers ahead of the empty cars.

Powered axle limitations on rear of loaded unit coal trains are restricted as follows:

A. Loaded unit coal train not exceeding 18,100 trailing tons: 36 powered axle rating.

B. Loaded unit coal trains exceeding 18,100 trailing tons: 33 powered axle rating.

If stopped for any reason while using any combination of locomotives with or exceeding the 33 powered axle rating on rear of train, helpers and rear DP unit are limited to throttle 7 position when restarting train between MP 421.0 and MP 390.0 on either main track, until train attains or exceeds 10 MPH.

General merchandise trains and intermodal trains in excess of 8,000 tons using helper locomotive(s) must have helper locomotive(s) cut in train, ahead of the helper locomotive(s) full rated tonnage.

Full Rated Tonnage

1—SD70MAC	2,400 tons
2—SD70MAC	4,800 tons
1—SD60	2,200 tons
2—SD60	4,400 tons
1—SD40	2,000 tons
2—SD40	4,000 tons

Helper locomotive(s) placed in general merchandise or intermodal trains must not be placed directly behind empty car or 80 foot or longer car weighing less than 50 tons.

Observe "Helperlink Opts" requirement, ABTH Rule 102.12.5 Exception: The train may be cut off while moving if the helper locomotive and end-of-train device on the train being helped is the type that automatically makes the mechanical separation. (Helperlink 11 or similar equipment) and train speed is 20 MPH or less.

When coming on duty, helper crews arrange to notify train dispatcher of the engine numbers in the consist before departing. Prior to release from duty, notify the train dispatcher about any helper locomotives in the consist that have less than 1,000 gallons of fuel.

Dual Control Derail

Belmont Siding, MP 408.4

Crawford between No. 2 track switch and MT 1, MP 423.1.

Target will display red only when lined for MT 1.

Test Mile

MP 366.3 to MP 367.3

MP 371 to MP 372

MP 389 to MP 390

MP 433 to MP 434

MP 461 to MP 462

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

890 Alliance

891 Alliance Shop

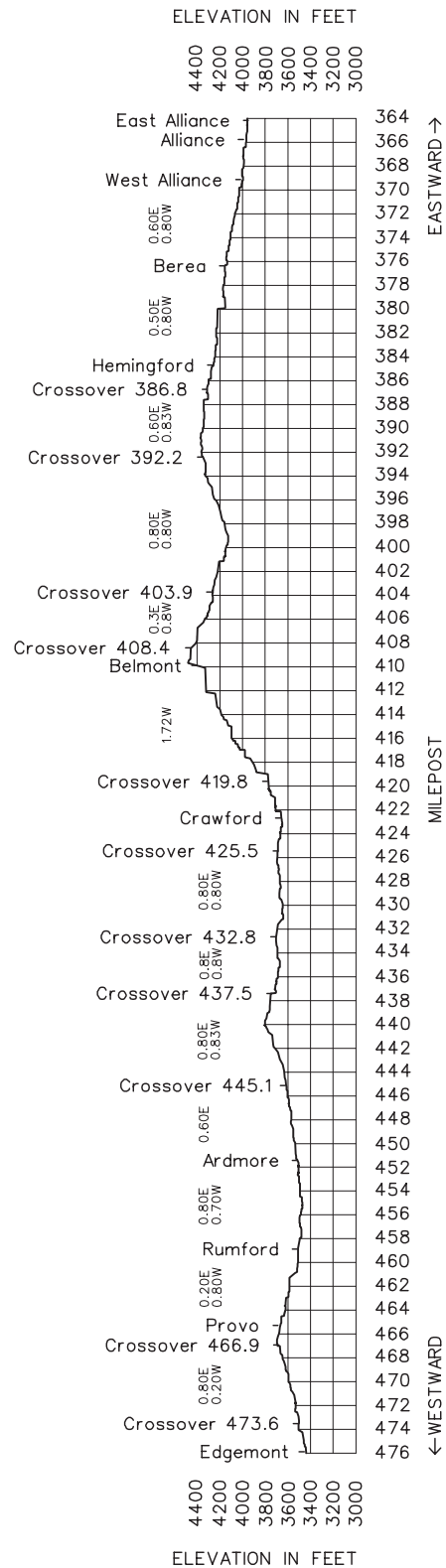
Road Line Segments**Line Segment Limits**

4 East Alliance to Edgemont

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30369 Ginn-1101	1.2 west of Alliance MT1	12	West
Berea Elevator Track-1201	6.3 west of West Alliance MT1	8	Both
30380 Nida-1301	5.7 west of Berea	35	West
30383 Hemingford Mill Trk 1-1401	Hemingford	85	Both
30383 Hemingford Mill Trk 2-1402	Hemingford	80	Both
30383 Hemingford Mill Trk 3-1403	Hemingford	15	East
30383 Hemingford Stock Trk-1404	Hemingford	25	Both
30383 Hemingford Old Ewd Siding-1407	Hemingford	23	East
30383 Hemingford Certified Spur-1405	Hemingford	7	East
30390 Nonpareil Old Pass-1501	6.7 west of Hemingford MT2	75	Both
30390 Nonpareil Back Track-1502	6.7 west of Hemingford MT2	10	Both
30399 Marsland Back Track-1601	15.9 west of Hemingford MT1	17	West
30409 Belmont Back Track-1701	Belmont - Off Siding	27	Both
Crawford Pocket Track-1807	Crawford	19	Both
30422 Crawford #1-1801	Crawford	5	East
30422 Crawford #2-1802	Crawford	30	Both
30422 Crawford #3-1803	Crawford	28	East
30422 Crawford #4-1804	Crawford	30	East
30422 Crawford #5-1805	Crawford	10	East
Crawford Team Track-1810	Crawford Off of House Track	4	East
Crawford House Track-1808	Crawford Off of MT2	21	East
Crawford P&G Track-1806	Crawford Off Crawford #5 Track	8	West
Horn Stub Track-1811	2.6 west of Crawford MT 1	15	East
Horn Stub Track-1812	2.6 west of Crawford MT2	15	East
30436 Joder Back Track-1902	0.5 east of Crossovers MP 437.5 MT2	12	Both
30436 Joder Back Track-1901	1.4 east of Crossovers MP 437.5 MT1	12	West
30449 Ardmore Back Track-2001	Ardmore MT1	17	East
30457 Rumford-2101	Rumford - Off Siding	8	Both
30466 Provo Back Track-2201	Provo MT1	15	East
30467 Area Wye 1-2301	1.2 west of Provo MT2	30	Both
30467 Area Wye 2-2302	1.2 west of Provo MT2	30	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Campbell Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn. ↑ EASTWARD
		30588	0.0	CAMPBELL	J			0.5
			0.5	EAST FORTIN	X			1.6
	7,650		2.1	WEST FORTIN				0.9
		33003	3.0	CLOVIS POINT JCT (To Clovis Point 1.6)		CTC	188	3.0
		33306	6.0	FT UNION JCT (To Ft Union 1.0)				1.9
		33307	7.9	DRY FORK (To Dry Fork 0.7)				1.6
		33309	9.5	EAGLE BUTTE JCT (To Rawhide 1.7) (To Eagle Butte 4.5) (To Buckskin 6.6)				9.5

Radio Channel 85 in service on this Subdivision.

Radio Call-In
Donkey Creek - 33(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3

Train Dispatcher Telephone Number—(817) 234-6185**1. Speed Regulations****1(A). Speed—Maximum**

MP 0.0 to MP 9.5	Freight 35 MPH.
------------------------	---------------------------

1(B). Speed—Permanent Restrictions

MP 3.0 to Clovis Point Loop Track Switch	20 MPH.
MP 6.0 to Ft. Union Loop Track Switch	20 MPH.
MP 7.9 to Dry Fork Loop Track Switch	20 MPH.
MP 9.5 to Rawhide Loop Track Switch	20 MPH.
MP 9.5 to Eagle Butte Loop Track Switch	20 MPH.
MP 9.5 to Buckskin	20 MPH.

1(C). Speed—Switches and Turnouts

Through turnout at Campbell Subdivision switch	25 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

West leg Campbell wye	10 MPH.
East leg Campbell wye	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**

Campbell to Eagle Butte Jct. 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

Campbell to Eagle Butte Jct.

4. General Code of Operating Rules and Safety Rules Items

Rule 1.10—On the Campbell Subdivision, crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

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

Safety Rule S-13.5—Getting On and Off Moving Equipment is modified as follows:

When the following conditions exist, it is permissible to get on and off moving equipment only when necessary to perform required duties.

- Employees are allowed to get on and off moving equipment only from the lead locomotive.
- Employees are allowed to get on and off moving equipment only during the coal loading process.
- Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)

- Protecting Bridges, Tunnels or Other Structures: None
- Other TWD locations
MP 4.7—DED/Exception Reporting
MP 9.4—DED/Exception Reporting

6. FRA Excepted Track—None**7. Special Conditions**

All Coal Mines—Trains will notify Gillette operator before leaving loop tracks. Gillette operator will relay instructions from train dispatcher.

While loading at coal mines, report any incident that delays loading to the train dispatcher and Gillette operator (example: coal spills, overloading, etc.).

All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

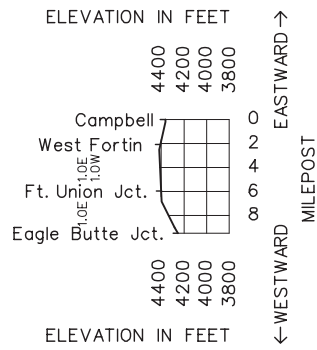
8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
166	Rawhide Spur	9.5 to 12.9
167	Eagle Butte Spur	9.5 to 14.1
168	Buckskin Spur	9.4 to 17.3
171	Ft. Union Spur	6.0 to 8.5
188	Dry Fork Spur	7.9 to 0.7
196	Clovis Point Spur	3.0 to 6.2
188	Campbell to Eagle Butte Jct.	0.0 to 9.5

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
33303 Clovis Point-3002	1.6 west of Clovis Point Jct	140	Loop
Clovis Point Stub Track-3003	At Clovis Point Jct Switch	2	East
33306 Ft Union-2502	1.4 west of Ft Union Jct	140	Loop
33307 Dry Fork-2002	0.7 west of Dry Fork Switch	140	Loop
33309 Eagle Butte-501	4.5 west of Eagle Butte Jct	140	Loop
Helper Spur-504	1.3 west of Eagle Butte Jct	5	Both
33308 Buckskin-1502	6.6 west of Eagle Butte Jct	140	Loop
Buckskin Siding-1503	3.3 west of Eagle Butte Jct	120	Both
33312 Rawhide-1101	1.7 west of Eagle Butte Jct	140	Loop

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Canyon Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
			90.4	EAST GUERNSEY	R			3.3	
		32129	95.0	GUERNSEY	BRT			4.0	
		32129	95.6	WEST GUERNSEY	R			0.4	
			96.0	MP 96.0		CTC		1.7	
			97.7	EAST STOKES				3.1	
			100.8	WEST STOKES		2MT CTC		2.5	
4,667	32137	103.3		WENDOVER	JT	CTC		4.5	
			107.8	EAST CASSA				3.2	
	32145	111.0		CASSA		2MT CTC		0.7	
			111.7	WEST CASSA		CTC		6.8	
	32153	118.5		EAST ELKHORN				4.3	
			122.8	WEST ELKHORN		2MT CTC		6.5	
7,083	32162	129.2		BONA				4.0	
			133.2	BRIDGER JCT	J	CTC		45.0	

Radio Channel 66 in service.

Radio Channel 85 in service at Guernsey.

Radio Call-In		
Torrington - 82(X)	Wendover - 19(X)	Bona - 68(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6181 or (817) 234-6180

1. Speed Regulations

1(A). Speed—Maximum

MP 95.6 to MP 133.2, including trains 100 TOB and over **Freight**
50 MPH.

1(B). Speed—Permanent Restrictions

MP 95.6 to MP 101.7 25 MPH.
MP 96.0 to MP 95.6—EWD only (HER) 10 MPH.
MP 101.7 to MP 115.0 35 MPH.
MP 107.8 to MP 111.7 MT 2 25 MPH.
MP 125.2 to MP 127.5 35 MPH.

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control
switches and on sidings unless otherwise specified 25 MPH.

1(D). Speed—Other

Bridge 95.65, cars heavier than 143 tons 10 MPH.
Guernsey—MT 1 and MT 2 through fuel platform area
until entire movement clears the area 10 MPH.
Wendover—East Leg of Wye 10 MPH.
On other than Main Track, outside Mechanical Limits,
except over switches and turnouts, lite engines between
MP 90.4 and MP 94.0, excluding South Lead, in Guernsey ... 20 MPH.
Empty WWD unit trains between MP 90.4 and MP 91.2,
on East Yard Lead, Guernsey Yard 20 MPH.

Temperature Speed Restrictions

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or
colder, do not exceed the following speeds:

Trains 100 TOB and over 30 MPH.
Trains up to 100 TOB 45 MPH.

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

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

Guernsey to Wendover 143 tons, Restriction B
Wendover to Bridger Jct. 143 tons, Restriction A

3. Type of Operation

Guernsey-Wendover—Track warrants will be received at
Guernsey, over the signature of the train dispatcher at Ft.
Worth for movement at Wendover on the Front Range
Subdivision.

Guernsey-Bridger Jct.—Track warrants will be received at
Guernsey, over the signature of the train dispatcher at Ft.
Worth for movement at Bridger Jct. on the Casper Subdivision.

CTC—in effect:

West Guernsey to Bridger Jct.

Restricted Limits—in effect:

MP 90.4 to MP 95.6

Two Main Tracks

MP 93.9—MP 95.4

MP 97.7—MP 100.8

MP 107.8—MP 111.7

MP 118.5—122.8

4. General Code of Operating Rule Items

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

Rule 8.3—At Guernsey—Normal position of Main Track
switches DOES NOT APPLY at Main Track switch located at:
MP 95.45—Track 201

MP 95.4—MT 1 and MT 2 West End

MP 94.1—West Crossover MT 1 to track 201

MP 93.7—East Crossover MT 1 to the Lead

MP 93.6—MT 1 and MT 2 East End

MP 91.8—Crossover from the MT to 281 track

MP 91.2—Crossover from the MT to the east yard Lead

These switches may be left lined as last used; however, must
be locked. Trains must approach these switches expecting to
find it lined against movement.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 110.7—Recall Code 198

MP 116.6—DED/Exception Reporting

MP 120.6—DED/Exception Reporting

MP 124.7—DED/Exception Reporting

MP 131.0—Recall Code 687

6. FRA Excepted Track—None

7. Special Conditions

Guernsey—Road crews are required to communicate with
Guernsey Yardmaster for instructions when entering,
departing, or moving within Guernsey Yard, using channel 85.
Yard switch crews will operate on channels 49 and 59 as
designated by Guernsey Yardmaster. Channel 16 is in effect at
the Guernsey Diesel Facility. All movements entering,
departing, or within the diesel Facility must communicate with
Diesel Shop Foreman using Channel 16. Diesel Mechanical
employees will communicate on Channel 85. Yard Carmen will
communicate on Channel 74.

Wendover—All tracks, excluding the CTC Main Line within the
confines of Wendover on the Front Range Subdivision and the
Canyon Subdivision are under the jurisdiction of the
Yardmaster at Guernsey, Wyoming.

Double Stack and Boeing Cars—Trains handling double stack cars and Boeing cars will not exceed 10 MPH at the following locations while operating through tunnels No. 1 and No. 3.

