

BNSF

Burlington Northern Santa Fe

**Colorado
Division**

Timetable No. 1

IN EFFECT AT 0001

Mountain Continental Time

Central Continental Time on La Junta, Arkansas City,

Wichita, Strong City, Boise City and Dalhart

Subdivisions

Thursday August 1, 1996

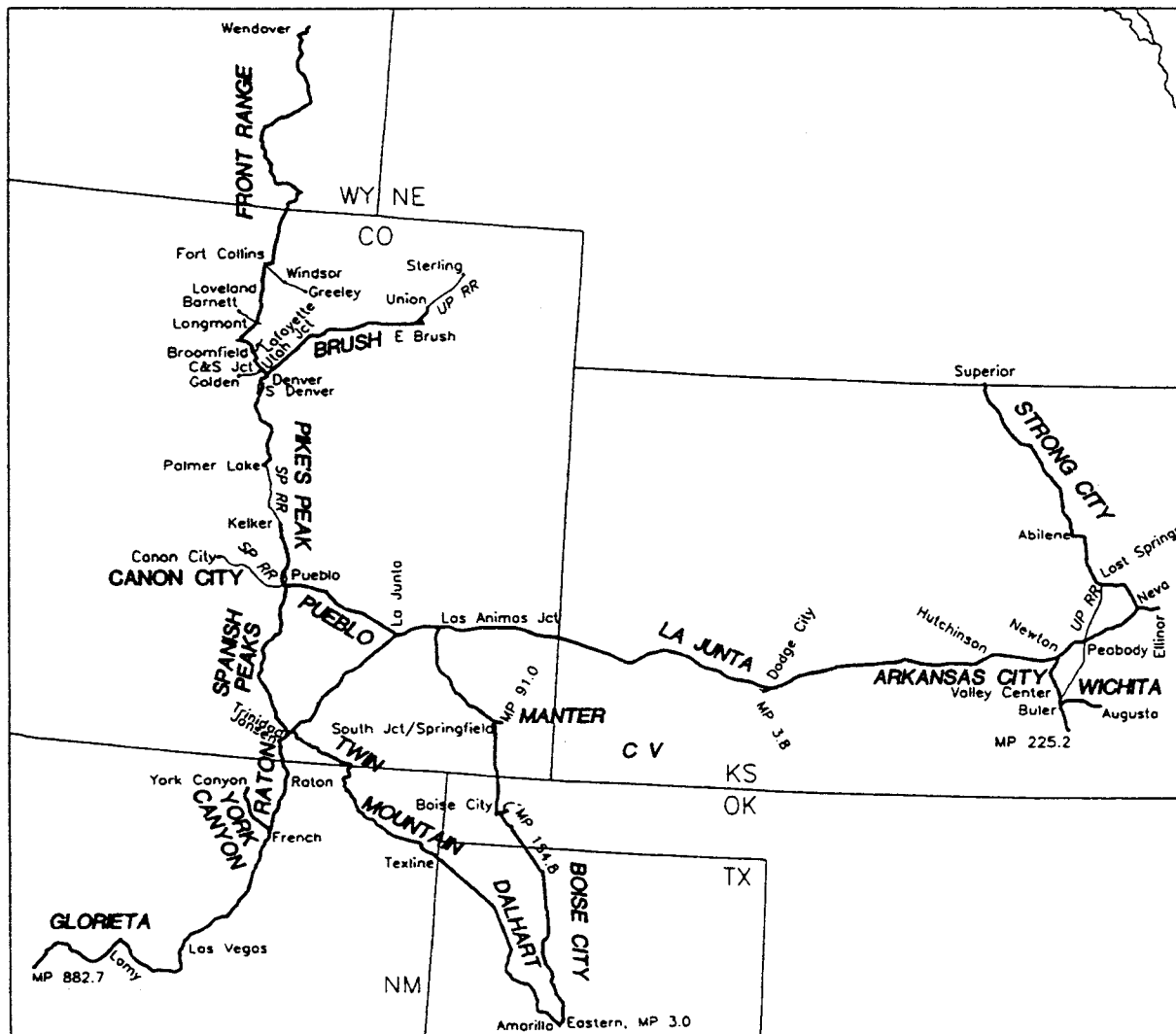
Division SuperIntendent

B.D. ANDREW

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**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**



Burlington
Northern
Santa Fe

Colorado
Division



WEST WARD ↓	La Junta Subdiv MAIN LINE STATIONS				Method of Oper.	Track Diagram	EAST WARD ↑
	Length of Siding In Feet	Station Nos.	Mile Post Location				
		55250	124.7	ELLINOR 7.0			
	11,762	61170	131.7	STRONG CITY 4.1			
		61150	135.8	NEVA 9.0			
	8,583	61140	144.8	CLEMENTS 12.1	CTC		
	8,079	61130	156.9	FLORENCE 11.7			
			168.6	UP RRX 0.9	A		
	10,487	61125	169.5	PEABODY 8.8			
	8,419	61120	178.3	WALTON 6.3			
			184.6	UP RRX 0.5	M		
		61100	185.1	NEWTON 0.5	BPT		
			185.6	FIRST ST 0.5	3MT CTC		
			186.1	RAIL MILL 0.6			
		61100	186.7	SAND CREEK 1.0	BCPT		
			187.7	WEST SAND CREEK 2.3	2MT CTC		
			190.0	SC JCT 4.6			
	6,124	61040	194.6	HALSTEAD 9.1			
	10,452	61030	203.7	BURRTON 11.2			
		61000	214.1	WAY 1.6	BPT		
			216.5	SSW RRX 1.8	M		
	29,903	61000	218.0	HUTCHINSON 0.3	P		
			218.3	CH JCT. 0.9			
			219.2	KSW RRX 0.0	M		
			219.2	WEST HUTCH 15.9	Y		
	10,166	58980	235.1	ABBYVILLE 16.0			
	10,300	58968	251.1	ZENITH 6.1			
			257.2	KSW RRX 8.8	A		
	10,284	58960	266.0	ST. JOHN 18.9	TWC ABS ATS		
	10,370	58945	284.9	BELPRE 17.5			
	8,600	58935	302.4 (316.7)	KINSLEY 8.0			
	5,282	58930	324.7	OFFERLE 11.4			
	7,768	58920	336.1	SPEARVILLE 8.6			
		58915	344.7	WRIGHT 5.4	Y		
			350.1	DODGE CITY JCT 2.4	Y		
		58900	352.5	DODGE CITY 2.2	BCPTY		
			354.7	SEARS 16.5	Y		
	6,250	58869	371.2	CIMARRON 12.8			
	7,750	58849	384.0	CHARLESTON 18.4			
	7,835	58300	402.4	GARDEN CITY 14.6	BCPY		
	4,050	58250	417.0	DEERFIELD 20.3	TWC ABS ATS		
	6,850	58220	437.3	SUTTON 16.6			

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	La Junta Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
	10000	58190	453.9	SYRACUSE, KS	P	TWC ABS ATS	
	3700	58180	474.9	21.0 HOLLY, CO			
	4000	58165	485.3	10.4 GRANADA			
	7500	58100	502.3	17.0 LAMAR	P		
	4000	58080	521.5	19.2 CADDOA			
			533.6	12.1 LAS ANIMAS JCT.	P	CTC ATS	
	8300	58060	536.0	2.4 LAS ANIMAS		2MT CTC ATS	
			550.7	14.7 CASA		2MT ABS ATS	
		56700	554.9	4.2 LA JUNTA	BCPTY		

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Ellinor to Las Animas Jct.	55	2	3	4	5&7	9
Las Animas Jct to La Junta	36	2	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Passenger Freight

Ellinor to West Hutch	79 MPH.	55 MPH.*%
West Hutch to La Junta	90 MPH.	55 MPH.*%

* See System Special Instruction 1(B)

1(B). Speed - Permanent Restrictions

MP 132.4 to MP 132.8	75 MPH.	
MP 133.7 to MP 133.9	70 MPH.	50 MPH.
MP 135.9 to MP 136.4	75 MPH.	65 MPH.
MP 166.4 to MP 166.8	70 MPH.	65 MPH.
MP 168.0 to MP 168.4	50 MPH.	45 MPH.
MP 168.6 RRX	45 MPH.	45 MPH.
MP 168.9 to MP 169.1	65 MPH.	45 MPH.
MP 170.0 to MP 170.5	75 MPH.	65 MPH.
MP 173.3 to MP 175.9	70 MPH.	65 MPH.
Newton-Main tracks between UP RRX (MP 184.6) and Rail Mill (MP 186.1)	20 MPH.	20 MPH.
MP 186.4 to MP 186.5	75 MPH.	65 MPH.
MP 187.3 to MP 187.8	55 MPH.	50 MPH.
MP 203.3 to MP 204.1 (HE only)	50 MPH.	50 MPH.
MP 216.5 (RRX)	40 MPH.	40 MPH.
MP 216.6 to MP 219.1 (HE only)	30 MPH.	30 MPH.
MP 218.1 to MP 219.1	40 MPH.	30 MPH.
MP 219.2 (RRX)	40 MPH.	40 MPH.
MP 219.4 to MP 220.2	60 MPH.	55 MPH.
MP 228.3 to MP 228.8	85 MPH.	
MP 257.2 (RRX)	50 MPH.	50 MPH.
MP 257.2 to MP 257.4	50 MPH.	50 MPH.
MP 265.7 to MP 266.2 (HE only)	55 MPH.	55 MPH.
MP 266.1 to MP 266.5	85 MPH.	
MP 301.7 to MP 302.0	60 MPH.	55 MPH.
MP 301.9 to MP 302.4 (HE only)	55 MPH.	55 MPH.
MP 302.2 to MP 302.4	75 MPH.	65 MPH.

Dodge City–Freight lead between east switch and bridge at MP 351.0	20 MPH.	20 MPH.
MP 352.0 to MP 352.3 (NT) (Equipped with westward ATS inert inductors)	30 MPH.	20 MPH.
MP 352.0 to MP 352.3 (ST) (Equipped with westward ATS inert inductors)	20 MPH.	20 MPH.
MP 381.6 to MP 381.0	85 MPH.	
MP 401.7 to MP 403.0 (HE only)	45 MPH.	45 MPH.
MP 421.3 to MP 422.2	80 MPH.	
MP 432.6 to MP 433.2	75 MPH.	
MP 435.9 to MP 436.5	85 MPH.	
MP 479.9 to MP 481.9	75 MPH.	
MP 492.4 to MP 492.6	85 MPH.	
MP 528.6 to MP 531.0	85 MPH.	
MP 502.1 to MP 503.0 (HE only)	60 MPH.	60 MPH.
MP 536.4 to MP 536.5	80 MPH.	
MP 543.1 to MP 543.9	80 MPH.	
MP 544.9 to MP 545.8	85 MPH.	
MP 547.9 to MP 548.0	85 MPH.	
MP 551.4 to MP 551.6	80 MPH.	60 MPH.
MP 552.8 to MP 553.1	60 MPH.	55 MPH.
MP 553.6 to MP 554.2	80 MPH.	60 MPH.
La Junta, MP 554.2 to MP 554.9	40 MPH.	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.

Ellinor, main track turnouts and crossover	40 MPH.	40 MPH.
Strong City, both ends siding	40 MPH.	40 MPH.
Neva, turnout to Strong City, Subdiv	20 MPH.	20 MPH.
Clements, both ends siding	40 MPH.	40 MPH.
Florence, both ends siding	30 MPH.	30 MPH.
Peabody, both ends siding	30 MPH.	30 MPH.
Peabody connecting to UP	10 MPH.	10 MPH.
Walton, both ends siding	30 MPH.	30 MPH.
Newton and First St., main track crossover and turnouts MP 184.5 to MP 185.5	30 MPH.	30 MPH.
Rail Mill, crossover MP 186.1	30 MPH.	30 MPH.
West Sand Creek, crossover MP 187.8	30 MPH.	30 MPH.
SC Jct, turnout from or to south track MP 190.0	40 MPH.	40 MPH.
Halstead and Burrton, both ends siding	40 MPH.	40 MPH.
East End Way to West Hutch–All turnouts and crossovers (except 10 MPH on second crossover west of SSW RRX between siding and main track and crossover west of SSW RRX between siding and track 301)	30 MPH.	30 MPH.
Abbyville, Zenith, St. John, Belpre, Spearville, and Sutton, both ends siding	30 MPH.	30 MPH.
Offerle, Spearville, Cimarron, Charleston, Syracuse and Lamar, both ends siding	20 MPH.	20 MPH.
Wright, turnout from or to south track MP 344.7, spring switch	30 MPH.	30 MPH.
Dodge City Jct., south main track MP 350.1, spring switch	30 MPH.	30 MPH.
Dodge City Jct., turnout EE freight lead, spring switch	20 MPH.	20 MPH.
Sears, end of double track MP 354.7, spring switch	30 MPH.	30 MPH.
Las Animas–Boise City Subdiv. Jct. Switch	30 MPH.	30 MPH.
Las Animas, both ends siding	30 MPH.	30 MPH.
Casa, turnout to south track	30 MPH.	30 MPH.

1(D). Speed – Other

Strong City, all yard tracks	5 MPH.	
Elmdale, elevator track 3801	5 MPH.	
Florence, west leg of wye 5607	5 MPH.	
Florence, track 9003	5 MPH.	
Peabody, track 8901	5 MPH.	
Newton freight lead between First St. MP 185.6 and Sand Creek Bridge MP 186.3	10 MPH.	10 MPH.
Newton to Sand Creek–UP connection track 8524		10 MPH.
When pulling cars across scale track 8521 at Cargill Flour Mill	5 MPH.	

On west leg of wye 8340 10 MPH.
 On McGraw lead 8195 between McGraw and west end Sand Creek yard. 10 MPH.
 Dodge City–Western Power Spur track 129 5 MPH.
 Air must be cut in on all cars while switching High Plains and locomotive brake applied while on descending grade. All movements not to exceed 3 MPH. on descending grade.
 East CV Industrial spur MP 0.0 to MP 3.8 15 MPH.
 Stafford–Elevator track 5703 5 MPH.
 Locomotive cranes/pile drivers, AT–199454 through AT–199468 and Jordan spreaders 45 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT–199454 through AT–199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT–199454 through AT–199468 must not be humped or switched with.

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

Ellinor to La Junta 143 tons

3. **Method of Operations–**

CTC–in effect: On main track and sidings between Ellinor and West Hutch, MP ~~219.2~~ ^{220.6} and between Las Animas Jct. MP 522.6 and La Junta, MP 553.9 and on siding Las Animas.

Newton–3 MT between UP RRX, MP 184.6 and First Street, MP 185.6, 2 MT between First Street, MP 185.6 and SC Jct., MP 190.0. ^{220.6}

TWC–in effect: Between West Hutch, MP ~~219.2~~ and Las Animas Jct., MP 533.6.

Yard Limits–in effect:

West Hutch	MP 219.2 to MP 222.5
Wright–Sears	MP 344.7 to MP 354.7
Garden City	MP 398.3 to MP 405.0
La Junta	MP 553.9 to MP 556.5 (Raton)
La Junta	MP 553.9 to MP 557.8 (Pueblo)

**Signals Not Conforming to Aspects and Indications Shown in the System
Special Instructions–**

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. **General Code of Operating Rules Items–**

Rule 6.26–Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2**, **No. 3**, **No. 4**, etc., respectively.

Rule 12.1–ATS in effect: West Hutch to La Junta.

5. **Trackside Failed Equipment Detector(FED)-**

Location	Type	Locator & Signals Affected
MP 134.0, 159.0, 180.9, 192.1, 221.4, 247.9, 275.5, 321.2, 341.0, 355.4, 380.2, 397.7, 418.1, 435.2, 466.1, 499.0	Hot Box & Dragging Equip.	Radio communication
MP 355.3 to 356.0	High Water	Eastward signal 3562 Westward absolute signal north track Sears
Bridge 375.9	High Water	Signals 3772 and 3741
Bridge 381.4	High Water	Eastward absolute signal EE siding Charleston Westward signal 3801
Bridge 387.1	High Water	Signals 3892 and 3871
Bridge 389.5	High Water	Signals 3922 and 3891
Bridge 393.1	High Water	Signals 3952 and 3921
Bridge 419.7	High Water	Signals 4202 and 4191
Bridge 425.3	High Water	Signals 4272 and 4241
Bridges 433.0, 433.6	High Water	Signals 4342 and 4311
Bridge 439.6	High Water	Signals 4402 and 4381
Bridge 445.7	High Water	Signals 4472 and 4441
Bridge 447.1	High Water	Signals 4472 and 4461
Bridge 448.3	High Water	Signals 4492 and 4461
Bridge 455.4	High Water	Eastward signal 4572 Westward absolute signal WE siding Syracuse
Bridges 469.8, 470.8, 471.1	High Water	Signals 4722 and 4691
Bridge 485.8	High Water	Eastward signal 4882 Westward absolute signal WE siding Granada
Bridge 492.0	High Water	Signals 4922 and 4901
Bridge 500.1	High Water	Eastward absolute signal EE siding Lamar Westward signal 4981

6. **FRA Excepted Track-**

Location	Track No.	Track Name
Strong City	8403	Yard Track
	8404	Yard Track
	8407	Wye Spur
	8408	Yard Spur
	8409	Yard Spur
Florence	9002	Middle Track
	9003	Scale Track
	9010	Yard Track
	9011	Spur Track
Peabody	8901	Elevator Track
	8902	Elevator Track
	8903	Elevator Track

Halstead	9401	House Track
	9402	Elevator Track
	9403	Elevator Track
	9406	Spur Track
	9409	Chandler Spur
	9410	Patrick Spur
Hutchinson	0130	North Roundhouse Lead
	0131	Stock Track
	0137	Kaiser Track
	0138	Storehouse Track
	0142	Cessna West
	0143	Cessna East
	0146	Bedding Track
	0147	Cessna West
	0148	Farmland South
	0206	Garvey Elevator
	0207	Hamilton Roofing
	0208	RPC S-Repblc Paper Corp
	0209	RPC N-Repblc Paper Corp
	0210	Concrete House Track
	0211	Union Equity I
	0212	Union Equity I
	0213	Union Equity I
	0214	Union Equity I
	0215	Union Equity I
	0238	Bunge East Track
	0239	Bunge House Track
	0240	Bunge West Track
	0302	Davidson Lead
	0303	Stucky Lumger
	0304	Davidson Pocket
	0314	Nash-Finch
	0316	White Lumber
	0321	Sunglow Feeds
	0328	Irksdoll
	0331	Merch. Warehse #2
	0335	Smoot Grn Bck Track
	0336	Smoot Grn S Track
	0339	T O F C
	0341	Machine Dock
	0347	Hutchinson News
	0348	Hartman Man
Partridge	0502	Elevator Track
Abbyville	0505	Elevator Track
Zenith	5102	Elevator Track
Stafford	5703	Elevator Track
Macksville	7702	House Track
Lewis	9302	House Track
	9303	Elevator Track
Kinsley	1705	Stock Track
Bellefont	2702	Elevator Track
Dodge City	0133	Dodge City Concrete
	0203	Old House Track
	0206	Team Track
	0207	Caboose Track

7. Special Conditions-

Peabody-Lost Springs-BNSF trains will use UP tracks between Peabody and Lost Springs and be governed by UP Timetable and Special Instructions.

