BNSF

Colorado Division

Timetable No. 2

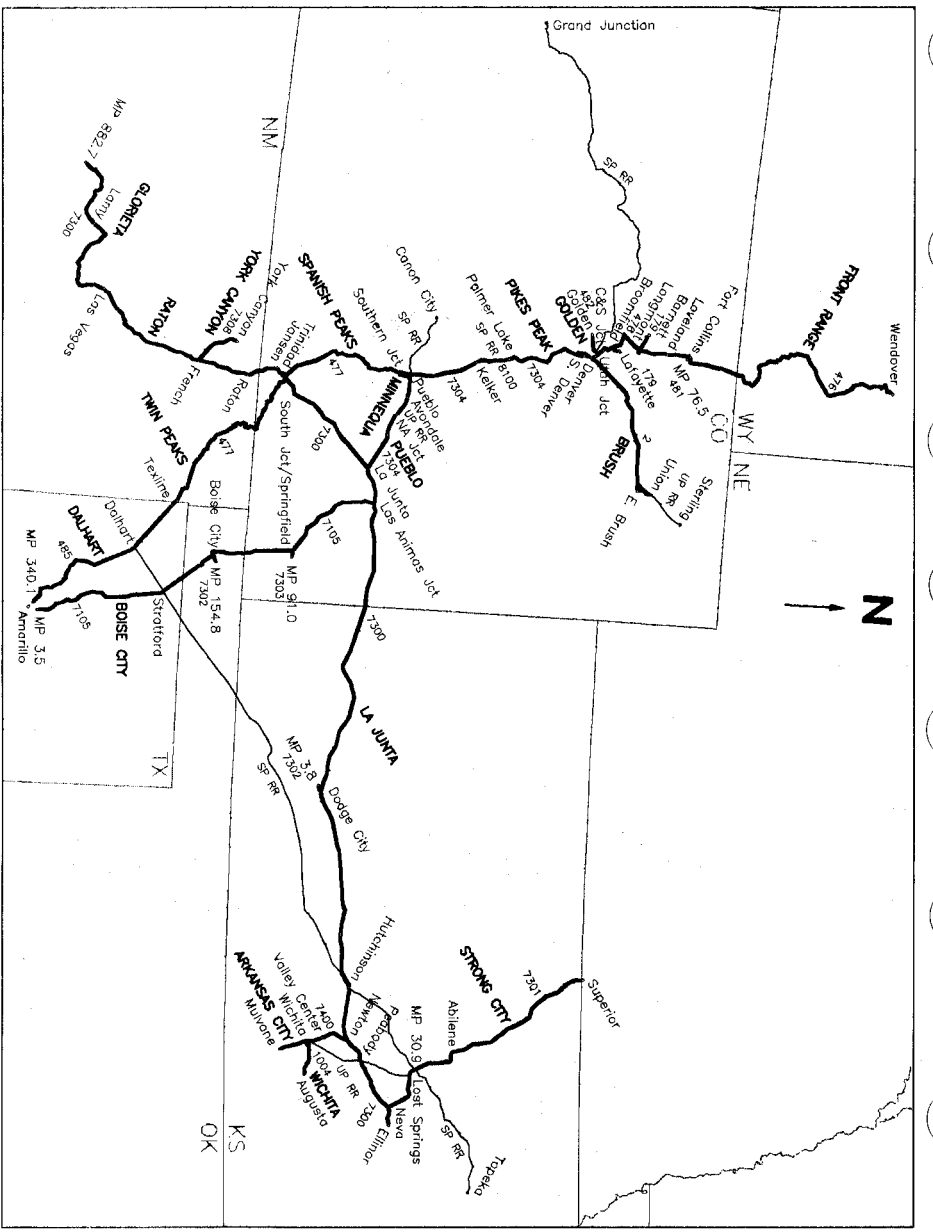
IN EFFECT AT 0001
Mountain Continental Time
Central Continental Time on La Junta, Arkansas City, Strong City, Boise City and Dalhart Subdivisions

Sunday April 6, 1997

Division Superintendent
B.D. ANDREW
Denver, CO
(303) 480-6221

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

Burlington Northern Santa Fe
Colorado Division



Engineering Services

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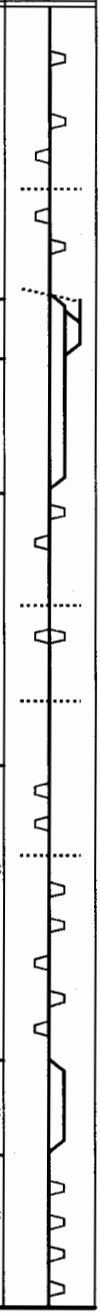
CO55TTSB 3-5-97