Between MP 96.5 and MP 97.5

Between MP 101.1 and MP 101.6

Roll-by Inspections—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

Test Mile—MP 120.0—MP 121.0

8. Line Segments

Yard Line Segments

Line Segment Limits

893 Guernsey

Ballast Pit

Line Segment Limits

899 Guernsey

Road Line Segments

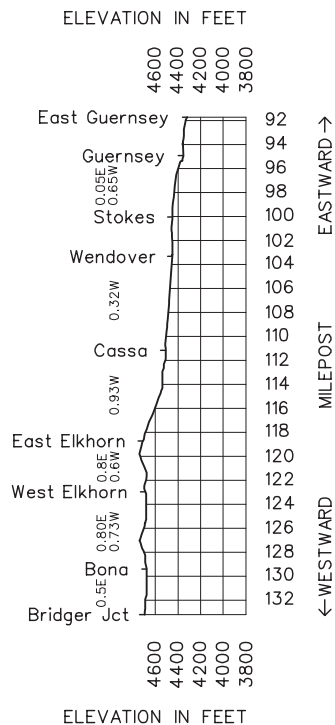
Line Segment Limits

5 Guernsey to Bridger Jct.

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Cars	Switch Opens
Elkhorn Setout Track-697	1.3 miles west of East Elkhorn on MT2	18	West
Cassa Setout Track-597	0.1 miles east of W Cassa on MT2	10	East

10. Grade Chart



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dalhart Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		40790	347.2 454.2	SIXELA				1.3	
		40788	452.9	TEXLINE	B	ABS TWC		11.3	
		40777	441.6	PERICO				7.1	
	8,172	40770	434.5	GUY				16.9	
		40753	417.6	DALHART	MT	TWC		0.1	
			417.5	UP RRX	JM	CTC TWC		13.8	
	7,305	40736	403.7	HARTLEY			485	15.6	
	7,595	40723	388.1	CHANNING		ABS TWC		16.4	
	7,486	40708	371.7	TASCOSA				12.5	
	7,100	40691	359.2	BODEN				11.9	
	8,712	40682	347.3	GENTRY				11.6	
		40671	335.7	AMARILLO	BRTY			0.3	
			335.4	DALHART JCT.	JR			0.5	
			334.9	EAST TOWER	JMT	CTC		119.3	

MP 338.2 to MP 334.9 is under the jurisdiction of the Kansas Division

Radio Channel 70 in service.

Radio Call-In		
Amarillo - 35(X)	Tascosa - 36(X)	Channing - 37(X)
Dalhart - 38(X)	Texline - 39(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatcher Telephone Number

Chief Dispatcher—(817) 234-7361, Fax (817) 234-1204

Train Dispatcher (DS 57)—(817) 234-6055, Fax (817) 234-6076

UP Train Dispatcher—(800) 726-1070

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 454.2 to MP 419.2	60 MPH.
Loaded coal trains and freight trains 100 TOB and over	50 MPH.
MP 419.2 to MP 415.5	49 MPH.
MP 415.5 to MP 338.0	60 MPH.
Loaded coal trains and freight trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 452.4 to MP 452.2	25 MPH.
MP 417.5—RRX	20 MPH.
MP 387.0 to MP 379.0	45 MPH.
MP 379.0 to MP 361.1	49 MPH.
MP 361.1 to MP 359.3	45 MPH.
MP 359.3 to MP 349.9	49 MPH.
MP 349.9 to MP 341.4	45 MPH.
MP 341.4 to MP 338.0	35 MPH.

1(C). Speed—Switches and Turnouts

Dalhart, North Switch Track 4198; Hartley; Boden; Gentry;	
Dalhart Jct.; through turnouts and sidings	20 MPH.
Dalhart, South Switch track 4198	10 MPH.

1(D). Speed—Other

All sidings not listed in 1(C)	10 MPH.
Dalhart Connection Track	20 MPH.
Bridge 381.3, cars heavier than 143 tons	25 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 95 degrees Fahrenheit do not exceed the following speeds:

MP 454.2 to MP 387.0

Freight

Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	45 MPH.

Cold Weather Restrictions—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

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 Amarillo 143 tons, Restriction A

Six-axle locomotives and six-axle derricks are not permitted on the elevator track at Dalhart.

3. Type of Operation

TWC—in effect:

MP 454.2 to MP 417.6

MP 417.5 to MP 338.0

ABS—in effect:

MP 454.2 to MP 419.2

MP 415.5 to MP 338.0

CTC—in effect:

MP 417.6 to MP 417.5

MP 335.4 to MP 334.9

Yard Limits—in effect:

MP 340.1 to MP 338.0

Restricted Limits—in effect:

MP 338.0 to MP 335.4

Before entering or moving within these limits, communicate with the yardmaster for instructions.

Manual Interlockings Not Controlled by BNSF—

Location	Controlling Railroad
MP 417.5	UP

All movements through UP interlocking must be with the authority of the UP Control Operator or by signal indication.

4. General Code of Operating Rules Items

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

Rule 8.3—The following switches at Amarillo may be left lined and locked in the position last used: North and South Pass (both ends), crossover between MT 1 and MT 2 (MP 330.6), east switch MT 1 (MP 329.4), crossover MT 1 to North Pass (MP 331.1) and east switch Hughes Street.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures:

MP 393.0 (SWD only)—Recall Code 378

MP 365.1 (NWD only)—Recall Code 368

B. Other TWD locations

MP 438.8—Recall Code 398

MP 422.0—Recall Code 388

MP 406.0—Recall Code 377

MP 393.0 (NWD only)—Recall Code 378

MP 365.1 (SWD only)—Recall Code 368

6. FRA Excepted Track—

Track 7112, ACR Main, Amarillo North Yard (MP 335.5 to MP 334.3): No freight trains shall be operated that contain more than five cars required to be placarded by Hazardous Material Regulations.

7. Special Conditions

Texline—Southward trains leaving other than main track will be required to use the push button on the signal post at beginning ABS for any route departing Texline at MP 452.4.

Dalhart—Alternate radio channel 70 in use by Dalhart Road Switcher.

Remote Control Operations—Signs located at MP 3.5 (Boise City Subdivision), MP 338.0 (Dalhart Subdivision), MP 562.0 (Hereford Subdivision), MP 541.0 (Panhandle Subdivision), and MP 327.5 (Red River Valley Subdivision) designate the Remote Control Area at Amarillo.

Remote Operation of North Dual Control Switch

Amarillo—MP 338.0

Use the following procedure to change the position of the north dual control switch Amarillo. MP 338.0, Southward movement:

1. Prior to arrival at West Amarillo, enter code 267 on AAR radio channel 66 using the radio touch tone pad.
2. Enter code 267 after movement leaves South Gentry and before movement arrives signal at MP 342.1.
3. After radio signal (267) is received by North Amarillo, a tone will be transmitted on AAR channel 66 indicating that dual control switch North Amarillo received the three-digit code (267) and is lined in the reverse position.
4. After dual control switch North Amarillo is lined and locked in the reverse position, signal governing Northward movement at MP 340.0 will display Yellow over Lunar aspect per Rule 9.1.7.
5. The signal governing southward movement at North Amarillo will display a Red over Lunar aspect per Rule 9.1.13.

Automatic Switches, Location by Station—Includes both switches unless specified: Texline, Guy, North Switch 4198 Dalhart, Hartley, Channing, Tascosa, Boden, and Gentry.

Milepost Designation—The Dalhart Subdivision begins at Sixela MP 454.2. The Twin Peaks Subdivision ends at Sixela MP 347.2. Mileposts on the Twin Peaks Subdivision descend Northward from Sixela.

Critical Areas—See System Special Instructions, Item 33, Flash Flood Warnings:

MP 452.0 to MP 450.0
MP 403.0 to MP 402.0
MP 386.0 to MP 383.0
MP 369.0 to MP 368.0
MP 365.5 to MP 364.0

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

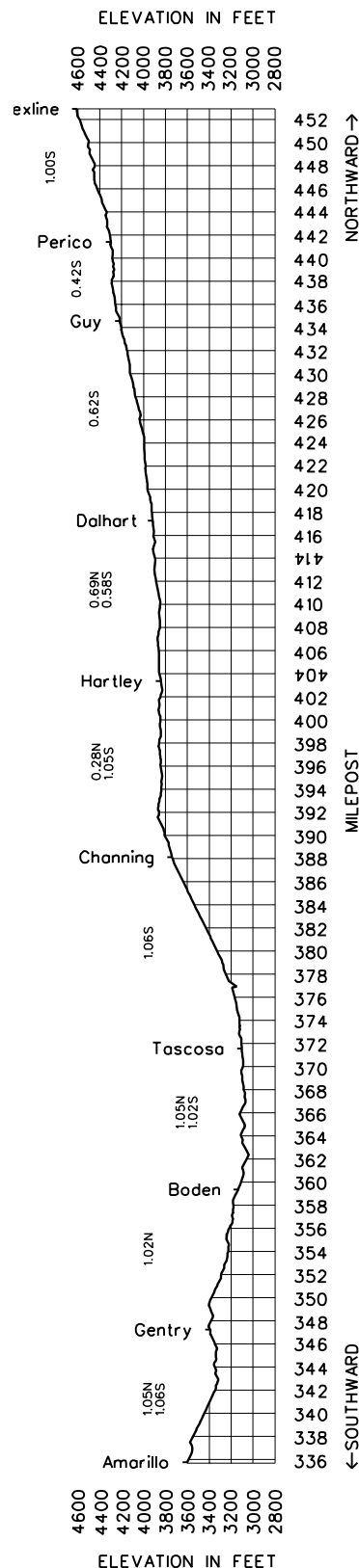
493 Bushland Pocket switch to End of Track is 7000 feet.

Road Line Segments**Line Segment Limits**

485 Texline to Amarillo

9. Locations Not Shown as Stations

Name	Milepost Location	Capacity Cars	Switch Opens
40767 Ware	437.5	15	South

10. Grade Chart

SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Front Range Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
	8,235	32137	240.8	WENDOVER	JTR			9.8	
	4,660	41367	230.6	DWYER				10.5	
		41357	220.5	MOBA JCT.	J			6.0	
	5,832	41351	214.3	WHEATLAND	B			11.9	
	3,942	41339	202.6	BORDEAUX				13.9	
	8,182	41325	188.7	CHUGWATER				18.6	
	4,011	41307	170.0	LAMBERT				13.1	
	4,634	41294	157.0	ALTUS				4.6	
	3,921	41289	152.4	HORSE CREEK				13.3	
	8,562	41276	138.8	FEDERAL				19.7	
		41256	119.4	CHEYENNE	BTR			6.4	
	3,942	41249	113.0	SPEER				13.3	
	4,988	41236	99.6	NORFOLK		TWC		3.0	
		41233	96.7	PLATTE RIVER JCT.	J			5.0	
	7,216	41228	91.7	OWL CANYON			476	15.1	
	7,295	41213	76.5	NORTH YARD				1.9	
			74.6	UPRR CROSSING	U			0.2	
		41211	74.4	FT. COLLINS	JT			13.7	
	4,079	41197	60.7	LOVELAND				10.3	
	7,685	41187	50.4	LONGS PEAK				1.2	
	1,920	41186	49.2	HIGHLAND				5.7	
		41180	43.6	LONGMONT To Barnett 9.0	RBJT			13.0	
	3,948	41168	27.3	BOULDER				13.3	
	8,976	41151	14.0	BROOMFIELD To Lafayette 7.7	J			9.5	
		41141	4.5	CLEAR CREEK	R			1.1	
		41140	3.4	UTAH JCT.	MJR			2.4	
		84301	1.0	PROSPECT JCT. To Fox, To 20th St., To Rennick	JXR			0.2	
			0.8	23RD STREET	MJ			0.8	
		41137	0.0	DENVER UD	BJ	Rule 6.28		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 Prospect Jct. From Utah Jct. to Wendover Channel 70 in service. Channel 85 at Wendover in service 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 92—Call-in *86 for Utah Jct., C&S Jct.

Radio Channel 39 in service for industry jobs/inbound/outbound crews and yardmasters 31st Street, 38th Street and Rennick.

Industry jobs/inbound/outbound crews are to use Channel 39 when their train is on other than main track or Coal 1 and Coal 2. Channel 66 is used on Main Track, and also on Coal 1 and Coal 2. Channel 76 is to be used when industry jobs leave the Main Track to perform industrial switching.

Channel 39 is to be used by industry jobs/inbound/outbound crews when working with utility men. Channel 39 to be used by inside/outside hostlers when communicating with yardmasters.

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

Train Dispatcher Telephone Number

0530—2130: (817) 234-6054, Fax (817) 234-6075

2130—0530: (817) 234-6055, Fax (817) 234-6076

Brush dispatcher—(817) 234-6052, Fax (817) 234-6073

UPRR Moffat Subdivision dispatcher—(402) 636-1658

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 240.8 to MP 0.0	49 MPH.
Trains 100 TOB and over	49 MPH.

1(B). Speed—Permanent Restrictions

MP 238.0 to MP 227.0	30 MPH.
MP 220.5 to MP 219.0	25 MPH.
MP 217.5 to MP 213.5	40 MPH.
MP 211.3 to MP 206.8	30 MPH.
MP 165.3 to MP 146.8	30 MPH.
MP 146.8 to MP 143.2	40 MPH.
MP 132.0 to MP 130.4	40 MPH.
MP 110.6 to MP 110.1	30 MPH.
MP 105.7 to MP 99.6	40 MPH.
MP 78.5 to MP 74.7	20 MPH.
Southward trains from MP 74.7 until lead locomotive has passed Prospect Street MP 72.8	15 MPH.
Northward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7	15 MPH.
MP 72.8 to MP 68.8	40 MPH.
MP 62.0 to MP 58.3	25 MPH.
MP 54.7 to MP 54.0	40 MPH.
MP 49.8 to MP 45.8	40 MPH.
MP 32.1 to MP 27.0 (HER)	20 MPH.
MP 27.0 to MP 13.7	30 MPH.
MP 6.5 to MP 5.5	25 MPH.
MP 5.5 to MP 4.5	10 MPH.
Broomfield to Lafayette	10 MPH.
Longmont to Barnett	10 MPH.
Junction Switch to Price Crossing, Price St. Xing (HER)	5 MPH.

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

1(D). Speed—Other

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

Temperature Speed Restrictions

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	40 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Wendover to Denver UD	143 tons, Restriction A
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 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:
MP 240.8 to MP 3.4

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:
MP 240.7 to MP 238.0
MP 122.6 to MP 117.6
MP 45.8 to MP 41.3
MP 4.5 to MP 1.0

Cheyenne—Northward trains at Cheyenne must obtain an additional track warrant from the Canyon Subdivision Dispatcher for movement on the Canyon Subdivision.

Denver—Prospect Jct. to 20th Street on the Brush and the Pikes Peak subdivisions, all train and engine movements are 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 are in effect at Prospect Jct. Movement through Prospect Jct. will be under the control of the Brush dispatcher.

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

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

Before proceeding south from Prospect Jct. on BNSF trackage, both UP and BNSF crews must obtain permission from the 31st Street yardmaster.

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

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

Utah Jct. Via Rennick—Trains and MW must communicate with the yardmaster at Rennick prior to entering restricted limits. Trains or engines moving west off either packer track at Rennick Yard must have authority from the UPRR dispatcher (Channel 92, 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. When crossing over the Main Track at Utah Junction, permission must be obtained from the UPRR dispatcher on Channel 92, *86, before any crossover movement is made, or any switches lined, from either the North Main Track to the UPRR Main Track or the UPRR Main Track to the North Main Track.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required between Utah Jct. and Wendover, the distance will be 2.0 miles.

Rule 6.28—in effect:

Between Longmont and Barnett
Between Broomfield and Lafayette
Between Denver UD and Prospect Jct. (Buck Lead)

Rule 8.3—At Rennick, Cheyenne (MP 119.2, MP 119.3, and MP 120.3), and Wendover Rule 8.3 does not apply. Main track switches may be left lined as last used. Trains must approach these switches expecting to find them lined against their movement. At Rennick the main track switch at MP 3.0 must be locked.

Rule 8.12—The crossovers at Rennick, MP 2.0, and at Wendover may be left lined as last used; however, both switches of a crossover must be left lined for normal movement or for movement through the crossover. Trains must approach these crossovers expecting to find them lined against their movement.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 238.8—DED/Exception Reporting
 - MP 233.4—DED/Exception Reporting
 - MP 230.0—DED/Exception Reporting
 - MP 225.8—Recall Code 388
 - MP 183.5—Recall Code 368
 - MP 162.5—Recall Code 398
 - MP 144.5—Recall Code 358
 - MP 107.3—Recall Code 347
 - MP 87.8—Recall Code 438
 - MP 67.8—Recall Code 438
 - MP 38.3—Recall Code 318

6. FRA Excepted Track

Lyons Branch, Lafayette Branch and East Yard at Longmont.

7. Special Conditions

Wendover—All tracks, excluding the CTC Main Track within the confines of Wendover are under the jurisdiction of the yardmaster at Guernsey, Wyoming.

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) 593-6207.

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

Wheatland—Northward 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.

Southward 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.