When going on duty Arkansas City, Newton or Abilene to operate on UP between Wichita and Lost Springs, conductor will call UP Dispatcher at Omaha, Nebraska 1-800-726-1073 or 1-402-633-1737. Track warrants and bulletin books located at above locations. Use Radio Channel 20 on UP.

Locations where movement over crossing must be protected by member of crew-Florence, main Street crossing on yard track.

Close Clearances-

Florence, track serving Burns Farmers Co-Operative Union, between track and new warehouse.

Walton, Farmers Grain Co-Operative, intercom wire 22 feet and power line 25 feet above top of rail.

Train and Yard Instructions-Peabody, setting out cars on UP connections is prohibited.

Signal Matters-General Instructions-Crew member on trains 3 and 4 must contact Train Dispatcher before departing Newton to determine if track bulletins need updating.

Double Track-Between Wright MP 344.7 and Sears MP 354.7. Permanent speed signs are not displayed for movements against current of traffic.

At Kinsley, mile posts escalate from 302 to 317. Distance between mile posts is 3696 feet.

At Kinsley, BNSF trackage between MP 315.8 and MP 317.0 of former Hutchinson Subdivision, classified as Kinsley Industrial Spur off La Junta Subdivision; Rule 6.28 in effect; speed limit 10 MPH.

At Kinsley, to enter La Junta Subdivision from Kinsley Industrial Spur, trains must stop at absolute signal at MP 316.6, line switch and signal will display proceed indication. Failure to receive a proceed indication requires compliance with Rule 9.12.4.

A crew member must test spring switch if a train or engine has a "Stop" signal at following locations:

At end of double track, Wright, MP 344.7, eastward on north track at entrance to single track.

At Dodge City Jct., MP 350.1, eastward on freight lead at entrance to south track.

At end of double track, Sears, MP 354.7, westward on south track at entrance to single track.

If signal does not clear after testing spring switch, train or engine must foul track circuit beyond signal, but not to foul conflicting route. After circuit has been fouled for five minutes, train or engine may proceed at restricted speed to the next governing signal.

Hutchinson-BNSF trains and engines will use SSW main track between SSW TTX (MP 216.5) and MP 0.6, on former H&S Subdivision and track 351. "DTC" in effect on SSW main track. If SSW Train Dispatcher issues a directional authority, crew must open main track switch and wait five minutes, then proceed at restricted speed to next governing signal. If issued work and time authority, crew may open main track switch immediately and proceed at restricted speed to next governing signal.

At Hutchinson, trackage between SSW Jct. (MP 0.6) and MP 3.5 on former H&S Subdivision classified as South Hutch Industrial Spur off La Junta Subdivision. Rule 6.28 in effect; speed limit 10 MPH.

At Dodge City Jct, normal position spring switch at east end freight lead is lined for freight lead.

Ellinor-La Junta-Sidings Halstead, Burrton, Hutchinson, Abbyville, Zenith, St. John, Belpre, Kinsley, Cimarron, Charleston, Sutton, Syracuse, Lamar and Las Animas may be used by loaded coal trains.

8. Line Segments-**Road Line Segments-**

<u>Line Segment</u>	<u>Limits</u>
7400	Ellinor to Newton
7300	Newton to La Junta

Yard Line Segments--

Line Segment	Limits
7350	Sand Creek Yard
7351	Hutchinson Yard
7352	Dodge City Yard

9. Locations not Shown as Stations--

Name	Miles-Location	Capacity Feet	Switch Opens
Elmdale	138.3	1400	West
Whiteside	223.4	4200	West
Partridge	229.0	5500	Both
Plevna	240.7	200	Both
Sylvia	246.4	2460	Both
Stafford	257.0	7325	Both
Dillwyn	272.8	5950	Both
Macksville	277.6	6140	Both
Bellefont	330.3	8350	Both
Wright Storage Track	344.7	6805	Both
East C.V. Industrial Spur	352.5	3.8 miles	East
Pierceville	390.1	6750	Both
Val Agri	398.6	900	Both
Sunflower Electric	407.4	35000	West
Holcomb	409.0	6564	Both
Iowa Beef Processors	411.4	1250	West
Lakin	424.3	9897	Both
Kendall	442.2	6886	Both
Coolidge	468.8	6289	Both
Amity	479.2	2150	Both
Grote	491.4	1400	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Raton Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		56700	554.9	LA JUNTA	BCPTY		
				17.4			
4650	56660	572.3	TIMPAS				
				10.7			
6000	56650	583.0	MINDEMAN				
				8.5			
6250	56640	591.5	DELHI			TWC ABS ATS	
				13.2			
6250	56630	604.7	SIMPSON				
				10.3			
4750	56620	615.0	MODEL				
				11.3			
6150	56610	627.0	HOEHNES				
				9.5			
		635.8	TRINIDAD		PY		
				1.3			
	56600	637.1	WEST TRINIDAD			2MT CTC	
				1.5			
	56590	638.6	JANSEN				
				8.7			
		647.3	GALLINAS				
				4.5			
	56555	651.8	WOOTTON, CO				
				3.4			
9300	56510	655.2	KEOTA, NM				
				4.3			
4500	56500	659.5	RATON		BPT		
				11.8			
5650	56490	671.3	HEBRON			CTC	
				7.5			
5900	56480	678.8	SCHOMBERG				
				12.2			
6050	56450	691.0	FRENCH		T		
				8.4			
6300	56445	699.4	SPRINGER				
				10.6			
6250	56440	710.0	COLMOR				
				9.7			
6100	56430	719.7	LEVY				
				5.6			
	56425	725.3	WAGON MOUND			TWC ABS	
				17.0			
4650	56420	742.3	SHOEMAKER				
				7.9			
6250	56415	750.2	WATROUS				
				9.3			
7602	56410	759.5	ONAVA				
				10.5			
5700	56100	770.1	LAS VEGAS		BP		

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
La Junta to Las Vegas	32	1	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Passenger Freight

La Junta to Trinidad	90 MPH.	55 MPH.*#
Trinidad to Raton	79 MPH.	55 MPH.#
Raton to Las Vegas	79 MPH.	55 MPH.*#

* See System Special Instruction 1(B). # See System Special Instruction 1(C)

1(B). Speed - Permanent Restrictions

MP 555.6 to MP 555.8 Equipped with Eastward and Westward ATS Inert Inductors	35 MPH.	30 MPH.
MP 556.2 to MP 556.4	55 MPH.	50 MPH.
MP 575.5 to MP 576.0	80 MPH.	
MP 581.2 to MP 581.4	80 MPH.	
MP 576.2 to MP 577.2	75 MPH.	
MP 587.1 to MP 589.3	75 MPH.	
MP 589.5 to MP 590.6	80 MPH.	

MP 591.0 to MP 591.4	75 MPH.	
MP 593.3 to MP 594.1	75 MPH.	
MP 595.1 to MP 596.5	75 MPH.	
MP 605.1 to MP 605.5	75 MPH.	
MP 606.6 to MP 607.3	80 MPH.	
MP 615.6 to MP 615.8	75 MPH.	
MP 618.1 to MP 618.5	75 MPH.	
MP 619.6 to MP 619.7 Equipped with Westward ATS		
Inert Inductors	40 MPH.	35 MPH.
MP 620.2 to MP 622.4	45 MPH.	35 MPH.
MP 622.9 to MP 624.7 Equipped with Eastward ATS		
Inert Inductors	40 MPH.	35 MPH.
MP 633.6 to MP 633.8	75 MPH.	
MP 636.2 to MP 637.5	20 MPH.	20 MPH.
MP 637.5 to MP 638.5	45 MPH.	35 MPH.
MP 638.5 to MP 643.0	30 MPH.	30 MPH.
MP 643.0 to MP 648.9 Equipped with Eastward ATS		
Inert Inductors	25 MPH.	20 MPH.
MP 648.9 to MP 651.2 Equipped with Eastward ATS		
Inert Inductors	20 MPH.	20 MPH.
MP 651.2 to MP 652.1 Equipped with Eastward ATS		
Inert Inductors	25 MPH.	20 MPH.
MP 652.1 to MP 652.5	20 MPH.	20 MPH.
MP 652.5 to MP 653.3 Equipped with Westward ATS		
Inert Inductors	25 MPH.	20 MPH.
MP 653.3 to MP 654.5 Equipped with Westward ATS		
Inert Inductors	30 MPH.	20 MPH.
MP 654.5 to MP 655.6 Equipped with Westward ATS		
Inert Inductors	25 MPH.	20 MPH.
MP 655.6 to MP 656.6 Equipped with Westward ATS		
Inert Inductors	30 MPH.	20 MPH.
MP 656.6 to MP 657.6 Equipped with Westward ATS		
Inert Inductors	25 MPH.	20 MPH.
MP 657.6 to MP 657.9 Equipped with Westward ATS		
Inert Inductors	35 MPH.	20 MPH.
MP 657.9 to MP 659.4	40 MPH.	20 MPH.
MP 659.9 to MP 660.5 Equipped with Eastward ATS		
Inert Inductors	45 MPH.	40 MPH.
MP 660.8 to MP 661.7	70 MPH.	60 MPH.
MP 663.1 to MP 664.2	79 MPH.	65 MPH.
MP 664.2 to MP 667.1	75 MPH.	65 MPH.
MP 667.1 to MP 670.7	75 MPH.	
MP 676.6 to MP 676.9	75 MPH.	
MP 682.4 to MP 682.8	75 MPH.	
MP 686.4 to MP 686.6	75 MPH.	
MP 689.1 to MP 689.5	75 MPH.	
MP 690.2 to MP 690.5 Equipped with Eastward and		
Westward ATS Inert Inductors	50 MPH.	45 MPH.
MP 690.9 to MP 691.2	55 MPH.	50 MPH.
MP 691.6 to MP 692.0	65 MPH.	55 MPH.
MP 692.2 to MP 692.5	79 MPH.	65 MPH.
MP 695.0 to MP 695.2	75 MPH.	
MP 696.0 to MP 696.2	70 MPH.	55 MPH.
MP 698.3 to MP 700.3	65 MPH.	55 MPH.
MP 719.1 to MP 719.3	79 MPH.	65 MPH.
MP 730.8 to MP 731.6	79 MPH.	65 MPH.
MP 732.0 to MP 734.3	75 MPH.	
MP 736.1 to MP 739.8 Equipped with Eastward and		
Westward ATS Inert Inductors	40 MPH.	40 MPH.
MP 739.8 to MP 747.3 Equipped with Eastward and		
Westward ATS Inert Inductors	45 MPH.	40 MPH.
MP 747.6 to MP 748.1 Equipped with Eastward and		
Westward ATS Inert Inductors	40 MPH.	35 MPH.
MP 748.1 to MP 749.0 Equipped with Eastward and		
Westward ATS Inert Inductors	45 MPH.	40 MPH.

MP 749.0 to MP 749.4 Equipped with Eastward and Westward ATS Inert Inductors	40 MPH.	35 MPH.
MP 754.7 to MP 754.9 Equipped with Eastward and Westward ATS Inert Inductors		65 MPH.
MP 769.3 to MP 770.3 (HE only)	30 MPH.	30 MPH.

1(C). Speed – Switches and Turnouts

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

Timpas, both ends siding	25 MPH.	25 MPH.
Mindeman, Delhi, Simson, both ends siding	30 MPH.	30 MPH.
Model, Hoehnes, both ends siding	30 MPH.	30 MPH.
Trinidad, turnout to south track	30 MPH.	30 MPH.
West Trinidad, west end No. 6 track	20 MPH.	20 MPH.
Jansen, 2 crossovers	30 MPH.	30 MPH.
Gallinas, 2 crossovers	20 MPH.	20 MPH.
Wootton, end of 2 tracks	20 MPH.	20 MPH.
Keota, both ends siding	20 MPH.	20 MPH.
Raton, both ends siding, crossover MP 659.1	30 MPH.	30 MPH.
Hebron, Schornberg, French, both ends siding	30 MPH.	30 MPH.
French, York Canyon Subdiv., Jct. Switch	40 MPH.	40 MPH.
Springer, Onava, both ends siding	30 MPH.	30 MPH.
Las Vegas, both ends siding	30 MPH.	30 MPH.

1(D). Speed – Other

Las Vegas—Five (5) MPH maximum speed on CLIC Tracks 0815 and 0816, Medite Plant. Do not block any road crossings into plant.

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 45 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Piledrivers AT-199454 through AT-199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT-199454 through AT-199468 must not be humped or switched with.

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

2. Bridge and Equipment Weight Restrictions—None

3. Method of Operations—

Yard Limits—in effect:

La Junta—MP 553.9 to MP 556.5

Trinidad—MP 634.8 to MP 635.8

TWC—in effect: Between La Junta and Trinidad; and between Springer and Las Vegas.

CTC—in effect: On main tracks between Trinidad and switch at west end siding Springer; and on sidings Keota, Raton, Hebron, French and Springer.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions—

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items—

Rule 1.14—SP trains will use BNSF tracks between Trinidad and Jansen and will be governed by BNSF Timetable and Special Instructions.

Rule 6.26—Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2**, **No. 3**, **No. 4**, etc., respectively.

5. **Trackside Failed Equipment Detector(FED)-**

Location	Type	Locator & Signals Affected
Bridge 566.6	High Water	Signals 5692 & 5661
Bridge 576.6	High Water	Signals 5772 & 5741
Bridge 581.3	High Water	Signals 5822 & 5801
Bridge 585.3	High Water	Signals 5862 & 5831
Bridge 586.9	High Water	Signals 5882 & 5861
Bridge 589.6	High Water	Signals 5902 & 5881
Bridge 591.6	High Water	Signals 5922 & 5901
Bridge 594.3	High Water	Signals 5942 & 5921
Bridge 600.1	High Water	Signals 6022 & 5991
Bridge 600.5	High Water	Signals 6022 & 5991
Bridge 611.2	High Water	Signals 6122 & 6101
Bridge 615.4	High Water	Signals 6152 & 6141
Bridge 633.7	High Water	Signals 6342 & 6311
Bridge 638.6	High Water	Eastward & westward controlled signals at Jansen
Bridge 691.3	High Water	Eastward controlled signals at York Canyon Jct. & westward controlled signals at French
Bridge 727.1	High Water	Signals 7272 & 7251
Bridge 753.7	High Water	Signals 7562 & 7531
MP 566.6, 594.5, 618.5, 675.8, 702.1, 728.0, 753.6	Hot Box & Dragging Equipment	Radio communication
MP 649.8, 657.0	Dragging Equipment	Radio communication

6. **FRA Excepted Track-**

Hoehnes-6402

7. **Special Conditions-**

When letter "S" (siding sign) is displayed on a "STOP" signal, train must stop and crew member operate switch to enter siding or diverging route, then be governed by signal indication.

Train operations on descending grades between MP 643.0 and Raton-

- A. Eastward freight trains while stopping to change crews at Raton and westward freight trains between Simpson and Jansen must make a running air brake test to determine the following:
 - (1) Retarding force of air brake system.
 - (2) If equipped with a functioning ETD, that normal brake pipe pressure changes occur at rear of train.

On freight trains with a functioning ETD, engineer must ascertain that adequate brake pipe pressure is present on the rear of train before passing summit of grade.

- B. Trains, including those operating with RCE, must not exceed speed of 15 MPH when average tons per operative brake is 90 or more, 20 MPH when average tons per operative brake is less than 90.
- (1) When locomotive dynamic brake is operative and total brake pipe reduction does not exceed 18 PSI to control speed, train may proceed.
 - (2) When total brake pipe reduction exceeds 18 PSI to control speed, train must be stopped immediately, 75% of hand brakes must be applied on train, and brake system must be fully recharged before proceeding.
In addition, if train separation has occurred, hand brakes must be applied on all cars not coupled to lead locomotive consist. Attempt must not be made to re-couple train unless the head end portion of train is less than 2,000 tons and is under the locomotive consist engine rating.
- C. Trains operating without RCE, when locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. When total brake pipe reduction exceeds 18 PSI to control train speed, train must be stopped immediately, 100% of hand brakes must be applied on train, and brake system must be fully recharged. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of train must be maintained to detect overheated wheels.
- D. On passenger trains and light engines, Running Air Brake Test must be made as prescribed by Rule 101.13 at MP 653, eastward and at Wootton, westward.

Freight train operations having locomotive with dynamic brake not in use on descending grades of 1.0 percent or more, except between MP 643.0 and Raton.

- A. When average tons per operative brake is 90 or more, maximum speed on descending grades as follows:
- | | |
|--------------|---------|
| 1.0% to 1.5% | 40 MPH. |
| 1.5% to 2.0% | 25 MPH. |
| 2.0% or more | 15 MPH. |

Trinidad Railway Company, Raton Subdivision—Trinidad Railway, Inc. has adopted the General Code of Operating Rules, Third Edition, effective April 10, 1994, and the following System Instructions will apply:

System Location: Jansen Yard (MP 0.0) to New Elk Mine (MP 30.0)

Yard Limits—in effect: MP 0.0 to MP 1.0 and MP 24.2 to MP 30.0

Rule 6.15: Block Register Territory—Trinidad Railway will be designated as an Absolute Block Territory. A register labeled "BLOCK REGISTER TERRITORY" will be located in the scale house at Jansen Yard and will apply only on that designated territory. The territory will begin at MP 1.0 and remain through MP 24.2. A train or operator in charge of men or equipment is authorized to operate Absolute Block Register Territory under the following conditions:

1. The following information must be entered in the register on the first blank line:

Train ID or M of W Activity A	Conductor or M of W Personnel B	Date C	Time Territory Occupied D	Time Territory Cleared E
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The following identifies entries required in the columns designated A through E:

- A Enter the train identification number or equipment or MW activity
 - B Enter last name of conductor or employee in charge of men or equipment
 - C Current date
 - D Time of entry into block territory
 - E Time of exit from block territory
2. If the territory is occupied by a preceding train movement, entry cannot be made on a register until engineer of each preceding movement has been contacted and advised territory will be jointly occupied by a train, Maintenance of Way men or equipment and/or another train. All train movements must be made at RESTRICTED SPEED prepared to stop short of men and equipment fouling track within the territory.
 3. After movement has been completed, the time the territory was cleared must be entered in Column E. A line is then to be drawn through the entire entry by any authorized employee.

Temperature Speed Restrictions

Subdivi- sion	Hot Weather When Temperature exceeds 100°F		
	Freight	Pass	
Raton	40	60	MP 555.8 to MP 604.4
	40	60	MP 612.1 to MP 769.8

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
7353	La Junta Yard

Road Line Segments-

Line Segment	Limits
7304	La Junta to Las Vegas

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity in feet	Switch Opens
Medite Corp.	765.5	1280	East

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Glorieta Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
	5,700	56400	770.1	LAS VEGAS	BP		
			8.4				
	4,850	56390	778.5	OJITA			
			10.3				
	5,400	56380	788.8	CHAPELLE			
			4.8				
	4,500	56370	793.6	BLANCHARD	TWC		
			9.7		ABS		
	6,385	56359	803.3	SANDS			
			7.7				
	6,632	56340	811.0	GISE			
			5.0				
	4,050	56330	816.0	ROWE			
			4.4				
	8,500		820.4	FOX			
			4.8				
	5,800	56320	825.2	GLORIETA	CTC		
			4.8				
	4,850	56310	830.0	CANYONCITO			
			5.2				
	7,500	56190	835.2	LAMY			
			19.4				
	4,750	56180	854.6	WALDO			
			10.7				
		56160	865.3	DOMINGO	TWC		
			11.3		ABS		
	5,950	56150	876.6	NUEVE	ATS		
			9.4				
	6,250	56140	886.0	BERNALILLO			
			12.8				
		56120	898.8	HAHN	Y	DT	
			3.6			TWC	
		56100	902.4	ALBUQUERQUE	BCPTY	ABS	
			1.4			ATS	
			903.8	ABAJO	R		
			2.6				
			906.4	RIO BRAVO			
			8.6			CTC	
	2,486	40015	12.6	ISLETA	J		
			14.8				
		20870	27.4	DALIES			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Las Vegas to Dalies	32	1	3	4	5&7	9

Hahn to Dalies is part of and under the jurisdiction of the New Mexico Division.

1. Speed Regulations

1(A). Speed - Maximum

Passenger Freight

Las Vegas to Lamy 79 MPH. 55 MPH.*#

Lamy to Dalies 79 MPH. 55 MPH.#

* See System Special Instruction 1(B) # See System Special Instruction 1(C)

1(B). Speed - Permanent Restrictions

MP 769.3 to MP 770.3 (HE only) 30 MPH. 30 MPH.

MP 770.7 to MP 772.0 75 MPH. 60 MPH.

MP 772.6 to MP 772.8 (equipped with westward ATS
Inert Inductors) 40 MPH. 35 MPH.

MP 772.8 to MP 779.4 (equipped with westward ATS
Inert Inductors) 50 MPH. 45 MPH.

MP 779.4 to MP 781.9 55 MPH. 50 MPH.

MP 782.3 to MP 784.1 45 MPH. 45 MPH.

MP 784.7 to MP 784.9 40 MPH. 40 MPH.

MP 786.1 to MP 786.3 60 MPH. 50 MPH.

MP 786.5 to MP 787.0 (equipped with westward and eastward
ATS Inert Inductors) 50 MPH. 45 MPH.

MP 788.4 to MP 790.5 50 MPH. 45 MPH.

MP 790.8 to MP 793.9 45 MPH. 40 MPH.

MP 794.3 to MP 794.5	45 MPH.	30 MPH.
MP 794.7 to MP 795.2 (equipped with westward and eastward ATS Inert Inductors)	45 MPH.	20 MPH.
MP 795.2 to MP 799.9 (equipped with westward and eastward ATS Inert Inductors)	25 MPH.	20 MPH.
MP 800.4 to MP 802.8 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 804.0 to MP 805.1 (equipped with westward and eastward ATS Inert Inductors)	55 MPH.	50 MPH.
MP 805.1 to MP 805.8 (equipped with westward and eastward ATS Inert Inductors)	45 MPH.	45 MPH.
MP 805.8 to MP 808.8 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 809.4 to MP 809.7	75 MPH.	60 MPH.
MP 811.1 to MP 811.5	79 MPH.	60 MPH.
MP 812.3 to MP 812.8	55 MPH.	50 MPH.
MP 812.8 to MP 813.2 (equipped with westward and eastward ATS Inert Inductors)	45 MPH.	40 MPH.
MP 813.2 to MP 814.1 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	40 MPH.
MP 814.3 to MP 814.4	60 MPH.	55 MPH.
MP 815.0 to MP 815.6	65 MPH.	60 MPH.
MP 816.9 to MP 817.1	75 MPH.	60 MPH.
MP 818.6 to MP 818.9	55 MPH.	50 MPH.
MP 819.2 to MP 819.5 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	40 MPH.
MP 819.6 to MP 819.7 (equipped with westward and eastward ATS Inert Inductors)	40 MPH.	35 MPH.
MP 819.7 to MP 822.6 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	40 MPH.
MP 822.6 to MP 824.6 (equipped with westward and eastward ATS Inert Inductors)	50 MPH.	45 MPH.
MP 824.6 to MP 824.9 (equipped with westward and eastward ATS Inert Inductors)	35 MPH.	30 MPH.
MP 824.9 to MP 825.8 (equipped with westward and eastward ATS Inert Inductors)	25 MPH.	20 MPH.
MP 825.8 to MP 827.8 (equipped with westward and eastward ATS Inert Inductors)	20 MPH.	20 MPH.
MP 827.8 to MP 829.5 (equipped with westward and eastward ATS Inert Inductors)	25 MPH.	20 MPH.
MP 830.2 to MP 831.7 (equipped with westward and eastward ATS Inert Inductors)	40 MPH.	30 MPH.
MP 832.1 to MP 832.9 (equipped with westward and eastward ATS Inert Inductors)	20 MPH.	20 MPH.
MP 833.1 to MP 835.0	65 MPH.	50 MPH.
MP 838.3 to MP 842.3	80 MPH.	
MP 850.7 to MP 851.5	85 MPH.	55 MPH.
MP 852.5 to MP 852.7 (equipped with westward ATS Inductors)	50 MPH.	45 MPH.
MP 852.9 to MP 853.2 (equipped with westward ATS Inductors)	55 MPH.	50 MPH.
MP 853.2 to MP 853.7 (equipped with westward ATS Inductors)	35 MPH.	30 MPH.
MP 861.3 to MP 862.2	80 MPH.	60 MPH.
MP 866.7 to MP 871.3	80 MPH.	
MP 873.9 to MP 875.6	80 MPH.	
MP 878.2 to MP 879.6	75 MPH.	
MP 898.8 to MP 899.4 (HE only)	60 MPH.	60 MPH.
MP 899.4 to MP 901.5 (HE only)	50 MPH.	50 MPH.
MP 901.5 to MP 901.8 (HE only)	25 MPH.	25 MPH.
MP 903.8 Abajo to MP 905.2 (Westward trains may resume speed when the head end clears the restricted area)	20 MPH.	20 MPH.
MP 905.2 to MP 905.4	70 MPH.	
MP 12.5 to MP 13.6	70 MPH.	
MP 26.8 to MP 27.4	50 MPH.	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.

Las Vegas, EE siding	30 MPH.	30 MPH.
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Sands, Gise, Rowe, Fox and Lamy, both ends siding	30 MPH.	30 MPH.
Glorieta, both ends siding	20 MPH.	20 MPH.
Canyoncito, Nueve, and Bernalillo, both ends siding	25 MPH.	25 MPH.
Hahn, end of double track eastward, spring switch	30 MPH.	30 MPH.
Abajo, WE double track	40 MPH.	40 MPH.
Dalies, switch MP 27.4	40 MPH.	40 MPH.
Dalies, crossover MP 27.5	40 MPH.	40 MPH.
Dalies, crossover MP 27.6	50 MPH.	50 MPH.

1(D). Speed - Other

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and
Jordan spreaders 45 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Piledrivers AT - 199454 through AT - 199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT-199454 through AT-199468 must not be humped or switched with.

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

2. Bridge and Equipment Weight Restrictions-

Las Vegas to Dalies 143 tons

3. Method of Operations-

TWC-in effect:

Between Las Vegas and Rowe; and between Lamy and Abajo.

CTC-in effect:

On main track between switch at east end siding, Rowe and switch at west end siding, Lamy; on sidings Fox, Glorieta and Canyoncito; and on main track between Abajo and Dalies.

When letter "S" (siding sign) is displayed on a "STOP" signal, train must stop, crew member operate switch to enter siding or diverging route, and then be governed by signal indication.

Double Track-

Between Hahn and Abajo.

Restricted Limits-in effect:

At Albuquerque, between MP 901.1 and end of double track at Abajo.

When eastward train is stopped by "Stop" signal governing eastward movement on north or south track at end of double track Hahn, and no conflicting movement is evident:

- (1) For movement north track to main track—Member of crew must test spring switch and if signal does not clear, train must foul circuit beyond signal but not to foul conflicting route. After circuit has been fouled 5 minutes, train may proceed at restricted speed to next governing signal.
- (2) For movement south track to main track—Member of crew must examine siding switch to see if properly lined, and test spring switch on main track. If signal does not clear, train must foul circuit beyond signal but not foul conflicting route. After circuit has been fouled 5 minutes, train may proceed at restricted speed to next governing signal.
- (3) For movement south track to siding—Member of crew must examine and line siding switch, then proceed at restricted seed.

Yard Limits-In effect:

Albuquerque MP 893.0 to MP 901.1

Signals Not Conforming to Aspects and Indications Shown in the System
Special Instructions--

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items--

Rule 1.14--Santa Fe Southern trains will use BNSF tracks at Lamy between MP 834 and MP 837.

Rule 12.1--ATS in effect between Waldo and Hahn and on both tracks between Hahn and Abajo.

Rule 6.26--Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2**, **No. 3**, **No. 4**, etc., respectively.

5. Trackside Failed Equipment Detector(FED)--

Location	Type	Locator & Signals Affected
MP 774.9, 809.2, 843.4, 874.5	Hot Box & Dragging Equipment	Radio communication
MP 826.7 to MP 826.9	Slide Detector Fence	Signals 8272 and controlled signals governing westward movement at west siding switch Glorieta
Bridge 852.4	High Water	Signals 8542 and 8511
Bridge 869.2	High Water	Signals 8702 and 8671
Bridge 870.8	High Water	Signals 8702 and 8701
Bridge 872.7	High Water	Signals 8732 and 8701
Bridge 874.2	High Water	Signals 8754 and 8731
Bridge 878.3	High Water	Signals 8782 and 8771
Bridge 908.7	High Water	Eastward signal 9092 Westward controlled signal MP 906.4

6. FRA Excepted Track--None

7. Special Conditions--

Train Operations on Descending Grades Between Glorieta and MP 833.0--

- A. Westward freight trains must make a running air brake test between Las Vegas and Fox to determine the following:

1. Retarding force of air brake system.
2. If equipped with a functioning ETD, that normal brake pipe pressure changes occur at rear of train.

When equipped with functioning ETD, engineer must ascertain that adequate brake pipe pressure is present on the rear of train before passing summit of grade at Glorieta.

- B. Trains, including those operating with RCE, must not exceed speed of 15 MPH when average tons per operative brake is 90 or more, 20 MPH when average tons per

operative brake is less than 90 or 30 MPH for quality service network trains when average tons per operative brake is less than 90.

1. When locomotive dynamic brake is operative and total brake pipe reduction does not exceed 18 PSI, train may proceed.
2. When total brake pipe reduction exceeds 18 PSI to control speed, train must be stopped immediately, 75% of hand brakes must be applied and brake system fully recharged before proceeding.
If train separation has occurred, hand brakes must be applied on all cars not coupled to lead locomotive consist. Attempt must not be made to re-couple train unless the head end portion of train is less than 2,000 tons and is under the locomotive consist engine rating.
- C. Trains operating without RCE, when locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. When total brake pipe reduction exceeds 18 PSI to control train speed, train must be stopped immediately, 100% of hand brakes must be applied on train and brake system must be fully recharged. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of train must be maintained to detect overheated wheels.
- D. On westward passenger trains and light engines, Running Air Brake Test must be made as prescribed by Rule 101.13 at Glorieta.

Freight Train Operation Having Locomotive with Dynamic Brake Not in Use on Descending Grades of 1.0 Percent or More, Except Between Glorieta and MP 833.0.

- A. When average tons per operative brake is 90 or more, maximum speed on descending grades as follows:

1.0% to 1.5%	40 MPH.
1.5% to 2.0%	24 MPH.
2.0% or more	15 MPH.

Six-axle locomotives are restricted from operating on the following auxiliary tracks:

Bernalillo	2407
Domingo	402
Waldo	9302

Temperature Speed Restrictions

Subdivi- sion	Hot Weather When Temperature exceeds 100°F		
	Freight	Pass	
Glorieta	40	60	MP 772.6 to MP 871.1
	40	60	MP 13.2 to 24.0

8. Line Segments-

Road Line Segments-

Line Segment	Limits
7300	Las Vegas to Isleta
7200	Isleta to Dalies

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Feet	Switch Opens
Domingo Spur	864.9	4400	
Centex	883.9	484	Both
General Mills	895.5	4154	East
Public Service	895.7	12850	East
Tewa Moulding Corp.	898.3	700	
Rio Grande Steel	898.8	1750	
Crego Block	897.9	216	
Albuquerque Metal	905.6	816	

Name	Miles-Location	Capacity Feet	Switch Opens
Home Planners, Inc.	905.9	1458	
M. Lieberman	906.0	1404	
Alpine Trucking	906.9	683	
American Pipe & Const. Co.	907.9	1583	
Industrial Park	908.2	4018	
Briner Rust Proofing CO	908.5	1847	
Industrial Wood Components	908.9	640	
Bates Lumber Company	910.6	862	

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Strong City Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		61150		NEVA				
				7.6				
		59415	7.6	HYMER				
				11.6				
		59435	19.2	BURDICK				
				6.3				
		59445	25.5	UP RRX	A			
				LOST SPRINGS	R			
				5.4				
			30.9	SSW RRX	A			
				5.9				
2,785	59465	36.8		HOPE				
				0.3				
		37.1		UP RRX	A			
				7.3				
	59475	44.4		NAVARRE				
				7.7				
	59485	52.1		ENTERPRISE				
				6.0				
4,158	59500	58.1		ABILENE	BPR			
				0.7				
		58.8		SA JCT.	R			
				0.2				
		59.0		UP RRX	A			
				8.0				
	59705	67.0		TALMAGE				
				11.8				
	59765	78.4		LONGFORD		TWC		
				14.6				
2,596	59775	93.0		MILTONVALE				
				9.1				
	59780	102.1		AURORA				
				7.9				
	59790	110.0		COOK				
				3.2				
		113.2		KYLE RRX	S			
				0.3				
	59800	113.5		CONCORDIA	R			
				6.6				
		120.1		KYLE RRX	g			
				7.6				
	59820	127.7		KACKLEY				
				6.0				
	59830	133.7		KYLE RRX COURTLAND	RS			
				7.5				
	59840	141.2		LOVEWELL				
				5.8				
	59850	147.0		WEBBER, KS				
				4.9				
		151.9		State Line				
				1.2				
		153.1		SUPERIOR JCT.				
				0.7				
	59900	153.8		SUPERIOR, NE	PR			

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER
Neva to Superior	36	2	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Freight

Neva to Lost Springs 25 MPH.
 Lost Springs to Superior 40 MPH.

1(B). Speed - Permanent Restrictions

MP 25.5 (RRX) 20 MPH.
 MP 30.9 (RRX) 40 MPH.
 MP 37.1 (RRX) 40 MPH.
 MP 51.7 to MP 53.0 35 MPH.

MP 59.0 (RRX)	20 MPH.
MP 92.7 to MP 93.4	20 MPH.
MP 113.2 (RRX) (Stop)	15 MPH.
MP 120.1 (RRX) (approach prepared to stop)	40 MPH.
MP 133.7 (RRX) (Stop)	30 MPH.
MP 133.8 to MP 134.0	20 MPH.
MP 152.6 to MP 153.1	15 MPH.

1(C). **Speed - Switches and Turnouts**

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

1(D). **Speed - Other**

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 20 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Piledrivers AT-199454 through AT-199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT-199454 through AT-199468 must not be humped or switched with.

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

2. **Bridge and Equipment Weight Restrictions--None**

3. **Method of Operations--**

TWC--in effect: Between Neva and Superior.

Restricted Limits--in effect:

Lost Springs	MP 25.5 to MP 26.0
Abilene	MP 56.5 to MP 60.2
Concordia	MP 113.1 to MP 114.8
Courtland	MP 132.7 to MP 134.7
Superior	MP 151.2 to Wymore Subdivision

4. **General Code of Operating Rules Items--**

Conductor of crews going on duty Arkansas City, Newton or Abilene, will call UP Dispatcher at Omaha, Nebraska 1-800-726-1073 or 1-402-633-1737 to operate on UP between Wichita and Lost Springs. Track warrants and bulletin books are located at above locations. Use radio channel 24 on UP.

Wichita-Lost Springs--BNSF trains will use UP tracks between Wichita and Lost Springs (63.3 miles).

SA Jct.-Lost Springs--UP trains will use BNSF tracks between SA Jct. and Lost Springs.

Courtland--BNSF trains and engines will use Kyle RR main track and siding and will be governed by Rules 6.13 and 6.28.