Ensure that you advise the Front Range dispatcher and the Guernsey yardmaster of an estimated arrival time at Wendover.

Slater—The Slater switch is out of service and spiked.

Lambert—The siding must be used for southward train movement only, switching moves excepted.

Horse Creek—The siding must be used for northward train movement only, switching moves excepted. When cars are stored on the house track, the Murke Spur switch must be lined for Murke Spur.

Cheyenne—Trains arriving or departing Cheyenne must notify the Denver Through Freight Desk at Denver at (817) 593-7610.

When making movement on the 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 secured on the LP Lead, TOFC Track, or CAM3 and must be protected by the derails at these locations.

Inbound crews arriving Cheyenne and Casper must leave their wheel reports and all high wide documents on the lead engine of the consist for the outbound crew. If the outbound conductor does not need these documents, they may be discarded.

Norfolk—The siding must be used for northward train movement only, switching moves excepted.

Rawhide Power Plant—The following speed restrictions apply:

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

Trains must not enter Dumper until a green signal and verbal permission via radio are received from Dumper Operator. Inbound trains will cut off the caboose to clear outbound movement at the Car Dumper Switch. Gate and switches should be lined for movement to the Dumper.

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

Empty coal trains must 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) 593-7610.

Ft. Collins—West yard, Rex No. 1 is out of service and the switch is spiked for Rex Main.

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 south and East 10th St. on the north 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 north 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 0.02 and Cleveland Street Crossing, MP 0.015.

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.

Highland—A track scale has been installed on the Coors Elevator track, 635 feet from the switch off the siding. There are no dead rails protecting the scale. All locomotives are restricted from operating over the track scale.

Longmont—Along the west leg of the wye, fencing will not clear a man on the side of car.

Road power (six-axle) is restricted to the west leg of the wye, GW 1, GW 2, GW Lead, LON 4, and East Main 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.

The main track switch to Barnett is at MP 43.5.

When departing from Longmont, the cars destined to McClellan must have the "Unload From Other Side" placard on the side opposite the Longmont depot.

Lyons Branch—A switch point derail is located at MP 45.8 at Cemex Plant.

Valmont—Road power is not to be used on or over the dumper pit.

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.

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

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

Lafayette Industrial Spur—The Lafayette Industrial Spur from Broomfield to Lafayette ends at MP 21.5 and wheel stops are in place. A switch point derail is installed at MP 17.8 between Burns Jct. and Lafayette.

The traffic signals at MP 18.1 on Highway 287 are in service. Highway circuit activation is 100 feet in advance of the engineer traffic control signals. The engineer signals will display a red aspect. After stopping short of the engineer signal but within the activation circuit, go to the engineer signal and push the button. The engineer signal will display green within one minute. The absence of light in all vehicular traffic signals, or when unable to obtain a green aspect for movement over the Highway 287 crossing will require movement to proceed per Rule 6.32.2.

The traffic signals at MP 18.7, Northwest Parkway On Ramp and at MP 18.9, Northwest Parkway Off Ramp are in service. The engineer signals display a red over red aspect, which displays green over green aspect when the train movement is within 1000 feet in approach to the engineer signals and after the activation of the vehicular traffic signals. The absence of lights in all vehicular traffic signals, or when unable to obtain a green aspect for movement over the crossings require movement to proceed per Rule 6.32.2.

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

When delivering cars from 31st Street Yard to the UP North Yard, or departing 31st Street Yard with Golden Beer Runs, or BNSF northbound 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 the UP North Yard will be governed by CTC signal indications. At the UP North Yard, BNSF crews will be governed by instructions from the UP yardmaster.

When routed through the UP North Yard tracks, be governed by the UP yardmaster's instructions on yard tracks and CTC

rules where applicable. 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.

Denver—Due to the stacking of ties along tracks, watch for close clearance at the Diesel Facility Fueling Track and on all tracks within the Rocla Concrete Tie Plant (Tracks 1208 and 1209). 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 the wye bridge must ensure that the route is lined for the entire movement into the yard track prior to the leading end of movement passing the wye bridge switch. In addition, do not stop the movement except in case of an emergency until the leading end of the movement reaches the clearance point at the 38th Street end of the track unless otherwise advised. If a stop is made for any reason, a walking inspection must be made from the head end to the west end of the wye bridge.

Except in cases of emergency, all movements in excess of 3000 tons and/or 4000 feet, moving from 31st Street Yard toward Rennick Yard, or from Fox Jct. via the Wye Bridge, must not stop after passing the switch from the North Lead to the Wye Bridge until the entire movement has passed Prospect Jct. When the movement is stopped for any reason, after the train slack is allowed to adjust, make a walking inspection of the movement between Prospect Jct. and the switch from the North Lead to the Wye Bridge. Movements stopped for a walking inspection may be required to make a reverse movement to clear the switch from the North Lead to the Wye Bridge and re-initiate continuous movement toward Rennick Yard or Fox Jct. When stopping, engineers must make every effort to gently control the slack. After stopping for an inspection, engineers must exercise care and allow slack to adjust before re-starting movement in either direction. Note: Distributed Power Trains may not require reverse movement before proceeding.

Rocla Concrete Products has leased an 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 the private lock is removed and a BNSF switch lock is on the derail, the track is not protected. Within the Rocla plant, a new track has been constructed east of the 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).

Denver Switching Restrictions—Loaded auto racks, passenger cars, engines, poison gas, high-value loads, etc., must not be unnecessarily switched or couplings made so as to damage the equipment or load. It is further understood that this type of equipment will not be cut off in motion or struck by any car moving under its own momentum. Refer to General Code of Operating Rule 7.3 for additional precautions. Yardmasters will include in daily job briefings at the beginning of each shift and when conditions change during the shift with each crew, the location(s) if any, where this type of equipment is located in the yard. Switch crews are also required to inquire as to the location of these listed cars if the yardmaster does not provide this information.

When practical, the above cars should be placed in a location that cannot be switched against.

When switching on the 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.

Crews operating within the operational limits of the Denver Union Terminal Railway (DUT) must have a copy of the DUT Operating Instructions. These instructions may be obtained by contacting the BNSF Denver Terminal Trainmaster at 31st Street.

Denver Yard Track Protection—Yard track protection must be provided when crews are coupling tracks, when tracks are occupied with non-crewed locomotives, or when trains are arriving or departing from the Denver complex. Switches must be lined away from the track to be protected. Switches must be protected by one of the following methods:

1. Employee assigned to protect the switch.
2. Switch protected by magnetic "Track Occupied" flag or Blue Flag protection (GCOR 5.13 – Mechanical P&M Safety Rules S-24.2 and M-1.0) will be utilized by Mechanical Department employees when work requires.

Yardmasters will be responsible to ensure the application and removal of the protection at both ends of the tracks.

Remote Control Operations—Signs located at MP 539.0 (Brush Subdivision), MP 4.5 (Front Range Subdivision) and MP 7.0 (Pikes Peak Subdivision), designate the Remote Control Area at Denver Terminal.

Remote Control Zone—Four Remote Control Zones (RCZ) have been established at Denver Yard:

Zone 1: 38th Street North Lead 250 ft. west from the clearance point at the end of CTC to the clearance point of the South Lead crossover switch at MP 540.1.

Zone 2: Rennix Yard Lead track 219, 250 feet south from the clearance point of the North Main Track (track 299) to the switch point at the north end pocket of 8 (track 210).

Zone 3: Rennix Yard West Packer tracks 209 and 213 from the derail at the north end to the clearance point Rennix Lead.

Zone 4: Rennix Yard East Packer track 218 from the derail at north end to the switch point of the long crossover track 220.

Signs will be placed at the outside limits of each zone to designate the specific limits. Note: The sign at the north end of Zone 2 at Rennix lead is located between the Rennix lead and the upper west packer track 213 account close clearance.

Activation/Deactivation Procedure—RCZ 1 is controlled by the 38th Street Yardmaster. RCZ 2, 3, and 4 are controlled by the Rennix Yardmaster. The Remote Control Operator must contact the appropriate Yardmaster to determine if the RCZ is activated. Such movements will be governed by System Special Instructions, Item 23 (F).

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 the 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 229.0 to MP 221.0

MP 155.0 to MP 150.0

MP 131.0 to MP 126.0

MP 72.8 to MP 69.0

8. Line Segments

Yard Line Segments

Line Segment Yard

496 Jersey Cut Off

903 Prospect Jct.

Road Line Segments

Line Segment Limits

179 Burns Jct.—Lafayette

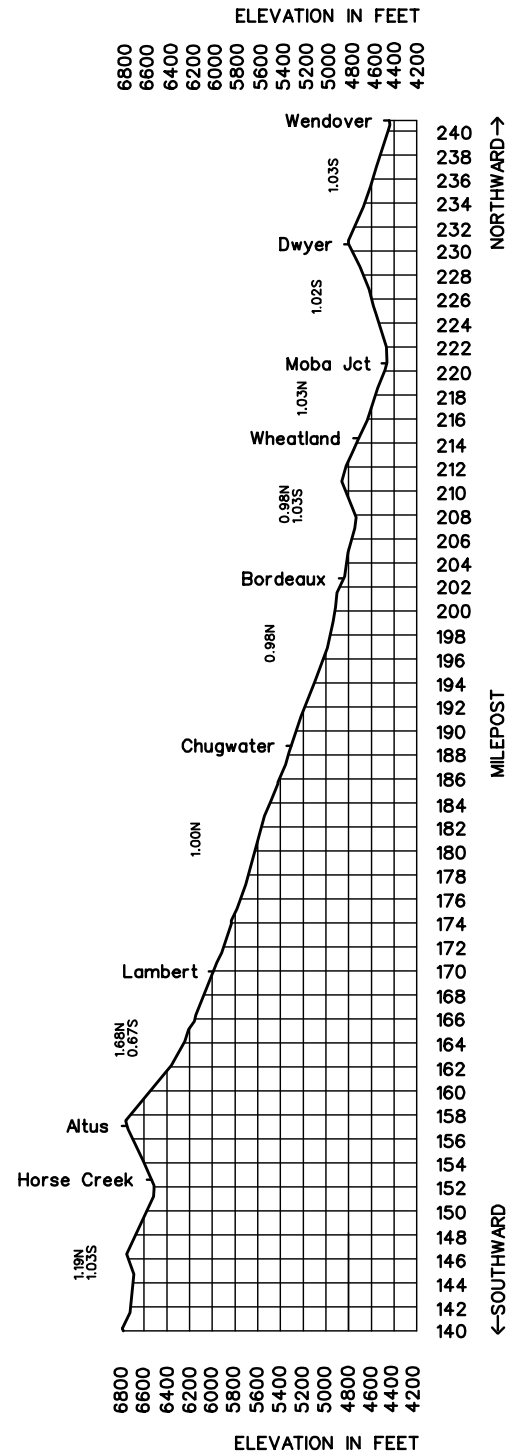
179 Longmont—Barnett

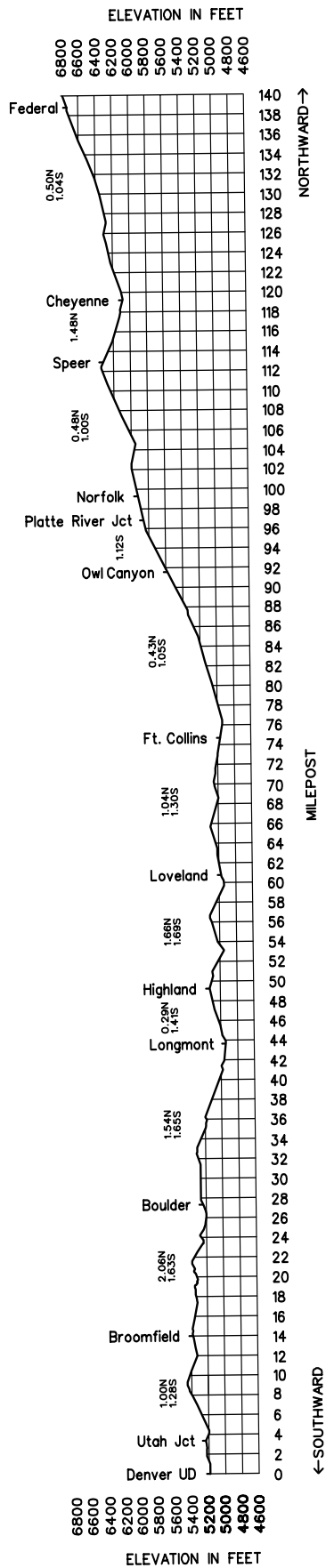
476 Wendover to Denver UD

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Front Range Subdivision			
41143 Westminster	2.8 north of Utah Jct.	12	Both
41147 Homestead House	7.1 north of Utah Jct.	8	North
To Lafayette			
84315 Burns Jct.	1.3 north of Broomfield		South
Front Range Subdivision			
41161 Valmont	11.5 north of Broomfield	90	Both
To Barnett			
84344 Western Spur	6.5 north of Longmont	40	Both
84347 Medberry	7.7 north of Longmont		South
Front Range Subdivision			
41191 Berthoud	5.0 north of Highland	30	South
41192 Champion Home Builders	6.5 north of Highland	6	South
41207 McClellands	9.2 north of Loveland	5	North
41222 Wellington	11.3 north of Ft. Collins	10	South
41224 Dixon	13.1 north of Ft. Collins	58	South
41257 Warren Missile Base	2.4 north of Cheyenne	60	South
41268 Silver Crown	12.0 north of Cheyenne	30	South
41299 Farthing	5.7 north of Altus	40	North
89753 Murke Spur	0.5 north of Horse Creek	99	South
41334 Slater	9.0 north of Chugwater	22	South
41357 Moba Jct.			North
	Track No. 1	104	Both
	Track No. 2	15	North
	Track No. 3	17	North
	Track No. 4	34	South
	Track No. 5	24	South
	Track No. 6	18	Both
	Track No. 7	20	Both
	Track No. 8	8	North
	Track No. 9	120	South

10. Grade Charts





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Golden Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑	
		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.	J	CTC	482	6.9		
		89311	11.8	TERRILL JCT.	J	TWC		4.8		
	89316	14.4	GOLDEN	B			15.5			

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

Radio Channel No. 66 in service Prospect Jct.

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

Radio Channel UPRR No. 92, Call-In #86 for Utah Jct., C&S Jct. and Prospect Jct.

Radio Channel No. 43 in service at UPRR North Yard.

Radio Channel 39 in service for industry jobs/inbound/outbound crews and yardmasters 31st Street, 38th Street and Rennick.

Industry jobs/inbound/outbound crews are to use Channel 39 when their train is on other than main track or Coal 1 and Coal 2. Channel 66 is used on Main Track, and also on Coal 1 and Coal 2. Channel 76 is to be used when industry jobs leave the Main Track to perform industrial switching.

Channel 39 is to be used by industry jobs/inbound/outbound crews when working with utility men.

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, Fax (817) 234-6075

1. Speed Regulations

1(A). Speed—Maximum

MP 4.9 to MP 14.4 **Freight** 20 MPH.

1(B). Speed—Permanent Restrictions

Terrill Jct. to Coors East Yard 10 MPH.

1(C). Speed—Switches and Turnouts

C&S Jct., Turnout 20 MPH.

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

3. Type of Operation

CTC—in effect:

At Prospect Jct.

TWC—in effect:

MP 4.9 to MP 13.8

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. 92.

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

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

Rule 6.28—in effect:

MP 13.8 to End of Track MP 15.8

Terrill Jct. to Coors East Yard

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.

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.

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 beer runs will pull the town cars from Golden Yard and pickup Coors North Yard in the following order:

1. Track 12
2. Track 11
3. Track 10
4. Track 9
5. Track 8
6. Track 5
7. Track 6
8. Track 7

Deliver train to Rennick and 31st, then pull from 31st to Coors East Yard and pull any commodities to be left at Terrill Jct. for pickup with the next beer run. Coal will be picked up as needed in conjunction with Golden Switch Engine and Trainmaster.

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

Second beer run 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

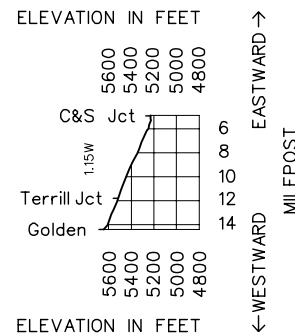
Line Segments Limits

- 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

10. Grade Chart



The following excerpts from the Hereford Subdivision are being provided **for information purposes only**. See the General Orders for the Hereford Subdivision, Kansas Division for all amendments to this information.

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hereford Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
			550.5	EASTERN	TX	2MT CTC	7100	1.7	
			552.2	EAST TOWER	JM			0.5	
			552.7	WEST TOWER	MX(2)			1.3	
		53200	554.0	AMARILLO	BCPT			3.5	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	CQS	EMER
Eastern to Amarillo	36	2	4	5&7	9

Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2333, Fax (817) 234-2433

Train Dispatcher (DS 28)—(817) 234-2328, Fax (817) 234-2428

1. Speed Regulations

1(A). Speed—Maximum

MP 550.5 to MP 554.0, including trains 100 TOB and over 55 MPH.

Unless otherwise restricted, between MP 550.5 and MP 554.0, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Item 1(C) of the System Special Instructions for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

MP 551.9 to MP 554.4 20 MPH.

1(C). Speed—Switches and Turnouts

MP 550.5, Eastern, crossover Main 1 to Main 2 30 MPH.

MP 550.5, Eastern, crossover Main 2 to Main 1, Westbound movement only 20 MPH until lead locomotive passes turnout at MP 550.6, then increase speed to 30 MPH.

MP 550.6, Eastern, turnout to east leg of wye 20 MPH.

MP 552.2, connecting Main Track turnouts, both ends 20 MPH.

MP 552.4, BNSF RRRs, turnouts to main tracks and freight leads 20 MPH.

MP 552.7, all switches 20 MPH.

1(D). Speed—Other

Amarillo—east and west freight lead 20 MPH.

Temperature Restriction—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to Main Track operations outside of Restricted Limits:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
110 degrees F and over	Maximum 50 MPH.	Maximum 45 MPH.

If in doubt as to the ambient (air) temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted by the temperature restriction.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Eastern to MP 554.0 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

MP 550.5 to MP 554.0

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Area, Amarillo—Signs located at MP 3.5 (Boise City Subdivision), MP 338.0 (Dalhart Subdivision), MP 562.0 (Hereford Subdivision), MP 541.0 (Panhandle Subdivision), and MP 327.5 (Red River Valley Subdivision) designate the Remote Control Area at Amarillo.

8. Line Segments

Yard Line Segments

Line Segments Limits

7154 Amarillo Yard

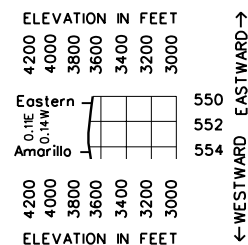
Road Line Segments

Line Segment Limits

7100 MP 550.5 to MP 554.0

9. Locations Not Shown as Stations—None

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Orin Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		127.3	BRIDGER JCT	J	CTC	186	1.1
		126.2	ORIN JCT	J			2.6
		123.6	FISHER JCT	J			0.4
		123.1	EAST FISHER		2MT CTC		5.5
		117.1	SHAWNEE JCT	JX(2)			7.1
		110.6	CROSSOVER 110.6	X(2)	3MT CTC		7.0
		103.6	CROSSOVER 103.6	X(2)			7.9
	33182	95.7	CROSSOVER 95.7	X(2)			5.2
		90.5	CROSSOVER 90.5	X(2)			5.0
		85.5	EAST BILL	JX(2)			4.7
		80.8	WEST BILL	JX(2)			8.3
		72.5	CROSSOVER 72.5	X(2)			7.1
	33160	65.4	CONVERSE JCT (To Antelope 2.2)	X(2)			2.9
	33158	62.5	EAST NACCO	X(2)T			0.3
	33158	62.2	NACCO WYE JCT (To Rochelle 4.7) (To North Antelope 4.7)				0.3
	33158	61.9	WEST NACCO				3.8
	3158	58.1	CROSSOVER 58.1	X(2)			5.6
	33142	52.5	CROSSOVER 52.5	X(2)			3.0
		49.5	MP 49.5	J		2.2	
	33142	47.3	CROSSOVER 47.3	X(2)		3.7	
		43.6	CROSSOVER 43.6	JX		0.6	
	33142	43.0	MP 43.0	J		0.9	
	33142	42.1	CROSSOVER 42.1	JX		0.7	
7,420		41.4	HARMON		2MT CTC	7.3	
		34.1	CROSSOVER 34.1	X(2)		7.6	
	33125	26.5	EAST COAL CREEK	X		0.3	
	33125	26.2	COAL CREEK JCT (To Coal Creek 2.1)			0.3	
	33125	25.9	WEST COAL CREEK	X		1.4	
		24.5	SUNEDCO JCT			0.7	
		23.8	EAST CORDERO JCT (To Cordero 2.2)	X		2.7	
		21.1	WEST CORDERO JCT	X		3.3	
		17.8	EAST ROJO JCT	X		0.4	
	33117	17.4	ROJO JCT (To Caballo Rojo 0.7)			0.1	
	33117	17.3	WEST ROJO JCT	X		0.9	
	33115	16.4	EAST BELLE AYR JCT (To Belle Ayr 1.8)			1.4	
	33114	15.0	CABALLO JCT (To Caballo 0.4)	X		0.3	
		14.7	CROSSOVER 14.7	X		6.5	
		8.2	CROSSOVER 8.2	X		7.8	
	30587	0.4	DONKEY CREEK JCT	JX		126.9	

Radio Channel 66 in service MP 127.3 to MP 21.1.

Radio Channel 85 in service MP 21.1 to MP 0.4.

Radio Call-In		
Walker - 62(X)	Bill - 63(X)	Logan - 67(X)
Reno - 65(X)	Coal Creek - 66(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Numbers
(817) 234-6181 or (817) 234-6180

1. Speed Regulations**1(A). Speed—Maximum**

	Freight
MP 127.3 to MP 15.4, including trains 100 TOB and over	50 MPH.
MP 15.4 to MP 0.4	35 MPH.

1(B). Speed—Permanent Restrictions

Nacco Jct. to North Antelope and Rochelle Mines	20 MPH.
North Antelope Lead	25 MPH.
On east and west legs of wye at Rojo Jct., Coal Creek Jct., to Reno Sub and Nacco Wye Jct.	25 MPH.
MP 49.5 to North Rochelle Mine	20 MPH.

1(C). Speed—Switches and Turnouts

Through turnout Donkey Creek and both legs of Wye	25 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

Trinity Rail Services at Bill all tracks	10 MPH.
------------------------------------------------	---------

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds:

MP 16.0 to MP 17.0	
MP 42.0 to MP 43.6	
MP 61.0 to MP 64.0	
MP 74.0 to MP 76.0	
MP 90.5 to MP 92.0	
Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	50 MPH.

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

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

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

Bridger Jct. to Donkey Creek	143 tons, Restriction A
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3. Type of Operation**CTC**—in effect:

MP 127.3 to MP 0.0

Two Main Tracks

MP 123.1—MP 117.45
MP 58.1—MP 0.0

Three Main Tracks

MP 117.45—MP 58.1

4. General Code of Operating Rules Items

Rule 1.10—On the Orin Subdivision, crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

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

MWOR Rule 8.12—At signaled locations identified in the timetable/general orders as having individually controlled crossover switches (ICS), Maintenance of Way and Signal employees may request authority from the control operator to operate one end of a crossover for maintenance or testing purposes only. Trains, engines, and on-track equipment must not be used or allowed within the defined working limits of the individual switch involved during such operations. The individually controlled crossover switch must be left lined and secured in the normal position prior to reporting clear of the working limits. The letters ICS are stenciled on the switch machine of each individually controlled crossover switch.

Safety Rule S-13.5—Getting On and Off Moving Equipment is modified as follows:

When the following conditions exist, it is permissible to get on and off moving equipment only when necessary to perform required duties.

1. Employees are allowed to get on and off moving equipment only from the lead locomotive.
2. Employees are allowed to get on and off moving equipment only during the coal loading process.
3. Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

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

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
 - MP 0.5—DED—(North Antelope Rochelle Mine Track in OS at Nacco Wye Jct.)
 - MP 5.6—DED/Exception Reporting
 - MP 10.3—DED/Exception Reporting
 - MP 14.7—DED/Exception Reporting
 - MP 21.9—Recall Code 668
 - MP 25.9—DED/Exception Reporting
 - MP 30.1—DED/Exception Reporting
 - MP 35.9—DED/Exception Reporting
 - MP 40.0—DED/Exception Reporting
 - MP 45.9—Recall Code 658
 - MP 52.5—DED/Exception Reporting
 - MP 59.4—Recall Code 677
 - MP 67.7—DED/Exception Reporting
 - MP 75.3—Recall Code 678
 - MP 83.3—DED/Exception Reporting
 - MP 88.0—DED/Exception Reporting
 - MP 93.0—DED/Exception Reporting
 - MP 98.0—Recall Code 628
 - MP 102.8—DED/Exception Reporting
 - MP 108.3—DED/Exception Reporting
 - MP 113.5—Recall Code 688
 - MP 117.4—DED/Exception Reporting
 - MP 123.6—DED/Exception Reporting

6. **FRA Excepted Track**—None

7. **Special Conditions**

Moveable Point Frog—(Refer to System Special Instructions Item 12):

Crossover MP 119.4	Shawnee Jct.—MP 117.7
Crossover MP 103.6	Crossover MP 110.6
West Bill—MP 80.8	Crossover MP 72.5
Converse Jct.—MP 65.4	East Nacco—MP 62.5
Crossover MP 58.1	Crossover MP 52.5
Crossover MP 47.3	Crossover MP 43.6

Independently Controlled Switches (ICS)—

Crossover MP 119.4	Shawnee Jct.—MP 117.7
Crossover MP 110.6	Crossover MP 103.6

All Coal Mines—Trains will notify the Gillette operator and train dispatcher, as appropriate, before leaving loop tracks. The Gillette operator will relay instructions from train dispatcher.

While loading at coal mines, report any incident that delays loading to the trick dispatcher and the Gillette operator. (Example: coal spills, overloaded cars, etc.)

All employees of BNSF and UPRR will be governed by the Powder River Division Special Instructions on Mine Properties. Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Between Shawnee Jct. and Caballo Jct.

Union Pacific trains and engines will be governed by the BNSF timetable and General Code of Operating Rules.

UP Bill Yard Instructions—Crews must report to the UP operator on AAR Radio Channel 66 before entering or leaving Bill Yard. The dual control switches in Bill Yard are controlled by the UP operator and Rule 6.28 applies, not to exceed 20 MPH.

North Antelope Rochelle Tracks—At Nacco, the mile posts for North Antelope Rochelle Tracks begin at the Main 1 Clearance Point at East Nacco. Example, MP 0.0 is at the eastbound signal on the east leg of the wye at East Nacco.

Helper Instructions—Helper engineers must notify the Train Dispatcher of the engine numbers in their consist before departing.

Roll-by Inspections—After changing crews, the relieved crew will be required to give the outbound train a roll-by inspection if the train will depart within 15 minutes.

8. **Line Segments**

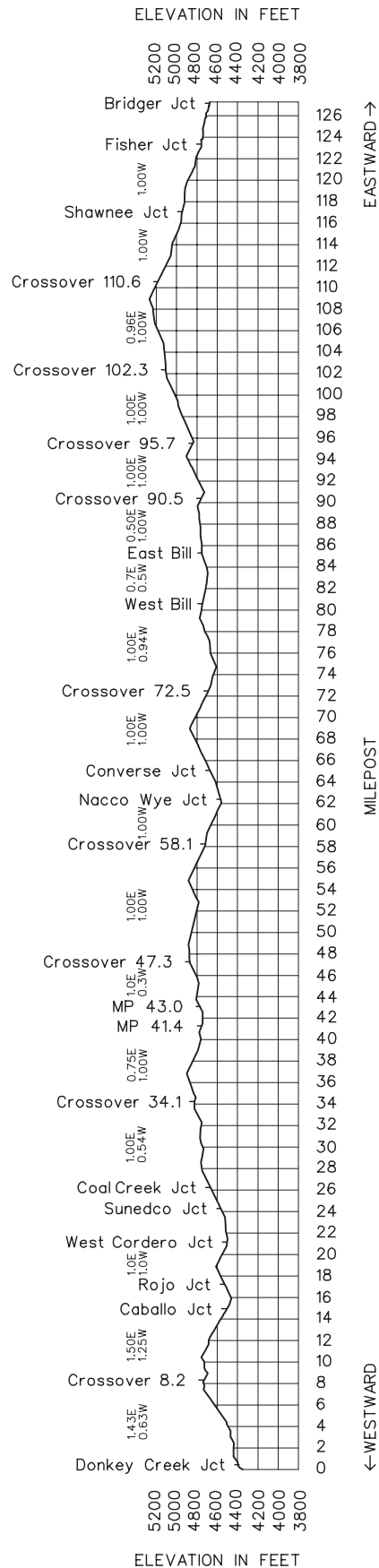
Road Line Segments

Line Segment	Limits	Mileposts
172	Caballo Rojo Spur	17.5 to 23.0
173	Coal Creek Spur	0.0 to 5.8
175	North Antelope Spur	62.1 to 69.8
186	Bridger Jct. to Donkey Creek	
189	Belle Ayr Spur	14.8 to 20.0
190	Cordero Spur	21.1 to 24.7
194	Caballo Spur	14.6 to 20.8
974	Antelope Spur	65.3 to 67.4

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
Back Track MP 120.4-1001	2.1 west of East Fisher - MT1	20	Both
Back Track MP 120.4-1002	2.1 west of East Fisher - MT 2	20	Both
Back Track MP 109.5-8310	1.1 west of Crossover 110.6 - MT 1 & MT 3	11	Both
Back Track MP 102.4	MT 3	15	Both
Back Track MP 102.4	MT 1	30	Both
Back Track MP 96.6	MT 3	15	Both
Back Track MP 96.6	MT 1	15	Both
Back Track MP 90.7-8277	0.2 west of Crossover 90.5 - MT 1	30	Both
Trinity Rail Serv.-8288/8287	1.0 east of East Bill - MT2	124	Both
Back Track MP 83.6	1.9 west of West East Bill - MT 3	20	Both
Back Track MP 82.7	1.9 east of West Bill - MT 3	20	West
Back Track MP 77.0	3.2 west of West Bill MT 1	50	Both
Back Track MP 77.0-8277	3.2 west of West Bill - MT 3	50	Both
Back Track MP 70.1-8070	2.4 west of Crossover 72.5 - MT 1	15	Both
Back Track MP 69.4--8069	3.1 west of Crossover 72.5 - MT 3	8	East
Antelope Mine-8002	Converse Jct MT3	Loop	East
Back Track MP 62.9-MT 1-7563 - MT 3-7564	0.4 east of East Nacco - MT1 and MT3	20	Both
33158 Helper Track-7562	East and East Nacco MP 62.5 to West and West Nacco MP 62.0	14	Both
Rochelle-7502	4.7 from Nacco Jct	Loop	
North Antelope-7504	4.7 from Nacco Jct	Loop	
Back Track MP 58.4-7558	0.3 east of Crossover 58.1 - MT1	15	East
Back Track MP 51.6--6551	0.8 west of Crossover 52.5 - MT2	20	Both
Reno Back Track-6542	0.2 east of Crossover 42.1 - MT1	36	Both
Western Gas Processors (Ind Park)-6001/6002	0.4 east of MP 34.0 - MT 1	30	Both
Back Track MP 31.8-6032	2.3 west of crossover 34.1 - MT 1	20	Both
Back Track MP 31.8-6031	2.3 west of crossover 34.1 - MT 2	20	Both
33029 Coal Creek-5501	2.1 east of Coal Creek Jct	Loop	
West Coal Creek-5526	0.1 west of Crossover West Coal Creek - MT1	20	West
33024 Cordero-5001	2.7 west of West Cordero Jct	Loop	
Caballo Rojo-4501/4502	0.7 from Rojo Jct	Loop	
Nelson Bros.Stub Trk.-4701	O.S. at Rojo Jct - east leg of Wye	15	East
33018 Belle Ayr-4006	1.8 west of East Belle Ayr Jct	Loop	
Back Track MP 16-4016	1.0 west of Crossover West Rojo - MT1	25	Both
Back Track MP 16-4015	0.2 west of East Belle Ayr Jct - MT2	16	Both
33114 Caballo-3501	0.5 west of Caballo Jct	Loop	
Stub Track MP 8.2-3508	At Crossover 8.2-MT 2	2	West

10. Grade Chart



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			1.5	
				1.5	WALNUT STREET	JX	2MT CTC		0.7	
	8,100 Main 2			2.2	8TH AVE.	J			2.3	
		WD635	41134	4.5	SOUTH DENVER	X(2)			3.5	
				8.0	ENGLEWOOD	X(2)	3MT CTC		4.2	
		WD629	57860	12.2	LITTLETON	X(2)			7.1	
			57800	18.8(2) 19.3(1)	BIG LIFT	BPX			5.2	
	3,200 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		DT TWC ABS		3.5	
		WD552	57650	87.9	FOUNTAIN				6.1	
				94.0	NORTH NIXON (Main 2)	J	2MT CTC		0.4	
				94.4	SOUTH NIXON (Main 2)	J			0.9	
			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	
		WD524	57619	108.6	BRAGDON (Main 1)	X(2)			0.2	
		WD510		108.8	TAPP (Main 2) UPRR Control Point RGCP110				1.1	
				109.9	SOUTH BRAGDON (Main 1)		2MT CTC		6.7	
				116.6	N. PUEBLO (Main 1)				1.8	
				118.4	CANON CITY JCT. (Main 1)	J			0.4	
		MX905	57200	119.3	SOUTH PUEBLO (Main 1)	BCT			0.2	
					PUEBLO JCT. UPRR Control Points MP 120.4 MT1 - RGCP118 MP 118.2 MT2 - RGCP117	M			119.3*	

*119.3 miles is measured on Main 1.