Strong City Subdivision crews may use Wymore Subdivision main track at Superior and will be governed by Rule 6.13.

At Superior, junction switches normally lined for Wymore Subdivision, Nebraska Division.

5. **Trackside Failed Equipment Detector(FED)--**

Location	Type	Locator & Signals Affected
MP 34.8, 63.5, 90.5, 123.0	Hot Box & Dragging Equip.	Radio communication

6. **FRA Excepted Track--**

Location	Track No.	Track Name
Hope	7042	House Track
Navarre	7051	House Track
Enterprise	7061	Team Track

Abilene	7105	Scale & Yard Track
	7107	Runaround Track
	7108	Turntable Track
	7109	Elevator Track
	7203	Team Track
	7204	Peg Dock Track
	7205	Industry Track
	7208	DeBruce Grain
	7209	DeBruce Grain
	7210	DeBruce Grain
	7303	Ralston Purina
	7304	Cons. Pkg.
	7305	Central Soya
Longford	7531	House Track
Miltonvale	7552	House Track
	7554	Spur Track
	7555	Elevator Track
Aurora	7562	Elevator Track
Concordia	7603	Co-op Track
	7604	House Track
	7605	Spur Track
Kackley	7711	Elevator Track
Courland	7721	Elevator Track
Lovewell	7731	Elevator Track
Webber	7741	House Track
Superior	5305	Team Track
	5337	Scouler-Bishop Track
	5309	Runaround

7. **Special Conditions-**

At Lost Springs, main track switch from connection track to Strong City Subdivision will be left lined and locked as last used.

At Abilene, main track switches at either end of yard will be left lined and locked as last used.

At Concordia, main track switches at the east and west ends of Tracks 7602 and 7611 will be left lined and locked as last used.

Between Neva and Lost Springs, approach all Public Crossings protected by automatic crossing devices prepared to stop until known such devices are activated. If not activated, member of crew must protect crossing.

At Abilene, UP and CKRY trains and engines must not enter BNSF tracks until permission received from BNSF Dispatcher No. 17.

8. **Line Segments-**

Road Line Segments-

Line Segment	Limits
7301	Neva to Superior

9. **Locations not Shown as Stations-None**

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Arkansas City Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		61100	185.1	NEWTON	PT	3MT CTC	
			185.6	FIRST ST.			
			188.0	McGRAW			
				2.4			
6628	54735	191.2	PUTNAM			CTC	
				3.2			
7526	54730	195.2	SEDGWICK				
				6.6			
6710	54725	201.8	VALLEY CENTER BNSF RRX	M			
				7.3			
	54700	209.1	WICHITA	BP		DT ABS	
		210.1	UP RRX	A			
		211.7	NORTH JCT			WUT Ry	
	54710	212.3	WICHITA U.S.			2MT CTC	
		213.2	SOUTH JCT				
				4.2			
6616		217.4	CONNELL				
				5.6			
6872	54640	223.0	DERBY				
				4.9			
15184	54620	227.8	MULVANE	T			
				10.0			
6156	54660	238.8	UDALL			CTC	
				11.8			
9294	54895	249.7	WN JCT.				
				1.1			
	54900	250.8	WINFIELD				
				5.3			
8023	52720	256.1	HACKNEY				
				7.3			
N7000 S9900	52700	263.4	ARKANSAS CITY	BPT			

RADIO COMMUNICATION	Tone Call-In					
	CH.	DS	SC	MC	CQS	EMER
McGraw to Arkansas City	32	1	3	4	5&7	9

Between MP 225.2 and Arkansas City is part of and under the jurisdiction of the Kansas Division.

1. Speed Regulations

1(A). Speed - Maximum

Freight

Newton to Arkansas City 55 MPH.%

1(B). Speed - Permanent Restrictions

Newton, main tracks between UP RRX, MP 184.6 and MP 186.1 20 MPH.
 MP 185.7 to MP 186.7 40 MPH.
 MP 194.5 to MP 195.6 (HE only) 30 MPH.
 MP 201.1 to MP 202.0 (HE only) 45 MPH.
 MP 201.8 (RRX) 50 MPH.
 MP 207.7 to MP 214.9 (HE only) 40 MPH.
 MP 209.6 to MP 210.6 40 MPH.
 MP 210.1 (RRX) 30 MPH.
 MP 211.7 to MP 213.3 30 MPH.
 MP 214.9 to MP 215.6 (HE only) 45 MPH.
 MP 215.3 to MP 215.5 45 MPH.
 MP 222.5 to MP 223.0 (HE only) 45 MPH.
 MP 227.7 to MP 229.8 40 MPH.
 MP 237.6 to MP 238.2 (HE only) 45 MPH.
 MP 243.2 to MP 246.2 45 MPH.

MP 247.5 to MP 253.6	30 MPH.
MP 259.7 to MP 261.2	40 MPH.
MP 262.7 to MP 262.9	50 MPH.
MP 262.9 to MP 264.1	20 MPH.
Arkansas City, track 198, MP 262.6, to 264.1	20 MPH.

1(C). Speed – Switches and Turnouts

Newton and First St., main track, crossovers and turnouts, MP 184.5 to MP 185.5	30 MPH.
McGraw, turnout from or to Sand Creek Yard	10 MPH.
Putnam, Sedgwick, Valley Center, both ends siding	25 MPH.
Wichita, end of double track westward	40 MPH.
East end of No. 1 yard track	10 MPH.
Turnout to Independent track	10 MPH.
North Jct., turnout to Independent track	10 MPH.
North Jct., (WUT Ry), main track, crossover and turnouts	30 MPH.
South Jct., (WUT Ry), east crossover between main tracks MP 213.0	30 MPH.
Turnout to BNSF, Arkansas City Subdiv.	30 MPH.
Connell, Derby, both ends siding	25 MPH.
Mulvane, MP 227.2 (CP 295), westward crossover between track 2 and track 1	30 MPH.
Mulvane, MP 228.0 (CP 294), turnout to west end yard lead	10 MPH.
Mulvane, other turnouts and crossovers	30 MPH.
Udall, both ends siding	25 MPH.
WN Jct., turnouts to Douglass Subdiv.	25 MPH.
Turnouts to yard	10 MPH.
Other turnouts and crossovers	30 MPH.
Hackney, both ends siding	40 MPH.
Arkansas City, east end north siding	40 MPH.
MP 262.3, east end yard lead	10 MPH.
Crossover between main track and track 198, MP 262.6	20 MPH.

1(D). Speed – Other

Newton, Freight leads, MP 185.6 to Sand Creek Bridge MP 186.3	10 MPH.
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders	45 MPH.
Locomotive cranes/pile drivers must be handled in trains next to engine.	
Piledrivers AT-199454 through AT-199468 may travel at Timetable prescribed speed until turned.	
Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.	
Pile drivers AT-199454 through AT-199468 must not be humped or switched with.	
Winfield, on all yard tracks	5 MPH.

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

2. Bridge and Equipment Weight Restrictions–None

3. Method of Operations–

CTC–in effect: On three main tracks Newton between UP crossing MP 184.6 and MP 185.5. On main track and sidings First St to MP 207.9 Wichita, and North Jct. to Arkansas City.

**Signals Not Conforming to Aspects and Indications Shown in the System
Special Instructions–**

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; pre- scribed speed through turnout; ap- proach next signal preparing to stop, if exceeding 40 MPH immediately re- duce to that speed.

4. **General Code of Operating Rules Items–**

Rule 1.14–Wichita–Lost Springs–BNSF trains will use UP tracks between Wichita and Lost Springs (63.3 miles).

Wichita–BNSF trains will use Wichita Union Terminal Ry. Co. tracks between North Jct. and South Jct.

At Winfield, between SK&O connection (MP 246.5) and WN Jct., BNSF trackage identified as Winfield Industrial Spur. Rule 6.28 in effect, speed limit 10 MPH. SK&O trains use BNSF tracks between connection and west side WN Jct. and are governed by BNSF Timetable and Special Instructions.

Arkansas City–Belle Plaine & Arkansas City–Wichita–UP trains will use BNSF tracks between Arkansas City and Belle Plaine, and between Arkansas City and Wichita.

Westward Arkansas City Subdivision trains or engines will not leave Sand Creek Yard via McGraw Lead until white train departure light, located west of McGraw Jct. switch, is displayed or authority received from train dispatcher.

Independent track between Wichita and North Jct. is the first track east (geographically) of South Track and will be used by trains and engines as instructed. Eastward movements may be authorized by signal indication at North Jct.

Conductor of crews going on duty Arkansas City, Newton or Abilene, will call UP dispatcher at Omaha, Nebraska 1–800–726–1073 or 1–402–633–1737 to operate on UP between Wichita and Lost Springs. Track warrant forms and bulletin books are located at above locations. Use Radio Channel 20 on UP.

Absolute signals at North Jct. and South Jct. controlled by BNSF train dispatcher.

Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company.

Rule 6.26–Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the **North** track, the track to the left is the **South** track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the **North** track, the farthest track to the left is the **South** track and the track between the North and South tracks is the **Middle** track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is **No. 1** track and the tracks to the right thereof are **No. 2**, **No. 3**, **No. 4**, etc., respectively.

Rule 9.14–On double track MP 207.9 Wichita to North Jct. Permanent speed signs are not displayed for movements against the current of traffic.

Rule 9.15–Track permits are authorized on North and South Tracks between MP 207.9 Wichita and North Jct. MP 211.7, but do not apply within interlocking limits of UP RRX at MP 210.1. Comply with Rule 9.12.3 at this automatic interlocking.

5. **Trackside Failed Equipment Detector(FED)–**

Location	Type	Locator & Signals Affected
MP 197.5, 220.0, 236.5, 253.0	Hot Box & Dragging Equip.	Radio communication

6. **FRA Excepted Track–**

Location	Track No.	Track Name
Putnam	9101	Elevator Track
Sedgwick	9501	Elevator Track
	9502	Elevator Track
Valley Center	1003	Elevator Track
Wichita	120	Eastbound Roundhouse
	123	Middle Rail
	124	Outbound Track
	125	Storehouse Track
	126	Horn Track
	161	Container Track

162	Rip 2
163	Boeing Storage
164	Boeing Storage
203	Lead Track
204	Love Box
205	33rd St. Team
207	33rd St. Lead
208	Vliet Carpet
209	National Steel
210	Lead Track
211	Wichita Warehse
212	Service Transfer
213	McKess Chemical
214	McKess Chemical
215	Fleming Track
216	Fleming Track
217	Love Box
219	Hayes Forest Products
223	Coleman N Plant
234	Love Box
301	Ralston Purina
302	Ralston Purina
320	Team Track
328	Steffens Dairy
404	Lead Track
408	Boge Iron
423	Boge Iron
503	Walt Keeler
506	Ind Canvas
507	A&B Sales
508	Cains Coffee
509	Ind Uniform
510	Eagle Beacon
520	Long Runaround
521	Stannard Constr
522	Coleman Transfer

7. **Special Conditions-**

Within and between control points Mulvane, tracks are numbered, from depot, Tracks 1, 2 and 3.

Putnam-On CTC siding, approach all public crossings protected by automatic crossing devices prepared to stop until known such devices are activated. If not activated, member of crew must protect crossing.

Mulvane-East end track 2801 should be left lined for 2802.

Winfield-Only one 4-axle unit will be allowed on CLIC tracks 7401-7410.

Hackney-Use only one 4-axle unit while switching track 603 and beyond.

8. **Line Segments-**

Yard Line Segments-

Line Segment	Limits
7450	N. Wichita Yard
7451	Arkansas City Yard

Road Line Segments-

Line Segment	Limits
7400	Newton to Arkansas City

9. **Locations not Shown as Stations-None**

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Wichita Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		95484	484.0	AU	AUGUSTA	TWC	
			506.4		UP MP 506.4	AJR	
			506.6		UP MP 506.6	AJR	
		95505	507.5	WH	WICHITA	BKTR	
			514.6		BNSF RRX	MJR	
			515.3	END of MAIN TRACK		R	

BNSF Radio Channel No. 2 or 85 in service on this Subdivision.

Dispatcher Radio Call-in:		
Mt. Vernon-75	Joplin-34	Pittsburg-14
Neodesha-54	Wichita-74	

Emergency Train Dispatcher Call-911.

Dispatchers Phone Numbers-
Asst Chief Dispatcher: (417) 864-2226
Dispatcher: (417) 864-2244, (800) 666-1024

Mobile Radio		Access Digit	Disconnect Digit
Joplin	864-2113	*4	#4

1. Speed Regulations

1(A). Speed - Maximum

Freight

Augusta to Wichita 25 MPH.

1(B). Speed - Permanent Restrictions

MP 484.0 to MP 484.6 (HE only) 10 MPH.

MP 501.4 to MP 515.3, End of track 10 MPH.

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

1(D). Speed - Other-None

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

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

Augusta to Wichita 134 tons

Wichita to End of Track 131.5 tons

24 ft ore cars (BN 95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

Six-axle locomotives and six axle derricks not permitted-on Wichita Subdivision.

3. Method of Operation-

TWC-in effect:

Augusta to Wichita.

Restricted Limits-in effect:

MP 501.0 to MP 515.3

4. General Code of Operating Rule Items-

Rule 5.4.4-(also MWOR) Authorized protection by yellow or yellow-red flag, is permitted on the Wichita Sub.

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

5. Trackside Failed Equipment Detectors (FED)- None

6. FRA Excepted Track-See GCOR Rule 6.12.

MP 510.0 to End of Track

7. Special Conditions-

At the following crossings traffic must be warned by a crew member on the ground at the crossing unless crossing device has been operating long enough to provide warning.

MP 508.3	37th Street North	Wichita
MP 510.2	Broadway Street	Wichita
MP 510.3	53rd Street	Wichita
MP 514.3	Meridan Avenue	Valley Center

Wichita-Westward engines approaching Murdock Street, from South leg of wye, must stop in circuit until crossing signals have been operating long enough to provide warning.

At following crossings, traffic must be warned by crew member on the ground at the crossing: Waterman, Gilbert, Morris Streets, Central Avenue, First and Second Streets. Cars must not be kicked or dropped over these crossings.

8. Line Segments-

Yard Line Segments-

<u>Line Segment</u>	<u>Limits</u>
1107	Wichita

Road Line Segments-

<u>Line Segment</u>	<u>Limits</u>
1004	Augusta to End of Main Track

9. Locations Not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
95493 Andover (MP 493.5)	9.5 west of Augusta	10	West
95511 Wichita Heights	3.2 west of Wichita	20	Both
95515 Valley Center (MP 514.7)	7.2 west of Wichita	30	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Boise City Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
			0.1	BNSF RRXS	MR			
			0.9					
			1.0	DUMAS JCT.	RT	CTC		
			7.2					
	8,300	53220	8.2	JULLIARD				
			10.6					
	3,241	53240	18.8	PUENTE				
			8.4					
	3,547	53250	27.2	MARSH				
			7.4					
	3,160	53260	34.6	EXELL		TWC		
			6.7					
		53270	41.3	BAUTISTA				
			10.8					
		53300	52.1	DUMAS	P			
			6.2					
		53320	58.3	MACHOVEC		DT TWC		
			5.7					
		53330	64.0	ETTER	T			
			11.1					
		53335	75.1	LAUTZ				
			10.4					
			85.5	SP RRX	M			
			0.2					
	3,168	40324	85.7	STRATFORD				
			14.4					
	8,200	40342	100.1	KERRICK, TX				
			10.9					
		40344	111.0	CONRAD, OK				
			11.6					
	7,100	40400	122.6	BOISE CITY	PTR			
			12.7					
	3,750	40420	135.3	CASTANEDA, OK		TWC		
			16.3					
	7,450	40430	151.6	CAMPO, CO				
			10.9					
		40445	162.5	BISONTE				
			7.7					
	7,700		170.2	SOUTH JCT. SIDING				
			2.4					
			172.6	SOUTH JCT.	TR			
			0.5					
		40500	173.1	SPRINGFIELD	PR			
			1.3					
			174.4	NORTH JCT.	R			
			11.6					
		40520	186.0	HARBORD				
			10.6					
	7,700	40525	196.6	FRICK				
			16.3					
		40530	212.9	RUXTON				
			22.6					
			235.5	LAS ANIMAS JCT.	P			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
BNSF RRX'S to Las Animas Jct.	72	2	3	4	5&7	9

From MP 0.1 to MP 3.0 is under jurisdiction of the New Mexico Division

1. Speed Regulations

1(A). Speed - Maximum

Passenger Freight

BNSF RRX's to Las Animas Jct. 49 MPH.%

1(B). Speed - Permanent Restrictions

MP 0.6 (HE only)	20 MPH.
MP 1.1 (HE only)	15 MPH.
MP 3.1 to MP 3.2	20 MPH.
MP 10.6 to MP 11.2	40 MPH.
MP 17.6 to MP 17.9	40 MPH.
MP 19.1 to MP 19.5	30 MPH.
MP 19.8 to MP 20.1	40 MPH.
MP 20.8 to MP 21.1	40 MPH.
MP 22.2 to MP 23.5	30 MPH.

MP 25.5 to MP 25.8	40 MPH.
MP 27.2 to MP 27.5	45 MPH.
MP 30.8 to MP 31.1	45 MPH.
MP 51.6 to MP 51.9	20 MPH.
MP 58.0 to MP 59.6	30 MPH.
MP 85.2 to MP 86.6 (HE only)	30 MPH.
MP 85.5 RRX	30 MPH.
MP 111.3 to MP 111.6	25 MPH.
MP 113.6 to MP 113.9	45 MPH.
MP 121.3 to MP 121.6	20 MPH.
MP 123.2 to MP 123.8	20 MPH.
MP 172.2 to MP 172.8	20 MPH.
MP 174.3 to MP 174.4	20 MPH.
MP 234.8 to MP 235.5	30 MPH.

1(C). Speed – Switches and Turnouts

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

Dumas Jct, turnout to east leg of wye, MP 1.0	20 MPH.
MP 58.0, spring switch, turnout to north track when making trailing point movement through switch eastbound on south track	30 MPH.
MP 59.6, spring switch, turnout to north track	30 MPH.
Boise City, west wye switch, and both ends siding	20 MPH.
Campo, both ends siding	30 MPH.
South Jct Siding, both ends siding	30 MPH.
South Jct, both wye switches	20 MPH.
Frick, both ends siding	30 MPH.
North Jct, turnout	20 MPH.
Las Animas Jct, Boise City Subdiv. Jct switch	30 MPH.