Radio Channel 66 in service Main 1, 2 and 3 Englewood to 20th St.

Radio Channel 36 in service Englewood to Pueblo Jct.

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

Radio Channel 39 in service for industry jobs/inbound/outbound crews and yardmasters 31st Street, 38th Street and Rennix.

Channel 39 is to be used by industry jobs/inbound/outbound crews when working with utility men.

Channel 39 is to be used by inside/outside hostlers when communicating with yardmasters.

Industry jobs/inbound/outbound crews are to use Channel 39 when their train is on other than main track or Coal 1 and Coal 2. Channel 66 between Englewood and 20th Street is used on Main Track, and also on Coal 1 and Coal 2. Channel 76 is to be used 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 Englewood	36	1	3	4	5&7	9
BNSF between Englewood and 20th St.	66	N/A	N/A	N/A	N/A	N/A
UP Littleton and Pueblo Jct. UP-dispatched trackage	54	N/A	N/A	N/A	N/A	N/A

Train Dispatcher Telephone Numbers

Denver South (DS16)—(817) 234-2316, Fax (817) 234-2410

Brush (DS87)—(817) 234-6052, Fax (817) 234-2316

UPRR Train Dispatcher—(800) 382-8511

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

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 1.5	20 MPH.
MP 1.5 to MP 4.5	30 MPH.
MP 4.5 to MP 84.4	45 MPH.
MP 84.4 to MP 108.6, MT1	55 MPH.*
MP 84.4 to MP 108.8, MT2	50 MPH.*
MP 108.6 to MP 118.4, MT1	55 MPH.*
MP 118.4 to MP 118.8, MT1	20 MPH.
MP 118.8 to MP 120.4, MT1	15 MPH.
MP 108.8 to MP 115.0, MT2	50 MPH.*
MP 115.0 to MP 118.2, MT2	45 MPH.
North Pueblo Highline, arriving and departing	10 MPH.
MP 118.3 to MP 118.6, MT1, all dual control switches	20 MPH.
MP 52.0 to MP 12.2, Main 1 against the current of traffic	45 MPH.
MP 12.2 to MP 52.0, Main 2 against the current of traffic	45 MPH.

* The maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

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 a ** 15 ** 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 (TOB) 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**Freight**

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	30 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 55.4	30 MPH.
MP 55.4 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.

Walnut St. Crossover	10 MPH.
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	30 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.
North Nixon (Main 2)	15 MPH.
South Nixon (Main 2)	15 MPH.
Bragdon—north crossover	40 MPH.
Bragdon—south crossover	30 MPH.
Bragdon—both ends storage track	10 MPH.
On sidings:	
Lodo, Hogans Alley, Sedalia, Orsa, Bragdon	10 MPH.

1(D). Speed—Other

Sedalia, through crossover	5 MPH.
Over street crossings (HER)	
MP 32.4 to MP 32.6, Main 2, all streets	40 MPH.
Colorado Springs and Kelker—all UPRR yard tracks	10 MPH.
MP 89.6 to MP 84.7, Main 2	35 MPH.
Kelker Yard BNSF side only	5 MPH.
BNSF Colorado Springs Track 901 through 922	5 MPH.
BNSF Old Main Track 999	5 MPH.
Pueblo Jct.—all tracks	15 MPH.
BNSF trains handling continuous welded or jointed rail on curves at:	
MP 43.4 to MP 43.5, MT2	
MP 43.7 to MP 43.9, MT2	
MP 44.1 to MP 44.2, MT2	
MP 76.0 to MP 76.2	
MP 32.5 to MP 36.5, MT1	

Freight**Temperature Speed Restrictions**

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

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 A
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**CTC**—in effect:

MP 0.0 to MP 12.2
MP 52.0 to MP 84.4
MP 93.9 to MP 94.4—Main 2
MP 108.4 to MP 120.6—Main 1
MP 107.9 to MP 118.2—Main 2

Multiple Main Tracks**2 MT**—in effect:

MP 0.0 to MP 4.5
MP 93.9 to MP 94.4—ABS Main 1/CTC Main 2
MP 107.9 to MP 120.6

3 MT—in effect:

MP 4.5 to MP 12.2

TWC—in effect:

MP 12.2 to MP 52.0
MP 84.4 to MP 108.4—Main 1
MP 84.4, to MP 93.9—Main 2
MP 94.4 to MP 107.9—Main 2

ABS—in effect:

Main 1 Southward Only:

MP 12.2 to MP 52.0
MP 84.4 to MP 108.4

Main 2 Northward Only:

MP 107.9 to MP 94.4
MP 93.9 to MP 84.4
MP 52.0 to MP 12.2

Double Track—in effect:

MP 12.2 to MP 52.0
MP 84.4 to MP 93.9
MP 94.4 to MP 107.9

Note - Helper engines entering Main 1 and moving less than 1 mile to couple onto and help a southward train must obtain verbal authority from the UPRR dispatcher before occupying Main 1. After uncoupling from the rear of a southward train, BNSF helper engines are authorized to occupy Main 1 and move Southward between MP 50.5 and MP 52.0.

Manual Interlockings Not Controlled By BNSF

Location	Controlling Railroad
MP 120.6	UPRR

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

Rule 5.5—Resume speed signs are not used on UP trackage. 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.

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

Rule 6.25—Trains must obtain TWC and authority to pass the signal at Palmer Lake from single track to Main 1 when they are required to operate against the current of traffic on Main 1.

Trains must obtain TWC and authority to pass the signal at Crews from single track to Main 2 when they are required to operate against the current of traffic on Main 2.

Rule 10.3—A sign reading “Track and Time Point One” has been placed at the clearance point of Main 2 at South Denver. Track and Time will be issued as follows:

Track and Time between Northbound Controlled Signal South Denver, Switch Yes and Track and Time Point One South Denver.

A sign reading “Track and Time Point One” has been placed at the clearance point of Main 2 at Littleton. Track and Time will be issued as follows:

Track and Time between Southbound Controlled Signal Littleton, Switch Yes and Track and Time Point One Littleton.

Rule 14.4—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 the 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—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 the 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 15.1—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 or 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 the accuracy of UPRR mechanically transmitted track bulletins, all numbers written in the body of the track bulletins are reprinted on the line directly below. The reprinted numbers are bracketed. Crews should make sure all numbers are reprinted identically. Also, make sure all lines of the track bulletin printed. Do this by verifying:

- The sequential order of the 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.

ABTH Rule 100.13—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.

ABTH Rule 102.12.1—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.

ABTH 103.7.4—Dynamic Brake Requirements:

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	8	10	12	14
8,001 to 9,000	8	8	8	10	12	14	16
9,001 to 10,000	8	8	10	12	14	16	18
10,001 to 12,000	8	10	12	14	16	18	20
12,001 to 14,000	10	12	14	16	18	20	22
14,001 & higher	12	14	16	18	20	22	24

Total minimum operative axes 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.

5. Trackside Warning Detectors (TWD)

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

UP MP 12.3—DED/Exception Reporting (Main 1)
 UP MP 14.3—DED/Exception Reporting (Main 1)
 UP MP 15.9—DED/Exception Reporting (Main 1)
 UP MP 17.5—DED/Exception Reporting (Main 1)
 UP MP 19.3—DED/Exception Reporting (Main 1)
 UP MP 21.1—DED/Exception Reporting (Main 1)
 UP MP 21.3—Hot Box/DED (Main 1)
 MP 21.9—Recall Code 0 (Main 2)
 UP MP 22.9—DED/Exception Reporting (Main 1)
 UP MP 24.5—DED/Exception Reporting (Main 1)
 UP MP 26.8—DED/Exception Reporting (Main 2)
 UP MP 29.4—DED/Exception Reporting (Main 2)
 UP MP 31.6—DED/Exception Reporting (Main 2)
 UP MP 33.0—DED/Exception Reporting (Main 2)
 UP MP 35.0—Hot Box/DED (Main 2)
 UP MP 37.6—DED/Exception Reporting (Main 2)
 UP MP 40.2—DED/Exception Reporting (Main 2)
 UP MP 42.4—DED/Exception Reporting (Main 2)
 UP MP 44.6—DED/Exception Reporting (Main 2)
 MP 46.35—Recall Code 8 (Main 1)
 UP MP 46.8—DED/Exception Reporting (Main 2)

UP MP 48.5—Hot Box/DED (Main 2)
 UP MP 50.5—DED/Exception Reporting (Main 1)
 UP MP 54.2—DED/Exception Reporting
 UP MP 60.4—Hot Box/DED
 UP MP 62.3—DED/Exception Reporting
 UP MP 68.8—DED/Exception Reporting
 UP MP 70.3—DED/Exception Reporting
 MP 81.1—Recall Code 8
 UP MP 86.1—DED/Exception Reporting (Main 2)
 UP MP 87.6—DED/Exception Reporting (Main 2)
 UP MP 89.2—DED/Exception Reporting (Main 2)
 UP MP 91.4—DED/Exception Reporting (Main 2)
 MP 92.3—DED/Exception Reporting (Main 1)
 UP MP 93.2—DED/Exception Reporting (Main 2)
 UP MP 95.6—DED/Exception Reporting (Main 2)
 UP MP 98.2—DED/Exception Reporting (Main 2)
 MP 99.1—DED/Exception Reporting (Main 1)
 UP MP 100.2—Hot Box/DED (Main 2)
 UP MP 102.4—Hot Box/DED (Main 2)
 MP 103.4—Recall Code 8 (Main 1)
 UP MP 104.8—DED/Exception Reporting (Main 2)
 UP MP 106.6—DED/Exception Reporting (Main 2)
 MP 108.2—DED/Exception Reporting (Main 1)
 UP MP 111.5—DED/Exception Reporting
 MP 113.6—DED/Exception Reporting (Main 1)
 UP MP 115.6—DED/Exception Reporting
 UP MP 117.0—DED/Exception Reporting

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.

High Water Detectors

Main 1

1991 High water detector, MP 99.2

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>Bragdon</u>	<u>Crews</u>
7402	9902
<u>Drennan 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	0463 through 0470
0476, 0478, 0479, 0498	

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

7. Special Conditions

Remote Control Area—Signs located at MP 539.0 (Brush Subdivision), MP 4.5 (Front Range Subdivision) and MP 7.0 (Pikes Peak Subdivision), designated the Remote Control Area at Denver Terminal.

Kountry Line—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.

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.

Dartmouth Avenue, MP 6.98—Movement over crossing must be protected by a crew member on the ground.

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

All trains entering the yard at north or south Pueblo must contact the yard engine on duty on channel 30 or 32 to job brief on their location and what the inbound train is going to do.

Operating Jurisdictions—

BNSF Brush Dispatcher (DS 87)

MP 0.0 to 8.0

BNSF Denver South Dispatcher (DS 16)

MP 8.0 to MP 12.2

MP 12.2 to MP 52.0—Main 2

MP 52.0 to MP 84.4

MP 84.4 to MP 107.9—Main 2

MP 107.9 to MP 120.4—Main 1

UPRR Colorado Springs Dispatcher

MP 12.2 to MP 52.0—Main 1

MP 84.4 to MP 107.9—Main 1

MP 107.9 to MP 118.2—Main 2

UPRR track warrant forms are used on UPRR dispatched track. The BNSF Timetable, Special Instructions, and Operating Rules apply on UPRR dispatched track.

All southward trains departing Denver must contact the UPRR dispatcher when approaching South Denver and provide their location and their departure time from Littleton.

Main Track Ownership—

Track	Segment	Owner
Main 1	MP 0.0 to MP 24.87	UPRR
	MP 24.87 to MP 48.97	BNSF
	MP 48.97 to MP 52.0	UPRR
	MP 84.36 to MP 84.49	BNSF
	MP 84.49 to MP 86.54	UPRR
	MP 86.54 to MP 120.3	BNSF
Main 2	MP 0.0 to MP 25.2	BNSF
	MP 25.2 to MP 49.78	UPRR
	MP 49.78 to MP 51.85	BNSF
	MP 51.85 to MP 52.0	UPRR
	MP 84.36 to MP 86.15	BNSF
	MP 86.15 to MP 120.26	UPRR
Main 3	MP 4.4 to MP 12.5	BNSF
Single Track	MP 52.0 to MP MP 78.75	UPRR
	MP 78.75 to MP 84.36	BNSF

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 15 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.

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

Work Train Instructions—These instructions apply to all work trains operating on the Pikes Peak Subdivision.

All work trains crews will conduct a job briefing with a BNSF Operating Officer (Representative can be from the Operating, Mechanical or Engineering Department(s)) at the beginning of their tour of duty and at intervals that do not exceed four (4) hours until the end of the tour of duty. Movements must not be made unless these briefings occur.

All work trains operating must be operated with the ability to initiate an emergency application from the rear of train. All mountain grade train handling rules outlined under ABTH Rule 103.7 apply to work trains.

All movements, including switching movements, must be made with the air brakes on all cars being handled cut in and brake system charged. All cars left standing on the main track (in addition to securing with hand brakes) must be left in emergency when locomotive is detached.

8. Line Segments

Road Line Segments

Line Segment Limits

477 20th Street to Pueblo Jct.