1(D). Speed – Other

Asarco–SWPS Industrial Spur

MP 0.0 to MP 4.0	10 MPH.
Beyond MP 4.0	5 MPH.
Machovec Industrial Spur, MP 0.0 to MP 2.3	10 MPH.
West CV Industrial Spur, MP 154.8 to MP 159.2	15 MPH.
Manter Industrial Spur, MP 91.03 to MP 95.0	15 MPH.
Locomotive cranes/pile drivers, AT–199454 through AT–199468 and Jordan spreaders	45 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT–199454 through AT–199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT–199454 through AT–199468 must not be humped or switched with.

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

2. Bridge and Equipment Weight Restrictions–None**3. Method of Operations–**

CTC–in effect: On main track at Dumas Jct.; on east leg of wye, Dumas Jct.

TWC–in effect: Between Dumas Jct. and SP RRX and between SP RRX and Las Animas Jct.

Double Track–At Machovec, between MP 57.9 and MP 59.7.

Restricted Limits–in effect: Between BNSF RRX's and Dumas Jct. and between Dumas Jct. and MP 3.5.

Boise City MP 120.7 to MP 124.1

South Jct. to North Jct., MP 171.5 to MP 175.4

Eastward trains must secure authority from ATM, Amarillo, to enter yard, before fouling ASARCO Industry lead, MP 2.5.

At Boise City, east wye switch normally lined for C.V. Industrial Spur, and west wye switch normally lined for Boise City Subdivision.

Manual Interlockings Not Controlled by BNSF-Location

MP 85.5 Stratford

Controlling Railroad

SP

Signals Not Conforming to Aspects and Indications Shown in the System**Special Instructions-**

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; pre- scribed speed through turnout; ap- proach next signal preparing to stop, if exceeding 40 MPH immediately re- duce to that speed.

4. General Code of Operating Rules Items-

Rule 1.14-Cimarron Valley Railroad (CRV) may use main track within yard limits between South Jct. and North Jct., but only after receiving permission from BNSF train dispatcher.

Rule 6.17-At Boise City, South Jct. and North Jct., switches normally lined for Boise City Subdivision.

5. Trackside Failed Equipment Detector(FED)-

Location	Type	Locator & Signals Affected
MP 13.6, 28.1, 54.2, 69.6, 93.2, 125.8, 155.2, 176.7, 214.3, 538.4	Hot Box & Dragging Equip.	Radio communication
Bridge 111.5	High Water	*Eastward-MP 112.9 *Westward-MP 110.6
Bridge 218.8	High Water	Rotating red lights at MP 217.8 and MP 219.8 and at Bridge 218.8

*Trains exceeding 7,000 tons must approach indicator not exceeding 35 MPH.

6. FRA Excepted Track-Boise City

5903 Boise City Feed and Grain
5904 House Track
5905 Runaround Track

7. Special Conditions-

Loaded coal trains may be operated on following sidings: Boise City, Campo, South Junction, Frick, Kerrick, and Julliard.

8. Line Segments-

Road Line Segments-

Line Segment Limits

7105 Dumas Jct. to Las Animas
7300 Las Animas to La Junta

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity in feet	Switch Opens
Dumas Cattle Feeders	56.1	538	East
Farmers Grain Co.	57.5	604	East
Machovec Industrial Spur	57.8	10337	Both
Triangle Grain Co.	61.9	649	East
James R. Lovell	82.8	1358	Both
West CV Industrial Spur	122.6	4.4 miles	
Manter Industrial Spur	172.6	3.97 miles	

WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	York Canyon Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
		56450	0.0	FRENCH	T	TWC		
		56460	13.3	COLFAX				
		56465	34.8	YORK CANYON				

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
French to York Canyon	32	2	3	4	5&7	9

1. Speed Regulations

1(A). Speed - Maximum

Freight

MP 0.0 to MP 1.0	35 MPH.
MP 1.9 to MP 17.0 Westward	40 MPH.
MP 1.9 to MP 17.0 Eastward	35 MPH.
MP 17.0 to MP 35.2 Westward	25 MPH.
MP 17.0 to MP 35.2 Eastward	20 MPH.

1(B). Speed - Permanent Restrictions-None

1(C). Speed - Switches and Turnouts

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

French, Raton Subdiv Jct switch 40 MPH.

1(D). Speed - Other

Loop track York Canyon 5 MPH.

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and
Jordan spreaders 30 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Piledrivers AT-199454 through AT-199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT-199454 through AT-199468 must not be humped or switched with.

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

2. Bridge and Equipment Weight Restrictions-None

3. Method of Operations-

TWC-in effect:

French to York Canyon, MP 0.0 to MP 34.8

Rule 6.28-in effect:

MP 34.8 to MP 36.8

4. General Code of Operating Rules Items-None

5. Trackside Failed Equipment Detector(FED)-None

6. FRA Excepted Track-None

7. Special Conditions-

French-stem of wye switch to York Canyon Subdivision main track will be left lined and locked as last used.

York Canyon-derail on main track located 150 feet east of loop track switch must be locked in non-derailing position except when equipment is left on any track west thereof.

8. Line Segments-

Road Line Segments-

Line Segment	Limits
7308	French to York Canyon

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Feet	Switch Opens
Scale run around	1.8	500	Both

BRUSH SUBDIVISION

37

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Brush Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
				STERLING	BJTR			
		84081	115.1					

UP TRACK BETWEEN STERLING (UP MP 57.7) AND UNION (UP MP 81.1) WILL BE DISPATCHED BY BNSF TRAIN DISPATCHERS. BNSF RULES AND UP TIMETABLE GOVERN.

8,277	NJ423	57.5	STERLING	Y	ABS TWC	
		17.8				
6,910	84100	75.3	MESSEX			
		5.3			CTC	
	84105	138.6	UNION			
		2.6				
7,376	84109	141.2	NEW HILLROSE			
		6.8				
		148.0	BRUSH JCT	JT		
			To East Brush .9			
		2.0				
N7,308	20891	150.0	BRUSH CENTER	BJT		
S7,112		454.9	to East Brush 1.7			
		1.5			Rule 6.28	
		456.5	WEST BRUSH			
		1.5				
	20894	458.0	PAWNEE JCT	J		
		6.5				
6,220	20900	464.3	FT. MORGAN			
		4.1				
7,920	20904	468.5	BIJOU			
		10.5				
7,012	20915	478.9	WIGGINS			
		10.1			Rule 6.28	
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			Rule 6.28	
7,613	20960	524.5	BARR			
		7.4				
7,656	20968	531.7	IRONDALE			
		4.9				
	20973	536.9	SAND CREEK	M		
		2.7				
		539.6	48th AVE			
		1.6				
	20977	541.2	31st ST. YARD	BT		
		0.3			Rule 6.28	
		541.5	23rd STREET	AJ		
		0.6				
		542.1	20th STREET	JX		

AAR Radio Channel 66 in service on this Subdivision.

AAR Radio Channel 79 in service at Denver Yard.

Dispatcher Radio Call-In:	
Brush - 26	Wiggins - 27
Keenesburg - 28	Barr - 29

Train Dispatcher Phone Number- (817) 234-6052

1. Speed Regulations

1(A). Speed - Maximum

	Passenger	Freight
Sterling to Union		50 MPH.
Union to Brush Center		60 MPH.
East Brush to 20th Street	79 MPH.	60 MPH.

Trains 100 Ton O/B 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.
UP MP 62.5	30 MPH.
MP 149.5 to MP 149.9	20 MPH.
East Brush to Brush Jct	35 MPH. 35 MPH.
Crossover switch MP 150.0 to MP 454.9 Brush Center	20 MPH. 20 MPH.
MP 454.9 to MP 456.5 Track #1	20 MPH. 20 MPH.
MP 506.0 to MP 506.7	65 MPH.
MP 535.3 to MP 537.2 (Eastward trains HE only at MP 535.3)	40 MPH. 40 MPH.
Over UP crossing MP 537.3	30 MPH. 30 MPH.
MP 537.4 to signal MP 539.7	40 MPH. 30 MPH.
Signal MP 539.7 to signal MP 541.2	30 MPH. 20 MPH.
Signal 541.2 to 20th Street Crossover MP 542.1	10 MPH. 10 MPH.
Through Denver Union Terminal Limits	10 MPH. 10 MPH.
Eastward 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 sidings	35 MPH.
Through turnouts from main track to coal 1, coal 2 and south lead at 38th Street	20 MPH. 20 MPH.
Through turnouts entering sidings unless otherwise designated	20 MPH. 20 MPH.
Trains departing sidings on a proceed signal indication, only after engine has passed signal	35 MPH. 35 MPH.
Through turnout East Bijou	25 MPH. 25 MPH.
1(D). Speed - Other	
On siding Ft. Morgan	10 MPH. 10 MPH.
Bridges 541.28, 541.28A & B, cars heavier than 134 tons	10 MPH.
Sterling Coal 1 and Coal 2	20 MPH.

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

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

Sterling to 20th Street on 4-axle cars 143 tons
 Market Street Line 131.5 tons
 Jersey Cutoff 131.5 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) may operate only between Sterling and 20th Street.

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

Sterling-Welsh elevator, Caboose track
Brush Center-Oil track
Moseley-Stock track
Fort Morgan-South house track and Factory Lead
Denver-Market Industries

3. Method of Operation-

TWC-in effect:

UP MP 59.1 at Sterling to MP UP 81.1 CTC Union.

CTC-in effect:

Union to 31st Street Yard
 Brush No. 1 track

Yard Limits-in effect:

UP MP 56.1 to UP MP 59.1

Restricted Limits-in effect:

BNSF MP 112.2 to MP 115.1

Rule 6.28—In effect between 31st Street and begin CTC 20th Street and between 31st Street and Denver UD. All movements between 31st Street and 20th Street, and between 31st Street and Denver Union Depot are under the direction of the yardmaster at 31st Street.

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

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

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

Denver—Eastward trains must obtain track warrant listing track bulletins between Denver and Sterling and between East Brush and McCook on the Akron Subdivision.

4. **General Code of Operating Rules Items—**

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

Rule 10.2—

Roggen— East end and West end of Elevator Track.

Eno— MP 529.4

5. **Trackside Failed Equipment Detector(FED)—**

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other FED locations:

Bijou MP 470.7

Roggen MP 494.1

Barr MP 521.9

6. **FRA Excepted Track—None**

7. **Special Conditions—**

Between Pawnee Jct. MP 458.0 and the Pawnee Power Plant—Security gate will be operated automatically by train movement entering or leaving plant. Indicator at gate will display green for entering plant if gate is open for movement, or red if gate is not open. Approach indicator at MP 458.5 for entering Plant will display yellow if gate is not open and green for open. If gate fails to open, train crew should be governed by instructions from Pawnee Power Plant staff. Trains leaving Pawnee Power Plant will move at restricted speed until it can be determined that the gate is open for departing movement.

Sand Creek—Manual interlocking controlled by UP operator. MW must obtain permission to occupy interlocking from UP operator through BNSF operator at 31st Street.

Local crossing ordinance—Ladora— member of crew will protect switching movements over Colorado Highway 2.

Denver—All trains and engines at highways or street intersections with railroad tracks, where official traffic control devices are installed, must move into the intersection or highway only on clear (green light) traffic signal.

Close Clearance at Diesel Facility Fueling track.

Temperature Speed Restrictions

SubDiv	HOT WEATHER When temp. exceeds 90° F			COLD WEATHER When temp. is -10° F or colder	
	Freight	Pass.		Freight	Pass.
Brush	30		Trains 100 tons O/B and over	30	
	40		Freight trains up to 100 tons O/B	45	
	40		Empty coal trains	45	
		65	Passenger trains		65

BNSF train dispatcher authorizes movements between UP MP 59.1 and UP MP 81.1. When the white power-on light on the exterior of the signal house is not lit, immediately notify the train dispatcher or the Signal Operations Center (8-636-2270 or 800-848-8715).

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 Ft. Morgan Sugar Factory	Fort Morgan		East
20949 Rocky Mt Rail Car	.8 east of Hudson		Both
20966 Eno	5.0 west of Barr	11	West
20970 Ladora	2.5 west of Irondale	27	West
20971 Commerce City	3.5 west of Irondale	35	East

SOUTHWARD	Pikes Peak Subdiv Southward MAIN LINE STATIONS						Track Diagram
	Length of Siding In Feet	Station Nos.	Mile Post Location		Method of Oper.		
			0.3	20th STREET	JX	2MT	
			1.2	WALNUT STREET	X	CTC	
			2.2	SOUTH PARK JCT	JXR	DT	
	41134	3.6*	SOUTH DENVER	MR	CTC		
1,800	57860	9.9*	LITTLETON	PX			
	57800	19.3*	BIG LIFT	BCPT			
	57790	24.5*	SEDALIA	X	DT TWC ABS		
8,200	57785	709.5	ORSA				
	57780	705.2	CASTLE ROCK				
	57760	688.8	SPRUCE				
	57755	52.0*	PALMER LAKE	P			
6,900	57750	57.2*	MONUMENT				
7,200	57740	65.3*	ACADEMY				
		72.3*	N. COLORADO SPRINGS				
		74.4*	BIJOU				
20,600	57770	74.9*	COLORADO SPRINGS	C			
		75.4*	CIMARRON				
		76.4*	S. COLORADO SPRINGS				
5,400	57660	659.9	KELKER				
	57654	654.4	CREWS				
	57650	650.5	FOUNTAIN		DT TWC ABS		
	57640	643.7	BUTTES	X			
5,300	57619	630.6	BRAGDON				
		629.2	SOUTH BRAGDON				
		622.3	NORTH PUEBLO				
		619.9	CANON CITY JCT.				
	57200	619.5	PUEBLO YARD	BCT			

* Indicates SP Mile Posts.

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
	36	1	3	4	7	9

NORTHWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Pikes Peak Subdiv Northward MAIN LINE STATIONS		Method of Oper.	Track Diagram
			0.3	20th STREET	JX	2MT CTC	
			1.5	WALNUT STREET	X		
			1.2	1.0		DT	
			2.2	SOUTH PARK JCT.	JXR		
			1.9			TWC ABS	
	41134	733.4		SOUTH DENVER	YM		
			6.3			DT TWC ABS	
	57860	727.1		LITTLETON	Y		
			9.1			DT TWC ABS	
	57800	718.0		BIG LIFT	BCPT		
			5.2			DT TWC ABS	
5,000	57790	712.8		SEDALIA	X		
			8.0			DT TWC ABS	
	57780	32.5*		CASTLE ROCK			
			19.5			DT TWC ABS	
	57755	52.0*		PALMER LAKE	P		
			5.2			DT TWC ABS	
6,900	57750	57.2*		MONUMENT			
			8.1			DT TWC ABS	
7,200	57740	65.3*		ACADEMY			
			8.0			DT TWC ABS	
			72.3*	N. COLORADO SPRINGS			
			1.1			DT TWC ABS	
			74.4*	BIJOU			
			0.5			CTC	
20,600	57770	74.9*		COLORADO SPRINGS	C		
			0.5			CTC	
			75.4*	CIMARRON			
			1.0			CTC	
			76.4*	S. COLORADO SPRINGS			
			2.7			DT TWC ABS	
5,400	57660	659.9		KELKER			
			5.4			DT TWC ABS	
	57654	654.4		CREWS			
			3.1			DT TWC ABS	
	57650	87.9*		FOUNTAIN			
			10.2			DT TWC ABS	
	57635	98.1*		WIGWAM			
			9.8			DT TWC ABS	
		107.9*		NORTH BRAGDON			
						CTC	
5,300	57619	630.6		BRAGDON			
			1.4			CTC	
		629.2		SOUTH BRAGDON			
			6.9			CTC	
		622.3		NORTH PUEBLO			
			2.4			CTC	
		619.9		CAÑON CITY JCT.			
			0.4			CTC	
	57200	619.5		PUEBLO YARD	BCT		

* Indicates SP Mile Posts.

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
	36	1	3	4	7	9

1. Speed Regulations

1(A). Speed - Maximum

Freight

20th Street to South Denver	20 MPH.
South Denver to Cimarron (Main Track)	45 MPH.
Cimarron to Bragdon-SWDMT; Cimarron to Tapp-NWDMT	55 MPH. %
Bragdon to Pueblo	55 MPH. %
Tapp to MP 115.0 (SP)	50 MPH. %
MP 115.0 to Pueblo (SP)	45 MPH.
Against current of traffic:	
Crews to Bragdon or North Bragdon to Crews	49 MPH. %

1(B). Speed – Permanent Restrictions

Pueblo to Bragdon (BNSF)	
MP 618.9 to MP 619.2	10 MPH.
MP 619.3 to MP 619.9	20 MPH.
Bragdon to South Denver–Northward track	
MP 95.0 to MP 94.9 SP	50 MPH.
MP 88.3 to MP 88.1 SP	35 MPH.
MP 86.2 SP to MP 653.8 BNSF	45 MPH.
MP 45.4 to MP 45.2 SP	40 MPH.
MP 44.7 to MP 43.3 SP	35 MPH.
MP 32.4 to MP 31.8 SP	40 MPH.
Bragdon to South Denver–Single track	
MP 52.0 to MP 60.3 SP	25 MPH.
MP 60.3 to MP 68.6 SP	30 MPH.
MP 74.6 to MP 76.2 SP	30 MPH.
MP 76.2 to MP 658.2 BNSF	40 MPH.
Bragdon to South Denver–Southward track	
MP 21.7 to MP 712.3 BNSF	35 MPH.
MP 712.3 to MP 707.3 BNSF	40 MPH.
MP 706.9 to MP 704.6 BNSF	30 MPH.
MP 704.6 to MP 704.4 BNSF	40 MPH.
MP 697.8 to MP 693.0 BNSF	40 MPH.
MP 692.1 to MP 688.8 BNSF	35 MPH.
MP 688.5 BNSF to MP 52.0 SP	25 MPH.
MP 649.3 to MP 646.0 BNSF	45 MPH.

1(C). Speed – Switches and Turnouts

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

South Denver–normal route	20 MPH.
Littleton–crossover SP and BNSF	30 MPH.
Palmer Lake–turnout to northward main track	25 MPH.
Monument–both ends siding	25 MPH.
Academy and Kelker–both ends siding	30 MPH.
North and South Colorado Springs–turnout to siding	30 MPH.
Bijou–crossovers	30 MPH.
Bijou–siding	20 MPH.
Cimarron–crossovers	30 MPH.
Cimarron–siding	20 MPH.
Crews–turnout to southward main track	35 MPH.
Bragdon–crossovers BNSF and SP	40 MPH.
Bragdon–both ends BNSF siding	10 MPH.
BNSF North Pueblo–North End Yard–northward	20 MPH.

1(D). Speed – Other

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

Sheridan–all streets–MP 7.7 to MP 8.5 SP	40 MPH.
Sheridan–all streets–MP 728.4 to MP 729.5 BNSF	40 MPH.
Castle Rock–all streets–MP 32.4 to MP 32.6 SP (NT)	40 MPH.
Colorado Springs–all streets–MP 74.9 to MP 76.6 SP	30 MPH.
Bijou and Cimarron (siding only)	20 MPH.
Colorado Springs and Kelker, all yard tracks	10 MPH.
Fountain–MP 654.4 to MP 650.0 BNSF (HE only)	35 MPH.
Fountain–MP 89.6 SP to MP 654.4 BNSF (HE only)	35 MPH.
Locomotive cranes/pile drivers, AT–199454 through AT–199468 and Jordan spreaders	45 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT–199454 through AT–199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT–199454 through AT–199468 must not be humped or switched with.

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

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

Kountry Line 131.5 tons

3. Method of Operations--**Southward Track--****CTC--in effect:**

20th St., MP 0.0 to Walnut St., MP 1.2

South Denver, MP 3.6* to Littleton, MP 9.9* (Traffic in either direction by signal indication)

Palmer Lake, MP 52.0* to Crews, MP 654.4

Bragdon, MP 630.6 to Pueblo Yard, MP 619.5

TWC--in effect:

Littleton, MP 9.9 to Palmer Lake, MP 52.0 (current of traffic, northward only);

Crews, MP 654.4 to Bragdon, MP 630.6

Restricted Limits--in effect: Walnut St., MP 1.2 to South Denver, MP 3.6*

Southward track is under SPRR operating jurisdiction between:

South Denver and Palmer Lake

Crews and Bragdon

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

Northward Track--**CTC--in effect:**

20th St., MP 0.0 to Walnut St., MP 1.2

Palmer Lake, MP 52.0* to Crews, MP 654.4

North Bragdon, MP 107.9 to Pueblo Yard, MP 619.5

TWC--in effect:

South Denver, MP 733.4 to Palmer Lake, MP 52.0; Crews, MP 654.4 to North Bragdon, MP 107.9

Yard Limits--in effect: South Denver, MP 733.4 to Littleton, MP 726.0

Northward track is under BNSF operating jurisdiction between:

North Bragdon and Crews

Palmer Lake and South Denver

Multiple Main Track--Between 20th Street and Littleton

BNSF and SPRR movements between 20th St. and Bragdon are made jointly and are governed by the Timetable and Special Instructions of the employing carrier.

Train and engine movements between Walnut Street and 20th Street will be governed by CTC rules controlled by the operator at 31st Street.

Manual Interlockings Not Controlled by BNSF--

<u>Location</u>	<u>Controlling Railroad</u>
Pueblo Jct., MP 118.2	SP
BNSF--Main Track, RRX, MP 118.5	SP
South Denver	SP
MP 3.6* Southward track	SP
MP 733.4 Northward track	SP

**Signals Not Conforming to Aspects and Indications Shown in the System
Special Instructions--**

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items--

Rule 14.10--When running with the current of traffic on northward track, it will not be necessary to report limits clear unless so instructed by train dispatcher.

Rule 6.21.3—When the SPRR train dispatcher receives an emergency brake application report from a train, the train dispatcher must issue the following instruction to the first train that will traverse the reported location:

"Between (location) and (location) be governed by Rule 6.21.3."

When a train receives the above instruction, movement within specified limit must not exceed 30 MPH looking out for misaligned track. The 30 MPH speed restriction applies until the head end of the track clears the specified limit.

i. **Trackside Failed Equipment Detector (FED)–**

Location	Type	Locator & Signals Affected
BNSF MP 635.5, 657.7, 715.5	Hot Box & Dragging Equipment	Radio communication
SP MP 21.3	Hot Box*	Hot Box "Talker" MP 21.3
SP MP 35.0	Hot Box*	Hot Box "Talker" MP 35.0
SP MP 48.5	Hot Box*	Hot Box "Talker" MP 48.5
SP MP 60.4	Hot Box*	Hot Box "Talker" MP 60.4
SP MP 100.1	Hot Box*	Hot Box "Talker" MP 100.1
Bridge MP 88.5 (NWDMT)	Highwater	Rotating purple lights & radio communication
Bridge MP 654.1 (NWDMT)	Highwater	Signal 6523
Bridge MP 43.4 (NWDMT)	Highwater	Rotating purple lights & radio communication
Bridge MP 42.4 (NWDMT)	Highwater	Rotating purple lights & radio communication
Bridge MP 32.8 (NWDMT)	Highwater	Rotating purple lights & radio communication
Bridge MP 639.7 (SWDMT)	Highwater	Signal 6392
Bridge MP 77.9	Highwater	Rotating purple lights & radio communication

* Instructions for SP 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 SP and BNSF radio channels per the following:

- A. Real time while the train is passing the Hot Box Detector site.
A short "beep tone" for warning purposes will be transmitted for each real time alarm.
- B. 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:
SP detector (Mile Post Location), Northbound or Southbound, no alarms.
This message will be repeated once after a two-second pause, followed by:
Message complete.
End of transmission.
 3. For trains with one or more alarms, the following message will be transmitted:
SP 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 over 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 SP train dispatcher.

Instructions for SP Dragging Equipment Detectors

Dragging equipment detectors (a detector designated by the letter "D" displaying a purple indication when the device is actuated), with automatic reset feature, are in service on the joint line between South Denver and Bragdon.

Employees must familiarize themselves with locations of dragging equipment detectors. SP dragging equipment detectors are equipped with voice alerter and SP and BNSF radio frequencies. SP failed equipment detectors are equipped with voice alerter and transmit on AAR channels 36, 54 and 66.

These detectors apply to trains in "both directions" and the normal indication of the dragging equipment detector is dark. When purple indication is activated by a train, the train must be stopped immediately and inspection made. It must be known that the equipment and track are in safe condition before proceeding.

If a detector is illuminated in advance of a train, unless otherwise instructed by the train dispatcher, train must be stopped and movement beyond the detector signal must be made at restricted speed for one-half mile, watching carefully for evidence of track damage from dragging or derailed equipment.

Report must be made to the train dispatcher by the first available means of communication when purple indication is displayed by the dragging equipment detector.

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

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

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

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

Rule 9.5.8 Block Signals with "P" Plates:

Southward

"A" S. Colorado Springs High water detector, MP 77.9

Northward

330 High water detector, MP 32.8

424 High water detector, MP 42.4

446 High water detector, MP 43.4

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

892 High water detector, MP 88.5

6. FRA Excepted Track-

Colorado Springs-

0902 through 0907
 0909
 0910
 0912 through 0922
 0999
 1302 through 1306
 1308
 1399

Castle Rock-

5102
 5105

Orsa-

5502

Bragdon-

7402

Academy-

1901 through 1904

Crews-

9902

Palmer Lake-

3201
 3202

Drennan-

0812 through 0817
 0820
 0830 through 0835

Acequia-

6509

Kelker-

0801 through 0804

South Park Junction-

Park Lead
 Park Yard
 Atlas Metal

Larkspur-

4001

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

7. Special Conditions-

Rule 9.1.2-At South Denver, absolute signals are controlled by SP train dispatcher, who may be contacted by phone located at South Denver.

Absolute signal indications govern as follows:

Northward-Northward main track:

Top aspect-Movements to SP
 Middle aspect-Movement to BNSF northward main track.
 Bottom aspect-Movement to BNSF southward main track.

Southward-BNSF Southward main track:

Top aspect-Movement to southward main track.
 Bottom aspect-All other movements.

Rule 9.12.1-When making northward or southward movements on northward main track at crossover Littleton, permission must be obtained from train dispatcher when absolute signals governing movement in either direction on northward main track display Stop indication. Provisions of Rule 9.12.4 do not apply at this location.

When operating southward on the northward main track from South Denver to crossover Littleton and to continue southward on northward main track south of crossover Littleton, authority must be obtained from both BNSF and SP dispatchers. SP train dispatcher must line movement; and before a signal other than Stop can be obtained, a crew member must operate key release, located at absolute signal, with BNSF switch key. TWC authority must be obtained from BNSF dispatcher.

At Littleton, when southward movement from southward main track to northward main track is required, authority must be obtained from SP dispatcher for movement through the crossover. TWC authority must be obtained from BNSF dispatcher before fouling northward main track, SP dispatcher must line movement through crossover; and before a signal other than Stop can be obtained, a crew member must operate key release located at absolute signal, with BNSF switch key.

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

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

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

Rule 101.9.2—When adding helper locomotives, conductor on helpers must inspect not less than 3 cars ahead of helpers to determine brakes apply from a service application before releasing brakes and proceeding.

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

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

Location of Double Track Crossovers:

Station	MP	Points	Turnout Speed
Littleton	8.9*	Facing	10
Big Lift	19.3*	Trailing	10
Sedalia	24.8*	Trailing	10
Buttes	643.8	Facing	10
	643.5	Trailing	10

On freight trains at location shown below:

Main track—Colorado Springs to MP 41.0.

When total brake pipe reduction exceeds 18 PSI in order to control speed, train must be stopped immediately, 75% of handbrakes must be applied on train and brake system must be fully recharged before proceeding.

If train separation has occurred, handbrakes must be applied on all cars not coupled to lead locomotive consist. Attempt must not be made to re-couple train unless sufficient holding force of locomotive consist permits. No more than 150 trailing tons may be handled per locomotive axle with operating air brakes when recoupling train.

Examples:

18 axles = No more than 2700 trailing tons.

24 axles = No more than 3600 trailing tons.

30 axles = No more than 4500 trailing tons.

Temperature Speed Restrictions

SubDiv	HOT WEATHER When temp. exceeds 100° F		
	Freight	Pass.	
Pikes Peak	40		Southward MP 620.1 to MP 626.6
	40		Southward MP 657.6 to MP 658.4
	40		Northward MP 686.2 to MP 688.3
	40		Southward MP 688.3 to MP 712.4
	40		Northward MP 712.8 to MP 726.1

8. Line Segments—

Road Line Segments—

Line Segment	Limits
7304	20th Street to Pueblo Yard

Yard Line Segments—

Line Segment	Limits
483	Kountry Line

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity in feet	Switch Opens
SOUTHWARD TRACK			
Englewood	7.5	3100	South
Military Jct.	8.2	6330	South
Blakeland Spur	15.3		South
Acequia	17.0	4200	South
Dupont Spur	20.6		South
Palmer Lake (Spur)	51.8	500	South
Tomah	700.2	1650	South
Larkspur	694.9	1250	South
Greenland	691.5	2300	South
Nixon Spur	647.6	15100	North
Henkel	638.4	1200	South
SINGLE TRACK			
Wood	56.2	1250	South
Husted	62.0	720	North
Stadium (2)	63.3	3200	South
Russina Spur	70.7	4000	North
Manitou Branch	75.1	10000	North
*Drenan & Columbine Industrial Center	658.9	1700	South
Fort Carson	659.9	7000	North
NORTHWARD TRACK			
Pinon	104.7	700	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Castle Rock Spur	32.5	350	North
Acequia Spur	719.9	400	North
Santa Fe Park	724.5	3000	North & South

* Joint SP & BNSF

S O U T H W A R D ↓	Length of Siding In Feet	SP Station Nos.	SP Mile Post Location	SP Denver Subdiv		Method of Oper.	Track Diagram		↑ N O R T H W A R D
				MAIN LINE					
				STATIONS					
		09490	107.9	NORTH BRAGDON		CTC			
		09492	108.8	0.9 TAPP					
		09495	118.2	9.4 PUEBLO JCT. M					
			118.5	0.3 BNSF MAIN TRACK RRX M					
		09800	119.4	0.9 PUEBLO BY					

Northward SP trains originating Pueblo must secure BNSF track warrants, track bulletins and track condition messages from SP yard office and SP track warrants and track bulletins at the same location.

Northward BNSF trains originating Pueblo must secure BNSF track warrants, track bulletins and track condition messages from printer located in BNSF yard office at Pueblo.

Northward trains originating Pueblo must obtain permission to depart from Pueblo Tower ATM.

Yard Limits—Pueblo (SP only)

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Cañon City Subdiv MAIN LINE STATIONS		Method of Oper.		↑ EAST WARD
		57200		PUEBLO YARD	BCT	2MT SP Ry. CTC		
			0.6	SP CONNECTION				
			3.1	GOODNIGHT				
			7.8					
	7350		10.9	SWALLOWS		SP Ry. CTC		
			8.8					
	6800		19.7	HOBSON				
			6.2					
		57520	25.9	PORTLAND				
			1.3					
	6100	57525	27.2	ADOBE				
			4.8					
	6900	57530	32.0	FLORENCE				
			8.9					
	7200	57545	40.9	CANON CITY				

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
Pueblo Yard to Cañon City	36*	1*	3	4	5&7	9
Pueblo Yard to Cañon City	54#					

* BNSF dispatcher only.

SP dispatcher only.

1. Speed Regulations

1(A). Speed – Maximum

See SP Timetable

Freight

1(B). Speed – Permanent Restrictions

See SP Timetable

1(C). Speed – Switches and Turnouts

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

1(D). Speed – Other

Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 10 MPH.

Locomotive cranes/pile drivers must be handled in trains next to engine.

Pile drivers AT 199454 through 199468 may travel at Timetable prescribed speed until turned.

Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Pile drivers AT 199454 through 199468 must not be humped or switched with.

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

2. Bridge and Equipment Weight Restrictions-None

3. Method of Operation-

CTC-in effect: Pueblo Yard to Cañon City

4. General Code of Operating Rules Items-

Rule 1.14-BNSF trains will use SP tracks between SP connection, MP 0.6 and Cañon City, MP 40.9.

Conductor must contact SP train dispatcher for check of possible restrictions (SP form 3055) before leaving Pueblo Yard.

5. **Trackside Failed Equipment Detectors (FED)**--None
6. **FRA Excepted Track**--None
7. **Special Conditions**--
No switch lights on Cañon City Subdivision except on west crossover switch, Portland.
8. **Line Segments**--
Yard Line Segments--

Line Segment	Limits
7357	Pueblo Yard
9. **Locations Not Shown as Stations**

Name	Miles--Location	Capacity in feet	Switch Opens
Rockvale Spur	32.5	3400	

WEST WARD	Length of Siding In Feet	Station Nos	Mile Post Location	Minnequa Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
	4500		124.3	SOUTHERN JCT. 1.7	R			
	1750	57190	122.6	MINNEQUA 1.4	R			
			121.2	SALT CREEK JT 1.4		CTC		
			119.8	PUEBLO JCT.	M		

	Tone Call-In					
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER
Southern Jct. to Pueblo Jct	36	1	3	4	7	9

1. Speed Regulations

- 1(A). Speed - Maximum** **Freight**
Pueblo Jct. to Southern Jct. 20 MPH.
- 1(B). Speed - Permanent Restrictions**
MP 121.9 to MP 124.3 (westward) 10 MPH.
MP 121.9 to MP 124.3 (eastward) 20 MPH.
- 1(C). Speed - Switches and Turnouts**
Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
Salt Creek Jct., turnout 20 MPH.
- 1(D). Speed - Other**
Locomotive cranes/pile drivers, AT-199454 through AT-199468 and
Jordan spreaders 10 MPH.
Locomotive cranes/pile drivers must be handled in trains next to engine.
Pile drivers AT-199454 through AT-199468 may travel at Timetable prescribed speed until turned.
Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.
Pile drivers AT-199454 through AT-199468 must not be humped or switched with.

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

2. Bridge and Equipment Weight Restrictions-None

3. Method of Operations-

CTC-in effect: On main track between Minnequa and Pueblo Jct.

Restricted Limits-in effect:

Southern Jct.-Minnequa MP 124.3 to MP 122.6

Manual Interlockings Not Controlled by BNSF-

Location	Controlling Railroad
Pueblo Jct., MP 119.8	SP

Signals Not Conforming to Aspects and Indications Shown in the System
Special Instructions-

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

4. General Code of Operating Rules Items--None**5. Trackside Failed Equipment Detector(FED)--None****6. FRA Excepted Track--**

Minnequa--501 through 513

7. Special Conditions--

Eastward trains originating Pueblo must secure BNSF track warrant and track bulletins and contact SP dispatcher for restrictions prior to departure.

Trains operating between Minnequa and Southern Jct. will be governed by Spanish Peaks Subdivision Special Instructions.

At Minnequa, track No. 4, extending between station sign and crossover south end of yard, is Minnequa siding.

Southern Jct. siding extends from crossover to south end.

8. Line Segments--

Road Line Segments--

<u>Line Segment</u>	<u>Limits</u>
7310	Pueblo Jct. to Southern Jct.