Yard Line Segments

Line Segment Limits

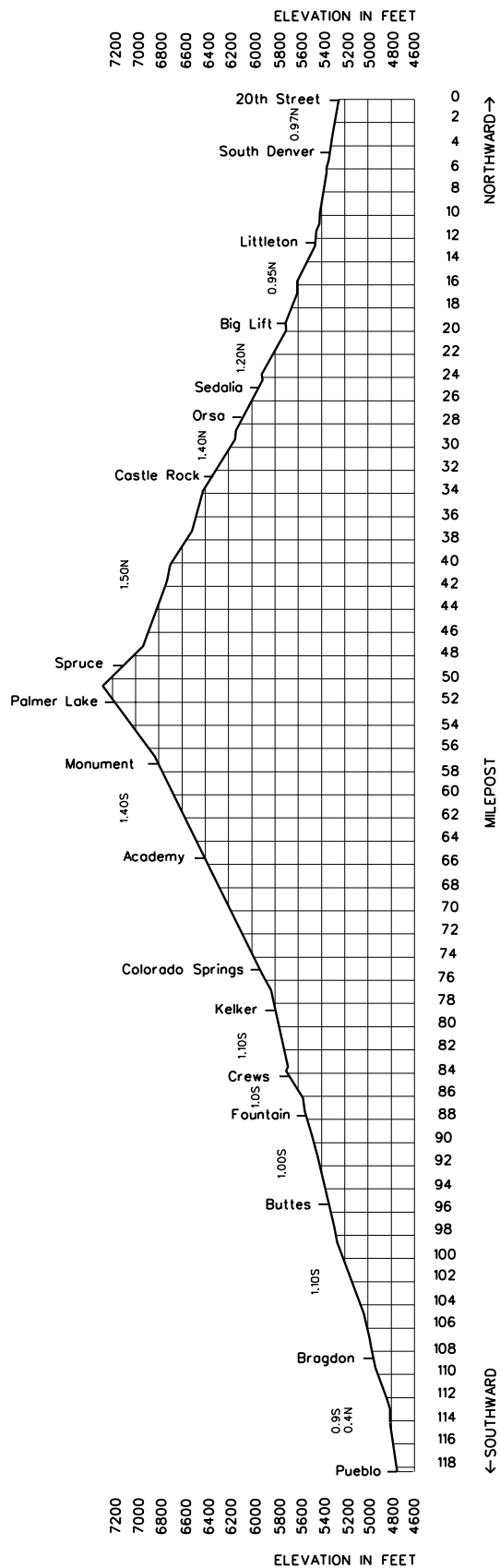
7357 Pueblo Yard

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
Ft. Logan Spur	9.1	6,330	South
Blakeland Spur	15.3	3,000	South
Palmer Lake Spur	51.8	500	South
Castle Rock	32.23	100	South
Tomah	37.5	1,650	South
Spruce	48.8	3,000	South
Nixon Spur	91.2	15,100	North
Henkel	100.8	1,200	South
Bragdon	107.9	5,300	Both
Single Track			
Wood	56.2	1,250	South
Stadium (2)	63.3	3,200	South
Russina Spur	70.7	4,000	North
Drennan and Columbine Industrial Center (Joint UP & BNSF)	79.8	1,700	South
Main 2			
Wigwam	98.1	4,300	North
Crews	84.7	2,700	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
North Burnham Lead	1.5	15,840	Both
Park Lead Spur	1.5	750	North

10. Grade Chart



SOUTHWARD ↓	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.	NORTHWARD ↑
			617.7	PUEBLO JCT. UPRR Control Point RGCP917	M	CTC	7304	6.9	
7,500	57180	610.9		BAXTER				7.3	
7,500	57165	603.6		AVONDALE	T			5.0	
	57160	598.6		BOONE				7.0	
		591.6		NA JCT.	J	TWC ABS	7304	17.1	
5,400	57150	574.5		MANZANOLA				3.5	
4,100	57145	571.0		VROMAN				5.4	
5,000	57140	565.6		ROCKY FORD				5.8	
	57120	559.8		SWINK				4.9	
	56700	554.9		LA JUNTA	BCPTY			62.9	

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

Train Dispatcher Telephone Numbers

DS 16—(817) 234-2316, Fax (817) 234-2410

1. Speed Regulations**1(A). Speed—Maximum**

Freight

MP 617.7 to MP 554.9 55 MPH.

The maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

1(B). Speed—Permanent Restrictions

MP 617.7 to MP 617.4 15 MPH.

MP 617.4 to MP 617.2 25 MPH.

MP 616.0 to MP 615.9 50 MPH.

MP 598.6 to MP 597.3 40 MPH.

MP 566.1 to MP 565.0 (HER) 40 MPH.

MP 556.1 to MP 555.7 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.

Baxter and Avondale—Both ends siding 30 MPH.

NA Jct.—Junction switch 30 MPH.

Fowler, Manzanola, Vroman, and Rockyford
through turnout and siding 10 MPH.

La Junta—north end of freight lead (Long Tail) 20 MPH.

1(D). Speed—Other

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

Temperature Speed Restrictions**Cold Weather**—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over 30 MPH.

Trains up to 100 TOB 45 MPH.

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

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

Pueblo Jct. to La Junta 143 tons, Restriction A

3. Type of Operation**CTC**—in effect:

MP 617.7 to MP 591.6

TWC—in effect:

MP 591.6 to MP 554.9

ABS—in effect:

MP 591.6 to MP 554.9

Yard Limits—in effect:

MP 553.9 to MP 557.8

Manual Interlockings Not Controlled by BNSF

Location	Controlling Railroad
Pueblo Jct., MP 617.7	UP

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 2.0 miles.**5. Trackside Warning Detectors (TWD)**

- Protecting bridges, tunnels or other structures: None
- Other TWD locations
MP 595.1
MP 570.7—Recall Code 8
- Other detectors
MP 612.5—High Water—Protected by controlled signal north end Baxter, signal 613.5 for southward movement
MP 557.4—High Water—Signals 558.7 and 556.2

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.**Fountain River Bridge**—The north walkway on the Fountain River Bridge, MP 617.2, is out of service.**Doane Products**—When required to switch Doane Products, Track 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.

Northward 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).

NA Jct.—Interchange destined to the CKP will be delivered on the former Missouri Pacific main track, Tonner Subdivision. Tracks are listed as tracks 2901 and 2902**Rocky Ford**—Six axle units must not be used on the Sugar Factory Spur. The switch from the siding to the Sugar Factory Spur must remain lined and locked to allow Southward train movements from the siding to the main track. When the switch is lined for movement to or from the Sugar Factory Spur the switch will display a red target. Western Sugar has installed a gate 20 feet north of Chestnut Ave., Track 1112, entrance to the sugar company. The gate is equipped with a BNSF switch

lock and must be kept locked at all times. The gate has 2 feet of clearance on both sides of the rail, close clearance with a person on the side of a car.

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

8. Line Segments

Yard Line Segments

Line Segment Limits

7353 La Junta Yard

Road Line Segments

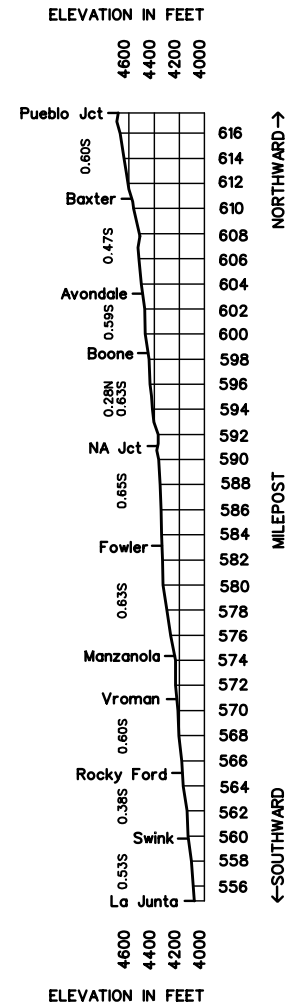
Line Segment Limits

7304 La Junta to Pueblo Jct.

9. Locations Not Shown as Stations

Name	Milepost Location	Capacity Feet	Switch Opens
Target Stores	610.4	1,390	North
Doane's Products	610.6	400	North
Pueblo Chemical Depot	610.7	Yard	North
Economy Building Spur	615.1	400	South
Fowler	583.1	2,640	South

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Reno Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		2.5	BLACK THUNDER JCT (To Black Thunder 0.6) (To Jacobs Ranch 3.3)	X(2)	2MT CTC	191	1.8
	33142	0.7	RENO JCT				0.7
		0.0	ORIN SUB SWITCHES		CTC		2.5

Radio Channel 66 in service.

Radio Call-In
Reno - 65(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3

Train Dispatchers' Phone Numbers

(817) 234-6181 or (817) 234-6180

1. Speed Regulations**1(A). Speed—Maximum**

	Freight
MP 2.5 to MP 0.7	35 MPH.

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts**

Through turnout at Reno Subdivision switch 25 MPH.

1(D). Speed—Other

Black Thunder Jct. to Black Thunder Loop Track Switch 20 MPH.
 Black Thunder Jct. to Jacobs Ranch Loop Track Switch 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**

Reno to Black Thunder Jct. 143 tons, Restriction A

3. Type of Operation**CTC**—in effect:

Black Thunder Jct. to Orin Sub Switches.

4. General Code of Operating Rules and Safety Rules Items

Rule 1.10—Crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

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

Safety Rule S-13.5—Getting On and Off Moving Equipment is modified as follows:

When the following conditions exist, it is permissible to get on and off moving equipment only when necessary to perform required duties.

- Employees are allowed to get on and off moving equipment only from the lead locomotive.
- Employees are allowed to get on and off moving equipment only during the coal loading process.
- Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

All Coal Mines—Trains must notify train dispatcher before leaving loop tracks.

All employees of BNSF Rwy and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Designation of Tracks

Track from Reno Jct. to switch at MP 43.0 on MT 1, Orin Subdivision, is designated as East Leg of Wye, Reno Jct.

Track from Black Thunder Jct. to switch at MP 43.6 on MT 1, Orin Subdivision, is designated as MT 2.

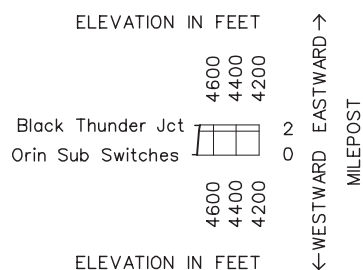
Track from Reno Jct. to switch at MP 42.1 on MT 1, Orin Subdivision, is designated as West Leg of Wye, Reno Jct.

8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
191	Black Thunder Jct.— Jacobs Ranch	2.9 to 9.2
193	Black Thunder Spur	2.9 to 7.3
191	Black Thunder Jct. to Orin Sub Switches	

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Feet	Switch Opens
33402 Black Thunder-6510	0.6 west of Black Thunder Jct.		Loop
33408 Jacobs Ranch-6501	3.3 west of Black Thunder Jct.		Loop

10. Grade Chart

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sand Hills Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		30126	127.7	RAVENNA	BTX			0.6	
		30128	128.3	WEST RAVENNA				9.5	
		30137	137.8	HAZARD				0.5	
			138.3	CROSSOVER 138.3	X(2)	2MT CTC		6.0	
		30143	144.3	LITCHFIELD				0.3	
			144.6	CROSSOVER 144.6	X			6.0	
			150.6	CROSSOVER 150.6	X(2)			4.4	
		30152	155.0	MASON		CTC		10.1	
		30166	165.1	BERWYN				4.7	
			169.8	CROSSOVER 169.8	X(2)			6.5	
		30175	176.3	BROKEN BOW	B	2MT CTC		10.2	
			186.5	CROSSOVER 186.5	X(2)			9.2	
		30194	195.7	ANSELMO		CTC		9.9	
		30206	205.5	LINSCOTT				4.5	
			210.0	CROSSOVER 210.0	X(2)	2MT CTC	4	4.4	
		30214	214.4	DUNNING		CTC		9.5	
		30224	223.9	HALSEY				6.0	
			229.9	CROSSOVER 229.9	X(2)			7.3	
			237.3	CROSSOVER 237.3	X(2)	2MT CTC		9.8	
			247.0	CROSSOVER 247.0	X(2)			7.2	
			254.2	CROSSOVER 254.2	X(2)			5.1	
		30259	259.3	SENECA				8.0	
		30267	267.3	MULLEN		CTC		6.6	
			273.9	CROSSOVER 273.9	X(2)			9.9	
			283.8	CROSSOVER 283.8	X(2)			7.3	
			291.1	CROSSOVER 291.1	X(2)	2MT CTC		9.0	
			300.1	CROSSOVER 300.1	X(2)			6.8	
		30305	306.9	HYANNIS				7.6	
		30314	314.5	ASHBY		CTC		5.7	
			320.2	CROSSOVER 320.2	X(2)	2MT CTC		4.6	
		30323	324.8	BINGHAM				9.1	
8,737	30333	333.9	ELLSWORTH			CTC		4.5	
			339.4	CROSSOVER 339.4	X(2)	2MT CTC		4.6	
		30341	344.0	LAKESIDE				5.2	
		30349	349.2	ANTIOCH		CTC		5.6	
			354.8	CROSSOVER 354.8	X			4.1	
		30358	358.9	BIRDSELL	X	2MT CTC		2.7	
			361.8	CROSSOVER 361.8	X(2)			2.8	
			364.0	EAST ALLIANCE	X(2)			235.8	

All Alliance Terminal instructions will be found on the Butte Subdivision.

Radio Channel 66 in service.

Radio Channel 70 in service at Alliance Yard.

Radio Call-In		
Ravenna - 04(X)	Mason - 13(X)	Broken Bow - 12(X)
Dunning - 12(X)	Seneca - 15(X)	Whitman - 16(X)
Bingham - 17(X)	Lakeside - 18(X)	Alliance - 10(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Number—(817) 234-6182

MP 127.7 to MP 128.2 is part of and under the jurisdiction of the Nebraska Division.

1. Speed Regulations

1(A). Speed—Maximum

MP 128.2 to MP 364.0	Freight 60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 127.2 to MP 127.9	20 MPH.
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1(C). Speed—Switches and Turnouts

Through crossovers equipped with dual control switches	25 MPH.
Through turnouts of begin and end 2 Main Tracks	
Trains over 100 TOB	25 MPH.
Trains under 100 TOB	40 MPH.
Exceptions:	
Dunning	
Trains over 100 TOB	40 MPH.
Trains under 100 TOB	50 MPH.
Seneca, Lakeside	25 MPH.
Through turnouts of controlled sidings	20 MPH.
MP 165.1, Berwyn, through turnouts begin 2 main tracks	40 MPH.

1(D). Speed—Other

Bridge 149.02 MT 1, cars heavier than 143 tons	25 MPH.
Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal	20 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds:

MP 258.0 to MP 261.0	
MP 299.0 to MP 303.0	
Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	50 MPH.

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Ravenna to East Alliance	143 tons, Restriction B
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3. Type of Operation

CTC—In effect:

Ravenna to East Alliance

Two Main Tracks

MP 127.7—MP 155.0	MP 267.3—MP 306.9
MP 165.1—MP 195.7	MP 314.5—MP 324.8
MP 205.5—MP 214.4	MP 333.9—MP 344.0
MP 223.9—MP 259.3	MP 349.2—MP 364.0

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

- Protecting Bridges, Tunnels or Other Structures: None
- Other TWD locations
 - MP 133.2—DED/Exception Reporting
 - MP 138.3—DED/Exception Reporting
 - MP 141.4—Recall Code 048
 - MP 146.7—DED/Exception Reporting
 - MP 150.6—DED/Exception Reporting
 - MP 156.5—Recall Code 138
 - MP 161.7—DED/Exception Reporting
 - MP 168.1—DED/Exception Reporting

MP 173.3—DED/Exception Reporting
 MP 178.4—DED/Exception Reporting
 MP 180.9—Recall Code 128
 MP 184.9—DED/Exception Reporting
 MP 190.1—DED/Exception Reporting
 MP 195.7—DED/Exception Reporting
 MP 200.5—Recall Code 147
 MP 205.5—DED/Exception Reporting
 MP 210.0—DED/Exception Reporting
 MP 216.3—DED/Exception Reporting
 MP 221.1—Recall Code 148—Exception Reporting
 MP 225.9—DED/Exception Reporting
 MP 229.9—DED/Exception Reporting
 MP 235.3—DED/Exception Reporting
 MP 241.1—DED/Exception Reporting
 MP 248.9—Recall Code 157
 MP 252.4—DED/Exception Reporting
 MP 256.5—DED/Exception Reporting
 MP 261.2—DED/Exception Reporting
 MP 264.9—Recall Code 158—Exception Reporting
 MP 269.5—DED/Exception Reporting
 MP 275.5—DED/Exception Reporting
 MP 280.5—DED/Exception Reporting
 MP 286.3—Recall Code 167
 MP 292.8—DED/Exception Reporting
 MP 295.1—DED/Exception Reporting
 MP 300.1—DED/Exception Reporting
 MP 304.5—DED/Exception Reporting
 MP 309.0—Recall Code 168—Exception Reporting
 MP 314.5—DED/Exception Reporting
 MP 320.1—DED/Exception Reporting
 MP 324.8—DED/Exception Reporting
 MP 330.4—DED/Exception Reporting
 MP 333.9—DED/Exception Reporting
 MP 338.1—Recall Code 188
 MP 344.0—DED/Exception Reporting
 MP 349.2—DED/Exception Reporting
 MP 354.7—DED/Exception Reporting
 MP 358.9—DED/Exception Reporting—Radio Channel 70
 MP 362.8—DED/Exception Reporting—Radio Channel 70

6. FRA Excepted Track—None

7. Special Conditions

Ravenna—All westward trains do not pull west of the intermediate signal at MP 148.7 until confirmation is received from the Dispatcher that the train has signals requested at Mason to proceed westward. Notify the dispatcher if the train will fit between Mason and the crossing at MP 153.65.

Cooks Crossing, MP 166.1—The 250 foot markings for cutting this crossing have been moved to 400 feet due to poor visibility. Do not foul these marks when cutting or standing at this crossing.