9. Locations not Shown as Stations--None

WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Pueblo Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
		56700	554.9	LA JUNTA	BCPTY	TWC ABS		
		57120	559.8	SWINK				
5000		57140	565.6	ROCKY FORD				
4100		57145	571.0	VROMAN				
5400		57150	574.5	MANZANOLA				
3350		57155	583.1	FOWLER				
			591.6	NA JCT.		CTC		
		57160	598.6	BOONE				
7500		57165	603.6	AVONDALE	T			
7500		571180	610.9	BAXTER				
			617.7	PUEBLO JCT.	M			
		57200	619.5	PUEBLO YARD	BCT			

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	CQS	EMER
La Junta to Pueblo Yard	36	1	3	4	5&7	9

1. Speed Regulations

- 1(A). Speed - Maximum Freight
 La Junta to Pueblo Jct 55 MPH.#
 # See System Special Instructions 1(C)

- 1(B). Speed - Permanent Restrictions
- | | |
|---------------------------------|---------|
| MP 555.7 to MP 556.1 | 40 MPH. |
| MP 565.0 to MP 566.1 | 30 MPH. |
| MP 586.3 to MP 587.8 | 50 MPH. |
| MP 591.0 to MP 591.1 | 50 MPH. |
| MP 597.3 to MP 598.6 | 40 MPH. |
| MP 615.9 to MP 616.0 | 50 MPH. |
| MP 617.2 to MP 617.4 | 25 MPH. |
| MP 617.5 to MP 617.7 | 10 MPH. |
| MP 617.7 Pueblo Jct to MP 619.5 | 20 MPH. |

- 1(C). Speed - Switches and Turnouts
- Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
- | | |
|--|---------|
| La Junta-westend of freight lead (Long Tail) | 20 MPH. |
| NA Jct.-Junction switch | 30 MPH. |
| Avondale and Baxter-Both ends siding | 30 MPH. |
| Pueblo-northend yard-29th Street (Northward) | 20 MPH. |

- 1(D). Speed - Other
- Locomotive cranes/pile drivers, AT-199454 through AT-199468 and Jordan spreaders 45 MPH.
- Locomotive cranes/pile drivers must be handled in trains next to engine.
- Pile drivers AT-199454 through AT-199468 may travel at Timetable prescribed speed until turned.
- Trains or engines handling locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.
- Pile drivers AT-199454 through AT-199468 must not be humped or switched with.

2. **Bridge and Equipment Weight Restrictions--None**3. **Method of Operations--**

TWC--in effect: Between La Junta and NA Jct.

CTC--in effect: On main track between NA Jct. and Pueblo Yard, and on sidings Avondale and Baxter.

Yard Limits--in effect:

La Junta MP 553.9 to MP 557.8

Manual Interlockings Not Controlled by BNSF--Location

Pueblo Jct., MP 617.7

Controlling Railroad

SP

Signals Not Conforming to Aspects and Indications Shown in the System**Special Instructions--**

Aspect	Name	Indication
Red over Flashing Yellow	Diverging Approach (Rule 9.1.11 does not apply)	Proceed through diverging route; pre- scribed speed through turnout; ap- proach next signal preparing to stop, if exceeding 40 MPH immediately re- duce to that speed.

4. **General Code of Operating Rules Items--None**5. **Trackside Failed Equipment Detector(FED)--**

Location	Type	Locator & Signals Affected
Bridge 557.5	High Water	Signals 5572 and 5561
MP 570.7, 595.1	Hot Box and Dragging Equip.	Radio communication
Bridge 612.5	High Water	Controlled signal west end Bax- ter and Signal 6142

6. **FRA Excepted Track--None**7. **Special Conditions--****Pueblo Jct.**--When rules require communication with control operator, both SP 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 Special Instructions.8. **Line Segments--**

Yard Line Segments--

Line Segment	Limits
7357	Pueblo Yard
7353	La Junta Yard

Road Line Segments--

Line Segment	Limits
7364	La Junta to Pueblo Yard

9. **Locations not Shown as Stations--**

Name	Miles--Location	Capacity Feet
Target Stores	610.4	2424
Doane's Products	610.6	400
Pueblo Air Base	610.7	Yard
Baxter Beet Track	612.6	850
Economy Building Spur	615.1	400

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Spanish Peaks Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		40924	208.3	TRINIDAD	12.2	BY CTC	
	7,735	40939	196.1	LUDLOW	6.4	TWC ABS	
	8,078	40946	189.7	LYNN	9.6		
	7,851	40957	180.1	MAYNE	8.5		
	6,100	40965	171.6	WALSENBURG	16.9	JXR	
		40981	154.7	LASCAR	11.2	X	
		40993	143.5	CEDARWOOD	18.7	X	
		41013	124.8	SOUTHERN JCT	1.8	JR TWC	
		41014	122.5	MINNEQUA	1.3	R	
			121.2	SALT CREEK JCT		JR	

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

Radio Channel No. 70 in service Commanche Power Plant.

Radio Channel 36 in service Souther Jct to Pueblo Yard.

Dispatcher Radio Call-in:		
Trinidad-45	Walsenburg-46	Southern Jct.-47

Dispatchers Telephone 817-234-6055, FAX 817-234-6076.

1. Speed Regulations

- 1(A). Speed - Maximum** **Freight**
 MP 208.3 to Salt Creek Jct 49 MPH.
- 1(B). Speed - Permanent Restrictions**
 MP 208.3 to MP 197.9 35 MPH.
 MP 197.9 to MP 187.5 trains over 100 tons per O.B. 45 MPH.
 MP 187.5 to MP 173.4 35 MPH.
 MP 173.4 to MP 172.5 25 MPH.
 MP 172.5 to MP 170.8 20 MPH.
 MP 124.8 to MP 124.3 10 MPH.
 Southern Jct to Salt Creek Jct North Main Track 20 MPH.
 Southern Jct to Minnequa South Main Track 20 MPH.
 Trinidad siding 1 and siding 2 and through turnouts 35 MPH.
- 1(C). Speed - Switches and Turnouts**
 Walsenburg-dual control switch, automatic switch 20 MPH.
 Through turnouts and sidings at Lynn and Ludlow. All trains, except loaded
 coal, grain, and taconite trains, entering main track 35 MPH.
 Mayne, through turnouts and siding 20 MPH.
- 1(D). Speed - Other**
 Bridge 172.24 Walsenburg, cars heavier than 134 tons 10 MPH.
 Southern Jct to Walsenburg (Eastward Track-SP) 30 MPH.
 MP 124.7 Commanche Power Plant Lead to Commanche Power Plant 10 MPH.
 All sidings 10 MPH.
 Item 1A, Applies to loaded or empty C6 hoppers.

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

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

Trinidad to Pueblo 143 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

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

SP 1400 and 1500 Series cabooses should be handled in the rear-end service only, and if handled on other than rear-end, must not exceed 2,000 trailing tons behind caboose, due to underframe condition.

3. Method of Operations-

TWC-in effect: Trinidad to Pueblo

CTC-in effect: Trinidad MP 205.99 to MP 208.3

ABS-in effect: Trinidad to Walsenburg.

Yard Limits-in effect:

MP 209.9 to MP 205.99- All trains must call Trinidad yard office for instructions before entering yard limits.

Restricted Limits-in effect:

MP 172.5 to MP 169.7

MP 125.0 to MP 121.1 Before entering into yard limits, contact ATM Pueblo for instructions

4. General Code of Operating Rules Items-

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

5. Trackside Failed Equipment Detector(FED)-

Lynn MP 184.7

6. FRA Excepted Track-

Minnequa -501 through 513

7. Special Conditions-

New spring switch at north end of Hump 3 (0728) to Hump (0727) is now in service. Normal position is lined for Hump 3. Switch is protected by switch point indicator elevated on pole west of Hump 3.

Review: GCOR 8.9, 8.9.1, 8.9.2, 8.9.4, 8.9.6, 8.10.

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

Spring Switches-Following Spring Switches not equipped with facing point lock:

Southern Jct-Crossover switch MP 124.8 lined for crossover and spring switch on SP lined for SP main track.

When facing East the track on the right is SP Main Track.

Walsenburg-When facing West the track on the left is SP Main Track.

Between Southern Jct and Walsenburg-two main tracks in effect: Trains or engines operating on SP main track (west track geographically) must contact SP dispatcher for authority. BNSF timetable and operating rules apply on SP main track.

Temperature Speed Restrictions

SubDiv	HOT WEATHER When temp. exceeds 90° F			COLD WEATHER When temp. is -10° F or colder	
	Freight	Pass.		Freight	Pass.
Spanish Peaks	30		Trains 100 tons O/B and over	30	
	40		Freight trains up to 100 tons O/B	45	
	40		Empty coal trains	45	

Trinidad-

Operation of BNSF electric switches on Raton Subdivision:

1. Authority must be received from BNSF dispatcher before operating switch.

2. After authority received, unlock and remove switch lock which will begin a timed five(5) minute delay.
3. After time delay expires, depress foot pedal to release hand throw lever and switch may be operated.

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

Handling 80 feet or Longer Cars—(See All Subdivisions)

Air Brake and Train Handling Rules—(Hand brakes locomotives and cars)

When leaving railroad equipment (Engines and Cars) standing on the following sidings apply 50% more handbrakes than required in the ABTH rules. With a minimum of twenty handbrakes at each end of siding.

MP 208.0	Trinidad, CO (Pass 1 and Pass 2)
MP 189.7	Lynn, CO
MP 180.1	Mayne, CO

Automatic Switches by location includes both ends unless otherwise specified: Ludlow, Lynn, Mayne, and Walsenburg MP 171.7.

8. **Line Segments**—

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
477	Trinidad to Salt Creek Jct.

9. **Locations not Shown as Stations**—None

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Twin Peaks Subdlv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		40788	452.9	TEXLINE	BY	TWC ABS		
		40790	454.2	1.2 SIXELA	Y			
			347.2					
				16.8				
8,955	40807	330.4	ROYCE					
			14.8					
8,627	40825	315.6	GRENVILLE					
			15.5					
8,363	40837	300.1	GRANDE					
			7.6					
7,349	40844	292.5	DES MOINES			CTC		
			7.9					
7,323	40854	284.5	FOLSOM					
			12.2					
7,587	40865	272.3	ALPS					
			9.2					
8,099	40874	263.1	BRANSON					
			11.8					
8,527	40886	251.0	TRINCHERE					
			15.8					
7,888	40903	235.2	BARELA			BR		
			15.0					
8,126	40917	220.2	BESHOAR					
			8.9					
	40924	208.3	TRINIDAD					

AAR Radio Channel No. 70 in service Texline to Beshoar
AAR Radio Channel No. 66 in service at Trinidad Yard to Beshoar

Dispatcher Radio Call-in:	
Mt. Dora-41	Des Moines-42
Trinchere-43	Trinidad-45

Dispatchers Telephone 817-234-6055, FAX 817-234-6076

1. Speed Regulations

1(A). Speed - Maximum

Freight

Texline to Trinidad 50 MPH.

1(B). Speed - Permanent Restrictions

Texline to MP 297.0 Trains over 100 ton OB 50 MPH.
MP 347.2 to MP 338.4 50 MPH.
MP 338.4 to MP 337.5 35 MPH.
MP 337.5 to MP 297.0 50 MPH.
MP 297.0 to MP 287.7 40 MPH.
MP 287.7 to MP 282.0 35 MPH.
MP 282.0 to MP 280.7 25 MPH.
MP 280.7 to MP 274.4 35 MPH.
MP 274.4 to MP 273.1 25 MPH.
MP 273.1 to MP 250.4 35 MPH.
MP 250.4 to MP 249.5 25 MPH.
MP 249.5 to MP 208.3 35 MPH.

1(C). Speed - Switches and Turnouts

Through turnouts and sidings at Des Moines, Alps, Trinchere, Beshoar. ... 30 MPH.
Trinidad Pass 1 and Pass 2 and through turnouts 35 MPH.

1(D). Speed - Other

All sidings 10 MPH.
Item 1A applies to loaded or empty C6 Hoppers

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

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

Texline to Trinidad 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. **Method of Operations–**

TWC–in effect: Texline to Des Moines

ABS–in effect: Texline to Des Moines

CTC–in effect: Des Moines to Trinidad MP 208.3.

Yard Limits–in effect:

Texline MP 452.4 to MP 454.2

Restricted Limits–in effect:

MP 208.3 to MP 205.99

4. **General Code of Operating Rules Items–**

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

5. **Trackside Failed Equipment Detector(FED)–**

Trinidad MP 217.5–Response broadcast on AAR radio Channel No. 66

Trinchere MP 245.1

Des Moines MP 290.1

Grenville MP 319.0

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.

Handling 80 feet or Longer Cars–(See all Subdivisions)

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations.

To avoid creating such conditions, following restrictions are in effect:

Between Trinidad and Texline–Trains of greater than 5300 trailing tons must handle empty cars 80 feet and longer in the rear 5300 tons.

Trains of greater than 8300 trailing tons must handle loaded cars 80 feet and longer in the rear 8300 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

In applying restrictions in this item, the following 80 feet or longer cars must be regarded the same as an empty 80 feet or longer car:

Cars weighing less than 50 tons, gross weight

Flat cars with 1 loaded trailer

Flat cars with empty trailers

Flat cars with eight loaded or empty containers.

Air Brake and Train Handling Rules–(Hand brakes on locomotives and cars).

When leaving railroad equipment (engines and cars) standing on the following sidings, apply 50% more handbrakes than required in the ABTH rules. With a minimum of twenty handbrakes at each end of siding.

MP 330.4	Royce, NM
MP 315.6	Grenville, NM
MP 292.5	Des Moines, NM
MP 272.3	Alps, NM
MP 263.1	Branson, CO
MP 251.0	Trinchere, CO

MP 220.2

Beshoar, CO

MP 208.0

Trinidad, CO Pass #1 and #2

Texline—All westbound trains will be required to use the push button on the signal post at beginning ABS for any route departing Texline at MP 347.2.

Automatic switches by location includes both ends unless otherwise specified: Grande, Grenville, Royce.

Temperature Speed Restrictions

SubDiv	HOT WEATHER When temp. exceeds 90° F			COLD WEATHER When temp. is -10° F or colder	
	Freight	Pass.		Freight	Pass.
Twin Mtn.	30		Trains 100 tons O/B and over	30	
	40		Freight trains up to 100 tons O/B	45	
	40		Empty coal trains	45	

8. Line Segments—

Road Line Segments—

Line Segment	Limits
485	Texline to Sixela
477	Sixela to Trinidad

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
40799 Clayton	8.6 miles West of Sixela	30	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Dalhart Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
				AMARILLO	JBMTY			
		40671	335.7	To Bushland 15.0				
				11.6				
	8,825	40682	347.3	GENTRY		ABS		
				11.9		TWC		
	7,229	40691	359.2	BODEN				
				12.5				
	7,573	40708	371.7	TASCOSA				
				16.4				
	7,647	40723	388.1	CHANNING				
				15.6				
	7,387	40736	403.7	HARTLEY				
				13.8				
	7,536	40753	417.6	DALHART		MTY CTC		
				16.9				
	7,548	40770	434.5	GUY				
				7.3				
		40777	441.6	PERICO		ABS		
				11.1		TWC		
		40788	452.9	TEXLINE		BY		

AAR Radio Channel 66 in service on this Subdivision.

Dispatcher Radio Call-in:		
Amarillo-35	Tascosa-36	Channing-37
Dalhart-38	Texline-39	

Emergency Train Dispatcher Call - 911
Dispatchers Telephone 817-234-6056, FAX 817-234-6077

1. Speed Regulations

1(A). Speed - Maximum

	Freight
Amarillo to Texline	60 MPH.
Loaded coal trains	50 MPH.
Empty coal trains	60 MPH.
Freight trains over 100 tons O/B	50 MPH.

1(B). Speed - Permanent Restrictions

Amarillo to Bushland MP 0 to MP 7	10 MPH.
MP 7.0 to MP 15.0	20 MPH.
MP 338.0 to MP 340.1	35 MPH.
MP 340.1 to MP 349.9	45 MPH.
MP 349.9 to MP 359.3	49 MPH.
MP 359.3 to MP 361.1	45 MPH.
MP 361.1 to MP 379.0	49 MPH.
MP 379.0 to MP 386.4	45 MPH.
MP 450.2 to MP 453.0	25 MPH.

1(C). Speed - Switches and Turnouts

Through turnouts and siding Gentry, Boden, Hartley & West Dalhart	20 MPH.
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1(D). Speed - Other

All sidings	10 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions

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

Amarillo to Texline	143 tons
Amarillo to Bushland	134 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.	

Dalhart TX. -Six axle locomotive or six axle derrick not permitted on elevator track.

3. Method of Operations-

CTC-in effect:

MP 417.4 to MP 417.5 (controlled by SP Dispatcher)

TWC-in effect:

MP 340.1 to MP 452.4.

Yard Limits-in effect:

MP 335.7 to MP 340.1 before entering or moving within these limits communicate with yardmaster for instructions.

MP 335.7 to MP 340.1

MP 415.5 to MP 419.2

MP 452.4 to MP 454.2

Amarillo and Bushland

Interlockings-MP 417.5-SP

At MP 417.5-All movements through SPT CO. Interlocking must be with the authority of the SPT CO. Control Operator or by signal indication only.

ABS-in effect:

MP 338.0 to MP 415.5

MP 419.2 to MP 452.4

4. General Code of Operating Rules Items-

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

Westbound trains leaving Amarillo will not be required to provide flag protection to the rear between MP 340.1 and MP 342.0.

Eastbound trains leaving Dalhart will not be required to provide flag protection to the rear between MP 415.5 and MP 413.5.

Westbound trains leaving Dalhart will not be required to provide flag protection to the rear between MP 419.2 and MP 421.4.

5. Track Side Failed Equipment Detectors (FED)-

Tascosa MP 365.1

Hartley MP 406.0

Guy MP 438.8

6. FRA Excepted Track-None

7. Special Conditions-

Automatic Switches, Location by Station-Includes both switches unless specified:

Gentry, Boden, Tascosa, Channing, Hartley, Dalhart-West end ONLY, Guy, Texline.

Amarillo-At Amarillo the normal position for the Hughes pass (both ends) switches will be lined and locked for the movement last made.

Texline-All trains eastbound will be required to use the push button on the signal post at beginning ABS for any route departing Texline at MP 452.4.

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
493	Amarillo to Bushland

Road Line Segments-

Line Segment	Limits
485	Amarillo to Texline

9. Locations Not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
88410 Bushland	15 west of Amarillo	27	West
40767 Ware	3.0 east of Guy	15	East

WEST WARD	Front Range Subdiv MAIN LINE STATIONS					Track Diagram	EAST WARD
	Length of Siding in Feet	Station Nos.	Mile Post Location	Method of Oper.	Rule 6.28		
		41137	0.0	DENVER UD BJ			
			0.8	23rd STREET AJ			
		84301	1.0	PROSPECT JCT JXR	CTC		
		41140	3.4	UTAH JCT MJR			
		41141	4.5	CLEAR CREEK TR			
8,976		41151	14.0	BROOMFIELD J			
			To Lafayette 7.7				
3,948		41168	27.3	BOULDER R			
4,449		41180	43.6	LONGMONT BJTY			
			To Barnett 9.0				
1,920		41186	49.2	HIGHLAND			
4,079		41197	60.7	LOVELAND			
			13.7	FT. COLLINS			
		41211	74.4	To Greeley 24.8 JTUR			
7,295		41213	76.5	NORTH YARD BR			
7,216		41228	91.7	OWL CANYON			
		41233	96.7	PLATTE RIVER JCT J	TWC		
4,988		41236	99.6	NORFOLK			
3,942		41249	113.0	SPEER			
		41256	119.4	CHEYENNE BTR			
8,562		41276	138.8	FEDERAL			
3,921		41289	152.4	HORSE CREEK			
4,634		41294	157.0	ALTUS			
4,011		41307	170.0	LAMBERT			
8,182		41325	188.7	CHUGWATER			
3,942		41339	202.6	BORDEAUX			
5,832		41351	214.3	WHEATLAND B			
		41357	220.5	MOBA JCT J			
4,660		41367	230.6	DWYER			
8,235		32137	240.8	WENDOVER JTR			

AAR Radio Channel 70 in service on this Subdivision.

AAR Radio Channels 79 and 66 in service at Denver Yard.

AAR Radio Channel 76 in service within Ft. Collins Yard limits.

AAR Radio Channel 66 in service at Wendover to contact Guernsey Yardmaster.

Dispatcher Radio Call-in:		
Longmont-31	Berthoud-32	Ft. Collins-43
Cheyenne-34	Horse Creek-35	Farthing-39
Chugwater-36	Wheatland-37	Wendover-38

Dispatchers Phone Number: (817) 234-6054

1. Speed Regulations

1(A). Speed – Maximum	Freight
Denver UD to Wendover	49 MPH.
Trains 100 tons O/B and over	49 MPH.
1(B). Speed – Permanent Restrictions	
MP 13.7 to MP 26.2	30 MPH.
MP 45.8 to MP 49.8	40 MPH.
MP 54.0 to MP 54.7	40 MPH.
MP 58.3 to MP 62.0	25 MPH.
MP 68.8 to MP 72.8	40 MPH.
Westward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7	15 MPH.
Eastward trains from MP 74.7 until lead locomotive has passed Prospect Street MP 72.8	15 MPH.
MP 110.1 to MP 110.6	30 MPH.
MP 130.4 to MP 132.0	40 MPH.
MP 143.2 to MP 146.8	40 MPH.
MP 146.8 to MP 165.3	30 MPH.
MP 206.8 to MP 211.3	30 MPH.
MP 213.5 to MP 217.5	40 MPH.
MP 219.0 to MP 220.5	25 MPH.
MP 227.0 to MP 238.0	30 MPH.
Broomfield and Lafayette	10 MPH.
Longmont and Barnett	10 MPH.
Ft. Collins and Greeley	20 MPH.
1(C). Speed – Switches and Turnouts–None	
1(D). Speed – Other	
All Sidings	10 MPH.
Through Denver Union Terminal Limits	10 MPH.
Denver Union Station to Utah Jct Main Track	10 MPH.
Westward passenger trains Denver Union Terminal to Prospect Jct	15 MPH.
East Leg of Wye Wendover	10 MPH.

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

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

Denver UD to Wendover	143 tons
Burns Jct to Lafayette	131.5 tons
Longmont to Barnett	131.5 tons
Ft Collins to Greeley	134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

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

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

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

3. Method of Operation–

TWC–in effect: Utah Jct to Wendover.

CTC–in effect: At Prospect Jct

Restricted Limits–in effect:

Prospect Jct to MP 6.5
MP 25.2 to MP 32.1
MP 41.3 to MP 45.8
MP 72.8 to MP 80.2
MP 117.6 to MP 122.6
MP 238.0 to MP 240.7

Restricted limits are in effect between Broomfield and Lafayette, Longmont and Barnett, Ft. Collins and Greeley.

Rule 6.28—in effect between Denver UD and Prospect Jct.

Denver—Train and engine movements between 23rd Street and 20th Street will be governed by Rule 6.28 under the direction of the Yardmaster at 31st Street.

Prospect Jct to MP 6.5—(Train and Engine movement on North Main Track between Fox Jct. and MP 6.5 under jurisdiction of Yardmaster at Rennick)

All train and engine movements between 23rd St. and South Denver must use Channel 66 for communication with the 31st St. Yardmaster and Operator.

Manual Interlockings—SP crossing, Utah Jct. controlled by SP train dispatcher at Denver. SP Train Dispatcher's phone is located adjacent to the interlocking signal. Permission from SP Train Dispatcher is necessary to hand operate crossover switch at Utah Jct. from BNSF to SP.

Utah Jct. Via Rennick—Trains or engines moving west off either packer track at Rennick Yard must have authority from the CTC Operator 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 CTC Operator before reoccupying the limits.

Rennick—Front Range dispatchers will check with Rennick Yardmaster when releasing trains for movement out of Broomfield to Rennick to ensure Rennick Yard can handle additional trains.

Trains and Section must communicate with Yardmaster at Rennick when coming into yard limits prior to entering yard limits.

4. **General Code of Operating Rules Items—**

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

Utah Jct. to Wendover 2.0 miles

Rule 8.3—

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

Rule 8.12—Crossover switches may be left lined as last used, however, both switches of a crossover must be left lined for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

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

North Yard—Normal position of the main track switches DOES NOT APPLY at the east siding switch located at MP 75.9 and the west siding switch located at MP 77.3. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

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

5. **Trackside Failed Equipment Detector (FED)—None**

6. **FRA Excepted Track—**

Lyons Branch, Lafayette Branch and East Yard at Longmont, Black Hollow—At North Yard.

7. **Special Conditions—**

Handling 80 Feet or Longer Cars—See All Subdivisions Items 2A and 3A.

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations.

To avoid creating such conditions, following restrictions are in effect:

Restricted limits are in effect between Broomfield and Lafayette, Longmont and Barnett, Ft. Collins and Greeley.

Rule 6.28—in effect between Denver UD and Prospect Jct.

Denver—Train and engine movements between 23rd Street and 20th Street will be governed by Rule 6.28 under the direction of the Yardmaster at 31st Street.

Prospect Jct to MP 6.5.—(Train and Engine movement on North Main Track between Fox Jct. and MP 6.5 under jurisdiction of Yardmaster at Rennick)

All train and engine movements between 23rd St. and South Denver must use Channel 66 for communication with the 31st St. Yardmaster and Operator.

Manual Interlockings—SP crossing, Utah Jct. controlled by SP train dispatcher at Denver. SP Train Dispatcher's phone is located adjacent to the interlocking signal. Permission from SP Train Dispatcher is necessary to hand operate crossover switch at Utah Jct. from BNSF to SP.

Utah Jct. Via Rennick—Trains or engines moving west off either packer track at Rennick Yard must have authority from the CTC Operator 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 CTC Operator before reoccupying the limits.

Rennick—Front Range dispatchers will check with Rennick Yardmaster when releasing trains for movement out of Broomfield to Rennick to ensure Rennick Yard can handle additional trains.

Trains and Section must communicate with Yardmaster at Rennick when coming into yard limits prior to entering yard limits.

4. **General Code of Operating Rules Items—**

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

Utah Jct. to Wendover 2.0 miles

Rule 8.3—

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

Rule 8.12—Crossover switches may be left lined as last used, however, both switches of a crossover must be left lined for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

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

North Yard—Normal position of the main track switches DOES NOT APPLY at the east siding switch located at MP 75.9 and the west siding switch located at MP 77.3. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

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

5. **Trackside Failed Equipment Detector (FED)—None**

6. **FRA Excepted Track—**

Lyons Branch, Lafayette Branch and East Yard at Longmont, Black Hollow—At North Yard.

7. **Special Conditions—**

Handling 80 Feet or Longer Cars—See All Subdivisions Items 2A and 3A.

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations.

To avoid creating such conditions, following restrictions are in effect:

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

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

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

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

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

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

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

Fort Collins—On Greeley branch at MP 74.6 at College Ave. and Highway 287, official traffic control devices in service. Train movement will be governed by green light indication. If the green light indication is not conveyed in five (5) minutes, the movement must be preceded by flagman. Highway circuit activation is seventy (70) feet in advance of the official traffic control signals.

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

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

Wendover—Unless it is known that an initial terminal air brake test will be performed at Guernsey, all 071 empty coal trains will receive a 1,000 mile air brake test.

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

Between Denver and Wendover—When high wind warnings are in effect and gusts in excess of 60 MPH, conductors arrange with train dispatcher to set out empty auto racks and TOFC flats carrying empty trailers or containers.

Rawhide Power Plant—

The following speed restrictions apply:

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

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

Gate and switches should be lined for movement to dumper.

Engineers should use small amounts of independent brake cylinder pressure to control slack.

Empty coal trains with Train Symbol AT121 will receive a 1,000 mile air brake test.

Lafayette Branch—Switch point derail MP 17.8. Normal position will be in the derailing position, except when in use.

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

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

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

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

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

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

Greeley—Trains, engines or cars moving over any street or avenue must not exceed a speed of 10 MPH when engine is in forward motion and a speed of 5 MPH when in backward motion or when cars are shoved ahead of engine.

All forward and back up movements over 14th, 11th and 9th Avenue, and 13th, 8th and 5th Street crossings will be preceded by a member of train crew, who will protect crossing.

Temperature Speed Restrictions

SubDiv	HOT WEATHER When temp. exceeds 90° F			COLD WEATHER When temp. is -10° F or colder	
	Freight	Pass.		Freight	Pass.
Front Range	30		Trains 100 tons O/B and over	30	
	45		Freight trains up to 100 tons O/B	45	

8. Line Segments—

Yard Line Segments—

Line Segment	Yard
493	Kountry Line
496	Jersey Cut Off
903	Prospect Jct

Road Line Segments—

Line Segment	Limits
179	Burns Jct.—Lafayette
179	Longmont—Barnett
481	Ft. Collins—Greeley
495	Black Hollow Jct.—Black Hollow
476	Denver UD to Wendover

FRONT RANGE SUBDIVISION

71

9. Locations not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
On the Front Range Sub			
41141 Western Paving	Clear Creek	35	Both
41142 Birko Chem	1.9 west of Utah Jct	11	East
41143 Westminster	2.8 west of Utah Jct	12	Both
41147 Homestead House	7.1 west of Utah Jct	8	West
To Lafayette			
84315 Burns Jct.	1.3 west of Broomfield		East
84322 Lafayette	7.7 west of Broomfield	23	Both
On the Front Range Sub			
41154 Rocky Mtn. Ind. Park	4.7 west of Broomfield	20	East
41161 Valmont	11.5 west of Broomfield	90	West
41172 IBM	4.6 west of Boulder	6	East
To Barnett			
84344 Western Spur	6.5 west of Longmont	40	Both
84347 Medberry	7.7 west of Longmont		East
84347 Barnett	9.0 west of Longmont		East
On the Front Range Sub			
41191 Berthoud		30	East
41192 Champion Home Builders	6.5 west of Highland	6	East
41207 McClellands	9.2 west of Loveland	5	West
41211 Union Mfg. Co.	1.3 west of Ft. Collins	37	West
41214 Black Hollow Spur	North Yard	40	East
41216 Busch Spur	3.3 west of North Yard	50	Both
41222 Wellington	11.3 west of Ft. Collins	10	East
41224 Dixon	13.1 west of Ft. Collins	58	East
To Greeley			
89507 Puregrow	6.3 west of Ft. Collins	8	East
89512 Windsor	19.4 west of Ft. Collins	10	Both
89515 Kodak	21.8 west of Ft. Collins	34	West
89519 Farmers	26.3 west of Ft. Collins	20	Both
89525 Greeley	31.7 west of Ft. Collins	30	Both
On the Front Range Sub			
41257 Warren Missile Base	2.4 west of Cheyenne	60	East
41268 Silver Crown	12.0 west of Cheyenne	30	East
41299 Farthing	5.7 west of Altus	40	West
89753 Murke Spur	0.5 west of Horse Creek	99	East
41334 Slater	9.0 west of Chugwater	22	East
41357 Moba Jct.	5.8 west of Wheatland		West
	Track No. 1	104	Both
	Track No. 2	15	West
	Track No. 3	17	West
	Track No. 4	34	East
	Track No. 5	24	East
	Track No. 6	18	Both
	Track No. 7	20	Both
	Track No. 8	8	West
	Track No. 9	120	East

W E S T W A R D ↓				Golden Subdiv BRANCH LINE STATIONS				↑ E A S T W A R D
	Length of Siding In Feet	Station Nos	Mile Post Location		Method of Oper.	Track Diagram		
		84301	1.0	PROSPECT JCT	JY	CTC		
				3.8				
BETWEEN PROSPECT JCT AND C&S JCT, BNSF TRAINS AND ENGINES OPERATE OVER SP TRACKS AND ARE GOVERNED BY RULES AND TIMETABLE OF SP								
		4.9	C & S JCT	JR	CTC			
			6.7					
	89311	11.8	TERRILL JCT.	R				
			4.8					
	89316	14.4	GOLDEN	R				

AAR Radio Channel 70 in service on this subdivision
AAR Radio Channels 79 and 66 in service at Denver Yard.

1. Speed Regulations

- 1(A). Speed – Maximum** **Freight**
 C&S Jct. to Golden 20 MPH.
- 1(B). Speed – Permanent Restrictions**
 MP 9.0 to MP 10.0 10 MPH.
 Terrill Jct. to Coors East Yard 10 MPH.
- 1(C). Speed – Switches and Turnouts–None**
- 1(D). Speed – Other**
 Utah Jct on SPRR over failed equipment detector and interlocking plant ... 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:**

Prospect to Golden 134 tons

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

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN(99000–99949) not permitted.

3. Method of Operation–

CTC–in effect: At Prospect Jct.

Restricted Limits–in effect: MP 4.9 to MP 14.4

Train and engine movements between C&S Jct. and Golden will be made under the direction of the 31st Street yardmaster.

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

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

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

4. General Code of Operating Rules Items–

All train and switch crews operating on the Golden Subdivision will be required to obtain a track warrant listing the track bulletins in effect.

5. Trackside Failed Equipment Detector(FED)–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 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.

A warning light system has been installed in Coors North Marshalling Yard. Before entering North Marshalling Yard, crew must activate light system by operating switch located on south side of control box at east end of Quonset hut.

Red warning light is located on 4th pole west of Quonset hut on north side of 13-Track in Coors North Marshalling Yard and will be on when system is activated.

Warning light system MUST BE DEACTIVATED (turned off) when crew leaves Coors North Yard.

BNSF crews will not work in Coors North Marshalling Yard when Coors Train Crews are working in this 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.

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
On the Golden Sub			
Ind Chemicals	.1 west of C&S Jct	4	West
CCW Plastics	.2 west of C&S Jct	2	West
89309 Horton (Coors Glass	9.6 west of Prospect Jct	21	East
& Inland Container Systems)	9.6 west of Prospect Jct	25	East
89310 Jolly Rancher	10.5 west of Prospect Jct	17	East
89311 Mount Olive	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

Operations— Denver, CO

R.D. Gorsage	Supt. Operations	Denver	480-6380
K.R. Matzick	Road Foreman Engines	Denver	480-6222
M.F. Boyd	Road Foreman Engines	Raton	835-7248
J.D. Trammell	Road Foreman Engines	Denver	480-6265
D.A. Durkin	Terminal Manager	Pueblo	834-3525
J.D. Magathan	Asst. Term. Trainmaster	Pueblo	834-3524
D.L. Markley	Asst. Term. Trainmaster	Pueblo	834-3524
C.L. Smith	Asst. Term. Trainmaster	Pueblo	834-3524
V.V. Waller	Asst. Term. Trainmaster	Pueblo	834-3524
L.J. Youngblood	Asst. Term. Trainmaster	Pueblo	834-3524
T.I. McCann	Trainmaster	Denver	480-6391
J.W. Hartwig	Trainmaster	Sterling	277-2221
T.W. Hamilton	Trainmaster	Cheyenne	276-2221
B.A. Turner	Trainmaster	Trinidad	846-8121

Operations— Newton, KS

R.D. Burgess	Supt. Operations	Newton	830-3487
K.L. Rethwisch	Road Foreman Engines	Trinidad	846-8122
M.A. Bernard	Road Foreman Engines	Newton	830-3465
R.D. Kimberlin	Terminal Manager	Newton	830-3222
M.D. Crupper	Asst. Trainmaster	Newton	830-3224
D.V. Duncan	Asst. Trainmaster	Newton	830-3224
A.E. Gaeddert	Asst. Trainmaster	Newton	830-3487
M.W. Jacques	Asst. Trainmaster	Newton	830-3224
R. Thrasher	Asst. Trainmaster	Newton	830-3224
B.L. Johnson	Trainmaster	La Junta	833-3702
R.E. McConaughy	Trainmaster	Amarillo	371-3357
R.E. Blecha	Trainmaster	Dodge City	836-5961

Denver Terminal

R.G. Almaguer	Terminal Supt.	Denver	480-6224
K.P. Murray	Terminal Manager	Denver	480-6452
A.P. Huschka	Trainmaster-Term.	Denver	480-6447
T.E. Martin	Trainmaster-Term.	Denver	480-6447
W.C. Stuhldreher	Trainmaster-Term.	Denver	480-6447
J.D. Danko	Trainmaster-Term.	Denver	480-6447
S.E. Frank	Trainmaster-Term.	Denver	480-6447
B.R. Owens	Asst. Term. Trainmaster	Denver	480-6447
K. Vaughn	Asst. Term. Trainmaster	Denver	480-6447

Maintenance of Way

E.C. Gallagher	General Roadmaster	Denver	480-6393
G.M. Shymanski	Roadmaster	Denver	480-6251
	Roadmaster	Denver	480-6367
E. Muniz	Roadmaster	Ft. Collins	480-6441
J.E. Underwood	Roadmaster	Brush	480-6413
S.J. Petersen	Roadmaster	Cheyenne	276-2246
J.E. Easley	Roadmaster	Pueblo	834-3528
W.A. Meidinger	Roadmaster	Trinidad	846-8146
A.P. Campos	Roadmaster	La Junta	833-3923
L.D. Jones	Roadmaster	Dodge City	836-5968
P.E. Zenner	Roadmaster	Newton	830-3476
T.W. Koerting	Roadmaster	Raton	835-7252
D.F. Befort	Roadmaster	Amarillo	371-3340
P.D. Barros	Roadmaster	Trinidad	846-8147