Hyannis—All trains stopping for meets at Hyannis or parking with the power on at Hyannis must stop back of the back track switch at MP 306.35.

Ellsworth—Eastward trains stopping at Ellsworth, between the hours of 2200 and 0600, must stop back of the eastward whistle marker at MP 334.52.

Remote Control Operations—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

Do not block the public crossings at—

MP 149.89	MP 148.87	MP 148.63
MP 150.29	MP 150.51	MP 357.48

Conductor Wheels Reports – Updated Wheel Reports will not be generated at each crew change point for Unit Train Operations. Conductors are responsible for leaving the original Wheel Reports on the Conductor's Desk in the controlling locomotive at the final terminal or at an intermediate point (if the train is tied down enroute) for the next Conductor to use.

If cars are set out or picked up between the originating and terminating terminals of the train, Conductors are responsible for documenting this information on the Wheel Report and reporting the information via Voice Train Reporting (VTR). When applicable, briefings between the inbound and the outbound crew will include the proper verification of the axle count.

EOT Replacement Batteries—The following locations have replacement batteries for enroute failures of End of Train Device batteries:

- MP 169.8 – located inside the East door of the signal bungalow.
- MP 254.2 – located inside the West door of the signal bungalow.

A one for one exchange is required when taking one of the batteries, along with ensuring the battery is reconnected to the charger and the door to the bungalow is secured. If a battery cannot be returned to the bungalow as specified, the Dispatcher must be notified so arrangements can be made for a replacement battery.

Moveable Point Frog—(Refer to System Special Instructions Item 12)

MP 349.2—(Begin Two Main Tracks)—Antioch

Test Miles

MP 129—MP 130
 MP 139—MP 140
 MP 199—MP 200
 MP 247—MP 248
 MP 272—MP 273
 MP 356—MP 357
 MP 363—MP 364

8. Line Segments

Road Line Segment

Line Segment Limits

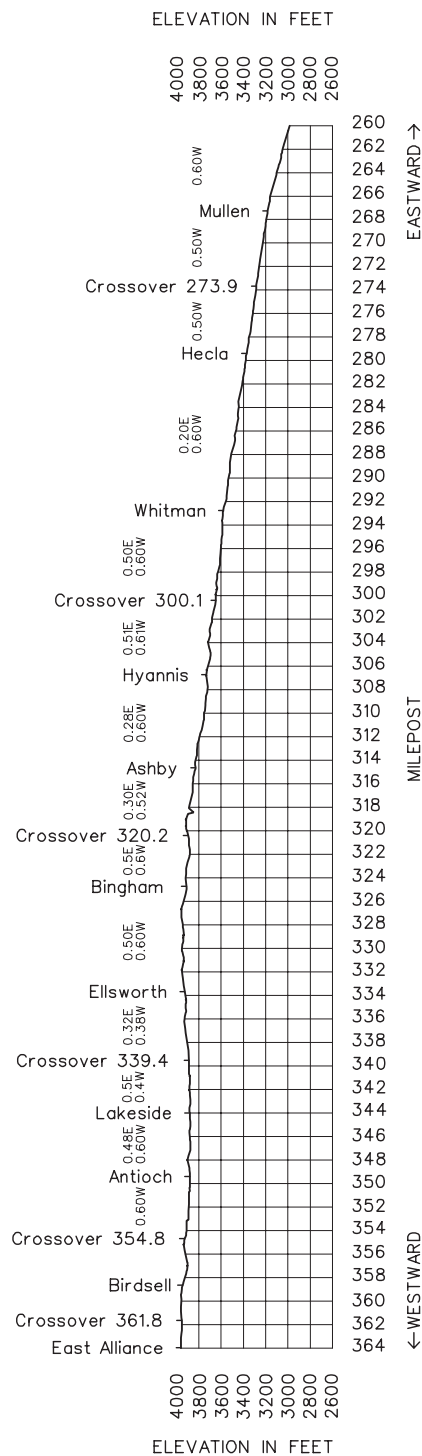
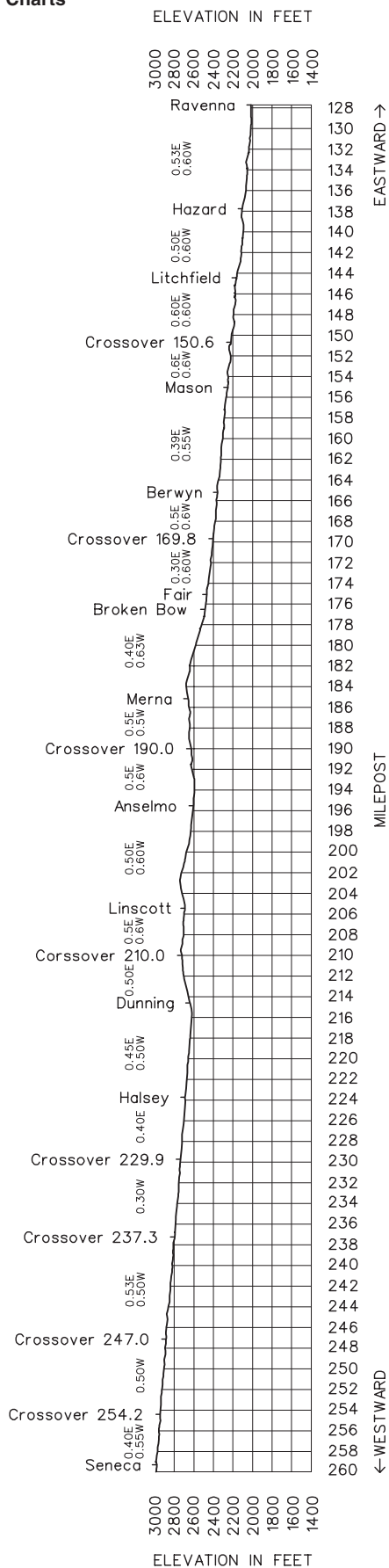
4 Ravenna to East Alliance

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30132 Sweetwater-3901	5.5 west of Ravenna MT1	11	West
30137 Hazard Back Track-4001	Hazard MT1	30	West
30143 Litchfield Elevator Track 4101	Litchfield MT1	30	Both
30143 Litchfield Stub Track #1-4102	Litchfield MT1	14	West
30143 Litchfield Stub Track #2-4103	Litchfield MT1	14	West
30143 Litchfield Stub Track #3-4104	Litchfield MT1	15	West
30143 Litchfield Stub Track #4-4105	Litchfield MT1	15	West
30152 Mason Back Track-4201	Mason MT2	8	East
30159 Ansley-4301	4.9 east of Berwyn	40	East
30166 Old Berwyn-4420	2.5 west of Berwyn MT1	28	Both
30175 Broken Bow-Elevator-4502	Broken Bow MT 1	10	Both
30175 Broken Bow-Mill Track-4503	Broken Bow MT 1	7	West
30175 Broken Bow-City Track-4504	Broken Bow MT 2	15	Both
30175 Broken Bow-House Track-4505	Broken Bow MT 2	8	West
30175 Broken Bow-Sargent Pipe-4506	Broken Bow MT 1	5	East
30183 Elevator Track-Merna-4602	Merna MT 2	20	Both
30183 Old Pass-Merna-4601	Merna MT 2	90	Both
30183 Back Track-4697	Merna MT 1	21	Both
30194 Anselmo Back Track-4701	Anselmo MT2	40	Both
30206 Linscott Back Track-4801	Linscott MT2	5	Both
30214 Old Dunning-4901	1.1 west of Dunning	15	West
30224 Halsey Back Track-5001	Halsey MT2	25	Both
30234 Natick Back Track-5101	2.1 east of Crossover 237.3 - MT2	20	Both
30234 Natick Back Track-5102	2.1 east of Crossover 237.3 - MT1	20	Both
30241 Thedford Back Track-5202	4.6 east of Crossover 247.0 - MT1	28	Both
30241 Thedford Back Track-5201	4.6 east of Crossover 247.0 - MT2	66	Both
30256 Seneca - East Old Pass-5401	Seneca MT1	30	East
30256 Seneca - West Old Pass-5402	Seneca MT1	30	West
30256 Seneca - East #1 Track-5403	Seneca MT1	15	East
30256 Seneca - West #1 Track-5404	Seneca MT1	15	West
30267 Mullen East Stub Track-5501	Mullen MT1	40	East
30267 Mullen west Stub Track-5502	Mullen MT1	8	West
30277 Hecla Back Track-5601	Hecla MT2	10	Both
30283 Hooker Back Track-5650	0.2 west of Crossover 283.8 MT 2	21	Both
30283 Hooker Back Track-5651	0.2 west of Crossover 283.8 MT 1	21	Both

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30291 Coyote Back Track-5750	0.7 east of Crossover 291.1 MT 2	21	Both
30291 Coyote Back Track-5751	0.7 east of Crossover 291.1 MT 1	21	Both
30292 Whitman Back Track-5701	Whitman MT2	20	Both
30305 Hyannis Back Track-5801	Hyannis MT2	35	Both
30314 Ashby Back Track-5901	Ashby MT2	15	Both
30323 Bingham Back Track-6001	Bingham MT2	12	Both
30333 Ellsworth Back Track-6101	Ellsworth MT1	12	East
30341 Lakeside Back Track-6201	Lakeside MT2	12	Both
30349 Antioch Back Track-6301	Antioch MT2	6	Both
Progressive Rail-831,832,833	5.6 east of Alliance MT1	189	Both
AEP-821,822,823	4.1 east of Alliance MT2		Loop
Koester's-137	0.8 east of East Alliance MT1	42	Both

10. Grade Charts



SOUTH WARD ↓	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.	↑ NORTH WARD
			119.6	PUEBLO JCT. UPRR Control Point RGCP917	MT	CTC		1.6	
			121.2	SALT CREEK JCT.	J	TWC		3.6	
	41013		124.8	SOUTHERN JCT.	J			18.7	
	40993		143.5	CEDARWOOD	X	2MT TWC		11.2	
	40981		154.7	LASCAR	X			16.9	
	6,100	40965	171.6	WALSENBURG	JX	TWC	477	8.5	
	7,851	40957	180.1	MAYNE				9.6	
	8,078	40946	189.7	LYNN		TWC ABS		6.4	
	7,735	40939	196.1	LUDLOW				12.2	
	(1) 7,500 (2) 7,500	40924	208.3	TRINIDAD	B	CTC		88.7	

Radio Channel No. 66 in service Trinidad to Salt Creek.

Radio Channel No. 70 in service Comanche Power Plant.

Radio Channel No. 36 in service Salt Creek to Pueblo Yard.

Radio Channel No. 54 (UPRR) in service (Main 1) Southern Jct to Walsenburg

Radio Call-In		
Trinidad - 45(X)	Walsenburg - 46(X)	Southern Jct. - 47(X)
Baculite Mesa -40 (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

MP 119.6 to MP 208.3 **Freight**
49 MPH.

1(B). Speed—Permanent Restrictions

Single Track

MP 119.6 to MP 124.7 20 MPH.
MP 124.7 to MP 124.8 10 MPH.
MP 171.6 to MP 172.5 20 MPH.
MP 172.5 to MP 173.4 25 MPH.
MP 173.4 to MP 187.5 35 MPH.
MP 187.5 to MP 197.9 45 MPH.
MP 197.9 to MP 208.3 35 MPH.

Main Track 1

MP 124.8 to MP 171.68 40 MPH.

Main Track 2

MP 124.8 to MP 171.68 40 MPH.

1(C). Speed—Switches and Turnouts

Pueblo Jct., turnout 15 MPH.
Salt Creek Jct., turnout to North Lead 10 MPH.
Southern Jct., all turnouts 10 MPH.
Walsenburg, automatic switch 20 MPH.
Mayne, through turnouts and siding 20 MPH.
Lynn and Ludlow, through turnouts and sidings 25 MPH.
Trinidad, siding 1 and siding 2 and through turnouts 10 MPH.

1(D). Speed—Other

North Lead (to Minnequa) MP 121.2 to MP 122.6X 10 MPH.
Minnequa, all yard tracks 5 MPH.
South Lead (to Minnequa) MP 122.6X to MP 124.7 10 MPH.
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.

Freight

Temperature Speed Restrictions

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over 30 MPH.
Trains up to 100 TOB 45 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Pueblo to Trinidad 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

MP 119.6 to MP 121.2

MP 205.99 to MP 208.3

MP 121.1X to MP 122.6X—North Lead (to Minnequa)

TWC—in effect:

MP 121.2 to MP 205.99

ABS—in effect:

MP 171.72 to MP 205.99

Two Main Tracks—

MP 124.8 to MP 171.68

Manual Interlockings Not Controlled By BNSF RR

Location	Controlling Railroad
MP 119.6	UPRR

4. General Code of Operating Rules Items

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

Rule 6.26—When facing a northward timetable direction at MP 171.68, Main Track 1 is on your left and Main track 2 is on your right.

Rule 6.28—In effect on Minnequa Lead (Old Way) MP 122.6X to MP 124.7.

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 1, 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 129.2—Main 2—Recall Code 478
 - MP 155.6—Recall Code 468
 - MP 175.4—DED/Exception Reporting
 - MP 180.9—DED/Exception Reporting
 - MP 184.7—Recall Code 458
 - MP 191.0—DED/Exception Reporting
 - MP 195.3—DED/Exception Reporting
 - MP 201.3—Recall Code 457
 - MP 208.0—DED/Exception Reporting

6. **FRA Excepted Track**

Minnequa—501 through 513 and 520

7. **Special Conditions**

Pueblo—Southward trains originating at Pueblo must secure a BNSF track warrant and track bulletins and a 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 the front of switch engines or left lying 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 the work is completed. Do not place ETDs on the walkways of locomotives.

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

Notify the 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 by directly contacting the yardmaster.

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

Comanche Power Plant—Crews handling coal trains into the 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 by calling (817) 593-6207.

Southern Jct.—Switches MP 124.8 lined for movement from BNSF Main Track to Main Track 2 Southern Jct. to Walsenburg.

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

Do not block the north spur track.

Roll-by Inspections of Caboosless Trains—After changing crews, the relieved crew will be required to give the outbound train a roll-by inspection if the train will depart within 15 minutes.

Spring Switches—Spring switches may have different characteristics than normal high switches due to the buffer. Exercise proper body mechanics when handling these and all switches.

8. **Line Segments**

Road Line Segments

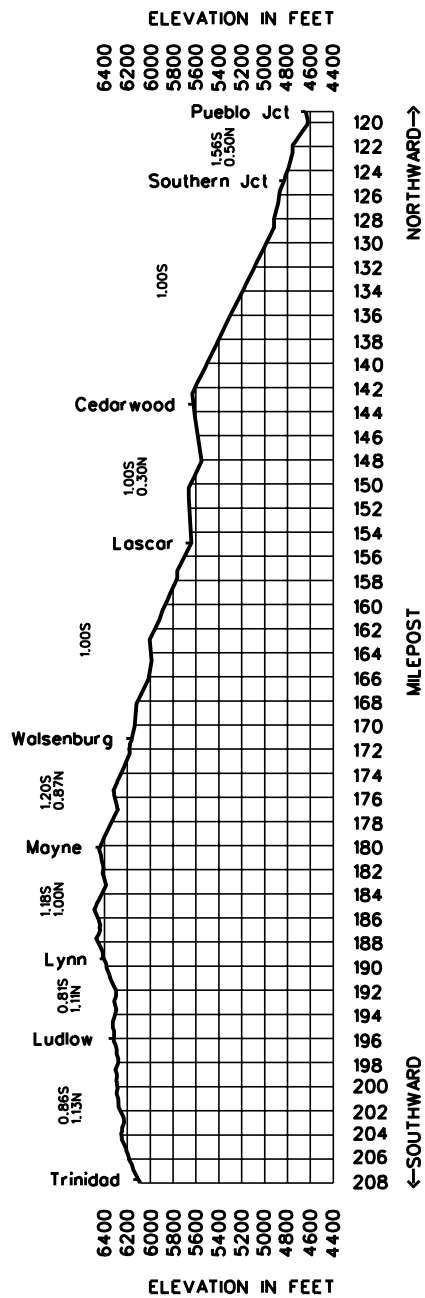
Line Segment Limits

477 Trinidad to Pueblo Jct.
7358 Minnequa Yard

9. **Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
North Lead (to Minnequa)	121.2	1.4 Miles	North
CW Lead	124.6	40 Cars	South
Comanche Lead	124.65	2.0 Miles	North
South Lead (to Minnequa)	124.7	2.1 Miles	South
DRGW Lead	171.71		North
Homer Spur	191.0	1,000	South

10. Grade Chart



SOUTHWARD ↓	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.	NORTHWARD ↑
	7,500	40924	208.3	TRINIDAD	B			11.9	
	7,500								
	8,126	40917	220.2	BESHOAR				15.0	
	7,888	40903	235.2	BARELA				15.8	
	8,527	40886	251.0	TRINCHERE		CTC		12.1	
	8,099	40874	263.1	BRANSON				9.2	
	7,587	40865	272.3	ALPS				12.2	
	7,074	40854	284.5	FOLSOM			477	8.0	
	7,349	40844	292.5	DES MOINES				7.6	
	8,363	40837	300.1	GRANDE				15.5	
	8,627	40825	315.6	GRENVILLE		TWC ABS		14.8	
	8,955	40807	330.4	ROYCE				16.8	
		40790	347.2 454.2	SIXELA				138.9	

Radio Channel No. 70 in service Texline to Beshoar.

Radio Channel No. 66 in service Beshoar to Trinidad.

Radio Call-In		
Mt. Dora - 41(X)	Des Moines - 42(X)	Trinchere - 43(X)
Trinidad - 45(X)	Branson - 48(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-7361, Fax (817) 234-1204

Train Dispatcher—(817) 234-6055, Fax (817) 234-6076

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 208.3 to MP 347.2	50 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 208.3 to 273.1	35 MPH.
MP 273.1 to 274.4	25 MPH.
MP 274.4 to 280.7	35 MPH.
MP 280.7 to 282.0	25 MPH.
MP 282.0 to 287.7	35 MPH.
MP 287.7 to 297.0	40 MPH.
MP 452.4 to MP 452.2 (Dalhart Subdivision)	25 MPH.

1(C). Speed—Switches and Turnouts

Trinidad, Sidings 1 and 2	10 MPH.
Through turnouts and sidings at Beshoar, Trinchere, and Des Moines	
Trains under 100 TOB	35 MPH.
Trains 100 TOB and over	25 MPH.
MP 284.5, siding for northward 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.	

Temperature Speed Restrictions

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

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 Sixela 143 tons, Restriction C

3. Type of Operation

CTC—in effect:

MP 208.3 to MP 294.0

TWC—in effect:

MP 294.0 to MP 347.2

ABS—in effect:

MP 294.0 to 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:

Grande, Grenville, Royce and Sixela.

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 210.2—DED/Exception Reporting
MP 217.6—Recall Code 458 (Channel 66)

MP 223.3—DED/Exception Reporting

MP 227.5—DED/Exception Reporting

MP 232.1—DED/Exception Reporting

MP 238.0—DED/Exception Reporting

MP 241.9—DED/Exception Reporting

MP 245.1—Recall Code 438

MP 248.5—DED/Exception Reporting

MP 254.6—DED/Exception Reporting

MP 260.5—DED/Exception Reporting

MP 266.3—Recall Code 437

MP 269.3—DED/Exception Reporting

MP 275.0—DED/Exception Reporting

MP 278.5—DED/Exception Reporting

MP 282.1—DED/Exception Reporting

MP 287.8—DED/Exception Reporting

MP 290.1—Recall Code 428

MP 295.7—DED/Exception Reporting

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.

Sixela—Northward trains leaving other than main track will be required to use the push button on the signal post at beginning ABS for any route departing Sixela at MP 347.2.

Trinidad—All Northward trains must call the Trinidad train dispatcher for instructions before fouling the Brick Yard Crossing. Do not block the north spur track.

Roll-by Inspections of Caboosless Trains—After changing crews, the relieved crew will be required to give the outbound train a roll-by inspection if the train will depart within 15 minutes.

Milepost Designation—The Twin Peaks Subdivision ends at Sixela, MP 347.2. The Dalhart Subdivision begins at Sixela, MP 454.2. Mileposts on the Dalhart Subdivision descend southward.

Critical Areas—See System Special Instructions, Item 33, Flash Flood Warnings:
MP 249.8 to MP 251.1

8. Line Segments

Road Line Segments

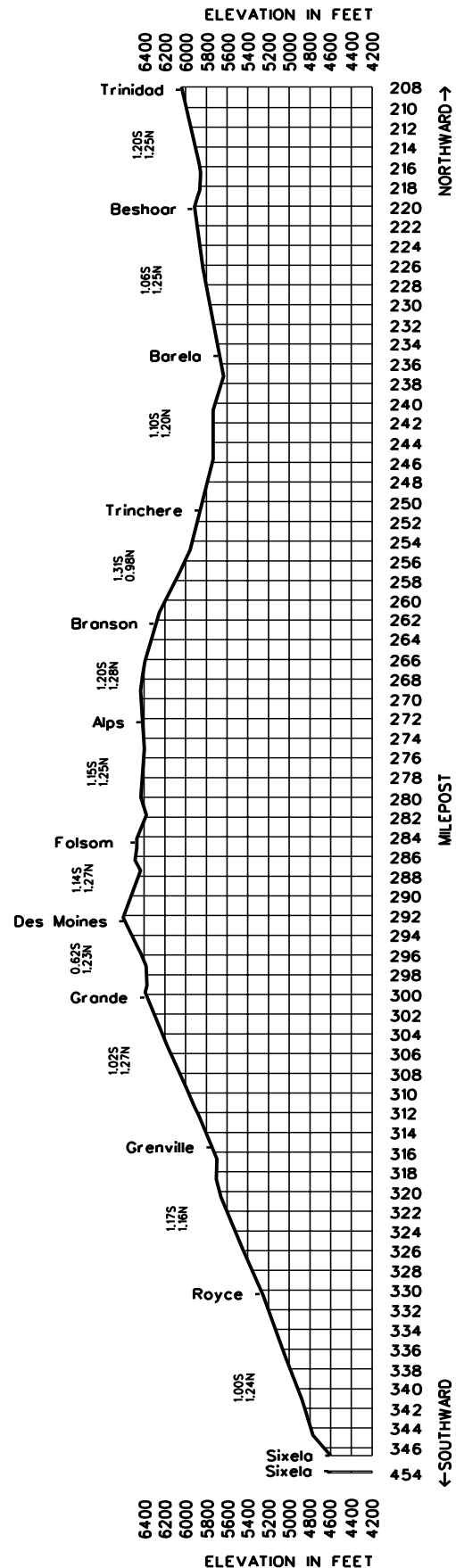
Line Segment Limits

477 Trinidad to Sixela

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
Twin Mountain	286.85	6	Both
Clayton	338.0	30	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Valley Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		32034	0.0	NORTHPORT	JT			0.4	
			0.4	WEST NORTHPORT (To UP Crossing 0.1)	JTX(2)	CTC		3.0	
		32036	3.4	DEGRAW		2MT CTC		8.4	
		32046	11.8	BAYARD				4.1	
10,146			15.9	BRADLEY				5.9	
		32056	21.8	MINATARE				2.9	
9,781			24.7	WINTERS				6.1	
		32065	30.8	SCOTTSBLUFF	T			6.0	
9,149		32072	36.8	JANE				3.4	
		32074	40.2	MITCHELL	T	CTC		4.4	
9,099			44.6	ENTERPRISE			5	1.9	
		32080	46.5	MORRILL				7.2	
		32088	53.7	HENRY				3.6	
12,450			57.3	STUART				4.9	
		32096	62.2	TORRINGTON				7.4	
9,260			69.6	TEXAS				2.1	
		32106	71.7	LINGLE				8.3	
10,595			80.0	GRATTAN				2.0	
		32116	82.0	FORT LARAMIE				3.5	
			85.5	MP 85.5				2.8	
			88.3	CROSSOVER 88.3	X(2)	2MT CTC		2.1	
			90.4	EAST GUERNSEY	R			91.2	

Additional Guernsey instructions will be found on the Canyon Subdivision.

Radio Channel 54 in service on this Subdivision.

Radio Channel 85 in service at Guernsey Yard.

Radio Call-In		
Bridgeport - 71(X)	Scottsbluff - 81(X)	Torrington - 82(X)
Guernsey - 83(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Number

(817) 234-6183, Fax (817) 234-6171

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 90.4, including trains 100 TOB and over **Freight**
50 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control switches and
on sidings unless otherwise specified 25 MPH.

1(D). Speed—Other

Northport Wye 25 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 95 degrees Fahrenheit, do not
exceed the following speeds:

MP 29.0 to MP 46.5

Trains 100 TOB and over 40 MPH.

Trains up to 100 TOB 50 MPH.

Freight

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or
colder, do not exceed the following speeds:

Trains 100 TOB and over 30 MPH.

Trains up to 100 TOB 45 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Northport to E. Guernsey 143 tons, Restriction A

Six-axle locomotives and six-axle derricks in excess of 165
tons not permitted on following tracks:

Not more than one locomotive permitted on the following
tracks:

Bayard—All Sugar Factory trackage except Storage 1 & 2.

Mitchell—All Sugar Factory trackage

Morrill—Stock, House, Spud, and Bean trackage

Lingle—Elevator Track

Torrington—Stock and House Tracks

3. Type of Operation

CTC—in effect:

MP 0.0 to MP 90.4

Two Main Tracks

MP 0.4—MP 3.4

MP 85.5 to MP 90.4

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 20.5—Recall Code 818—Exception Reporting

MP 42.3—Recall Code 817

MP 65.9—Recall Code 828—Exception Reporting

MP 72.6—DED/Exception Reporting

MP 76.8—DED/Exception Reporting

MP 82.9—Recall Code 838

6. FRA Excepted Track—None

7. Special Conditions

Local Crossing Ordinance—Scottsbluff—A standing train
must not block a crossing for more than five minutes. A
moving train must not block a crossing for more than ten
minutes.

Scottsbluff Yard—The inside crossover switch located at the
east end of Scottsbluff Yard at MP 29.4 must be left lined and
locked for movement to the Factory Lead except for immediate
movement to or from the Main Track per GCOR Rule 8.12.

The high stand switch will display a red target when lined for
movement to or from the Main Track. Authority to occupy the
Main Track must be secured before lining this switch for Main
Track movement.

Instructions for Engineer Only Helper Service—Engineers
are responsible for the inspections of the locomotive consist at
the beginning of their tour of duty. This includes the
Locomotive Daily Inspection, when required, as prescribed by
ABTH Rule 101.2 and the Locomotive Running Air Brake Test
to determine that locomotive brakes are in proper working
order when initiating movement and operating conditions
permit.

Locomotive Running Air Brake Test—

1. Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge, and determine that retarding effort is provided.
2. Release independent brakes and continue movement.
3. Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed, by observation of the gauge, and that retarding effort is provided.
4. Actuate the independent brake. Determine brake cylinder pressure releases, by observation of the gauge, and the locomotive rolls freely.
5. Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link equipment must be inspected at beginning of tour of duty. Pin lifters, cable connections, angle cocks and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the Dispatcher and leave a voice mail message for the Road Foreman, before departure. Helper Link Report Forms must be filled out and faxed to Road Foreman of Engines detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismantling the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of movement. When operating conditions require movement at restricted speed, or while moving on other than main track and it is necessary to make a backup move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles, be governed by GCOR Rules 6.4 Reverse Movement, and 6.5 Handling Cars Ahead of Engine. If it is determined, by observation of the track directly behind the locomotives, that a backup move can be safely made changing operating ends will not be required.

Engineers will not be required to maintain a Signal Awareness Form. Engineers will be required to comply with Powder River Division General Notice pertaining to Calling Signals. When notified of grade crossing signal failure/malfunction requiring flag protection at a crossing, occupying movement can not be made until other, available, BNSF employees provide protection. Contact the dispatcher, in advance, to arrange for assistance from available employees working in the area. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries. Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Helpers assisting trains must operate

from cab forward locomotive nearest the direction of movement unless otherwise authorized by chief dispatcher or local supervision.

Test Miles

MP 1.0 to MP 2.0
MP 8.0 to MP 9.0
MP 28.0 to MP 29.0
MP 49.0 to MP 50.0
MP 74.0 to MP 75.0
MP 91.18 to MP 92.18

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

896 Scottsbluff

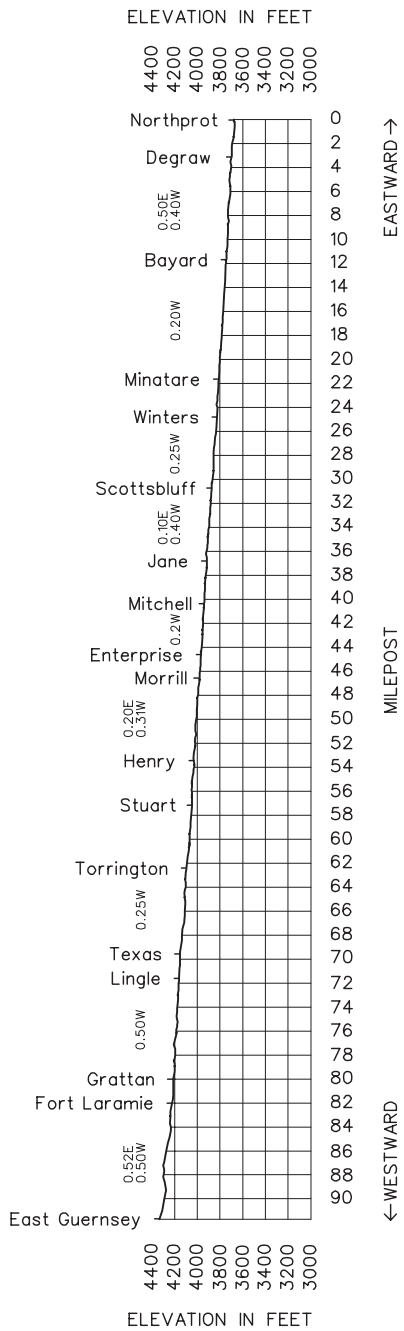
Road Line Segments**Line Segments Limits**

5 Northport to Guernsey

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
32034 South Storage-101	Northport MT2	57	Both
32036 Progress Rail-102 & 103	1.1 east of DeGraw on MT2	120	West
32046 Bayard Track Siding-1298	Bayard	103	Both
32046 Bayard Bean Track-1202	Bayard	26	West
32046 Bayard Sugar Factor West Wye Track-1204	Bayard	139	West
32056 Minatare Siding-1498	Minatare	113	Both
32056 Kelly Bean Spur-1403	1.0 west of Minatare	5	West
32056 Minatare North House Track-1402	Minatare	39	Both
32065 Scottsbluff 1601	Scottsbluff	44	Both
32065 Scottsbluff 1602	Scottsbluff	43	Both
32065 Scottsbluff 1603	Scottsbluff	40	Both
32065 Scottsbluff 1604	Scottsbluff	40	Both
32074 Mitchell Old Pass-1801	Mitchell	122	Both
32074 Mitchell -1802	Mitchell	29	Both
32074 Mitchell -1803	Mitchell	28	Both
32074 Sugar Factory-1808	Mitchell	157	East
32080 Morrill Bean Track-2006	Morrill	34	East
32080 Morrill House Track-2004	Morrill	74	Both
32080 Morrill Old Pass-2001	Morrill	52	West
32088 Henry-2101	Henry	61	West
32096 R&M Lumber-2304	Torrington	13	East
32096 Torrington No Siding-2301	Torrington	52	Both
32106 Lingle Pass-2501	Lingle	78	Both
32116 Ft Laramie Back Track-2798	Ft Laramie	35	East

10. Grade Chart



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Track Bulletin Form B—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) _____ using Form B Restriction No. _____ between MP _____ and MP _____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP _____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at _____ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed through the limits at _____ MPH (or maximum authorized speed) but not exceeding _____ MPH between/at (specifying location) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding _____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

4. To require a train to stop at a designated location within the limits, add the following:

- “(Train) must stop at (location) for additional instructions.”

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds

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

TERMSDXO

T - Train
 E - Engine
 R - Railroad Cars
 M - Men & equipment fouling track
 S - Stop Signal
 D - Derail & switches properly lined
 X - Crossings at grade
 O - Other crews' movements

Remember “TERMSDXO” when shoving cars.