WESTWARD ↓

La Junta Subdiv
MAIN LINE
STATIONS

Length of Siding In Feet	Station Nos.	Mile Post Location		Method of Oper.
	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	CTC
			12.1	
8,079	61130	156.9	FLORENCE	
			11.7	
		168.6	UP RRX A	
			0.9	
10,487	61125	169.5	PEABODY	
			8.8	
8,419	61120	178.3	WALTON	
			6.3	
		184.6	UP RRX M	
			0.5	
	61100	185.1	NEWTON BPT	3MT CTC
			0.5	
		185.6	FIRST ST	
			0.5	
		186.1	RAIL MILL	
			0.6	
	61100	186.7	SAND CREEK BCPT	
			1.0	2MT CTC
		187.7	WEST SAND CREEK	
			2.3	
		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 BPT	
			1.6	
		216.5	SSW RRX M	CTC
			1.8	
29,903	61000	218.0	HUTCHINSON P	
			0.3	
		218.3	CH JCT.	
			0.9	
		219.2	KSW RRX M	
			0.0	
		219.2	WEST HUTCH Y	
			1.4	
		220.6	CP 2206	
			14.5	
10,166	58980	235.1	ABBYVILLE	
			16.0	
10,300	58968	251.1	ZENITH	
			6.1	
		257.2	KSW RRX A	
			8.8	TWC ABS ATS
10,284	58960	266.0	ST. JOHN	
			18.9	
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 Y	
			5.4	
		350.1	DODGE CITY JCT Y	DT TWC ABS ATS
			2.4	
	58900	352.5	DODGE CITY BCPTY	
			2.2	
		354.7	SEARS Y	
			16.5	
6,250	58869	371.2	CIMARRON	
			12.8	
7,750	58849	384.0	CHARLESTON	TWC ABS ATS
			18.4	
7,835	58300	402.4	GARDEN CITY BCPY	
			14.6	
4,050	58250	417.0	DEERFIELD	
			20.3	

Track Diagram



EASTWARD ↑

WESTWARD ↓

Length of Siding In Feet	Station Nos.	Mile Post Location	La Junta Subdiv MAIN LINE STATIONS	Method of Oper.	Track Diagram
6,850	58220	437.3	SUTTON		
			16.6		
10000	58190	453.9	SYRACUSE, KS P		
			21.0		
3700	58180	474.9	HOLLY, CO	TWC ABS ATS	
			10.4		
4000	58165	485.3	GRANADA		
			17.0		
7500	58100	502.3	LAMAR P		
			19.2		
4000	58080	521.5	CADDOA		
			12.1		
		533.6	LAS ANIMAS JCT. J P		
			2.4	CTC ATS	
8300	58060	536.0	LAS ANIMAS		
			14.7		
		550.7	CASA		
			4.2	2MT ABS ATS	
	56700	554.9	LA JUNTA X(2)BCPTY		

EASTWARD ↑

	Tone Call-In					
RADIO COMMUNICATION	**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	1	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.
MP 344.7 Wright to MP 354.7 Sears		
North track	90 MPH.	55 MPH.
South track	40 MPH.	40 MPH.
MP 347.9 to MP 352.0 (NT)	60 MPH.	40 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.
CP 2206, MP 220.6, turnout to UP connection	50 MPH.	50 MPH.
Abbyville, Zenith, St. John, Belpre, Kinsley, 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.
Garden City, both ends siding	10 MPH.	10 MPH.
Deerfield, both ends siding	10 MPH.	10 MPH.
Holly, both ends siding	10 MPH.	10 MPH.
Granda, both ends siding	10 MPH.	10 MPH.

Caddoa, both ends siding	10 MPH.	10 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, MP 124.7 and CP 2206, MP 220.6, and between Las Animas Jct., MP 533.6 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.

TWC–in effect: Between CP 2206, MP 220.6 and Las Animas Jct., MP 533.6.

Yard Limits–in effect:

CP 2206	MP 220.6 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: CP 2206 MP 220.6 to La Junta MP 554.9.

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.

Newton, Cement dock south side Rail Mill between 2 and 3 poles east of MP 186 on Track 8345.

Hutchinson, (1) Protrusions from building south side PMS Food Plant Track 225. (2) While switching cargill Salt Co., crew must not ride on side of cars on Tracks 326 and 327. (3) Loading platform at grain Products when platform lowered. (4) Loading dock north side of Track 130, 300 feet east of Tool House.

Dodge City, Loading platform at Grain Products when platform lowered.

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.

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.

Flatcars TTOX and TTFX–Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

8. Line Segments–

Road Line Segments–

Line Segment	Limits
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	975	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

Raton Subdiv
MAIN LINE
STATIONS

WESTWARD ↓ | ↑ EASTWARD

Length of Siding In Feet	Station Nos.	Mile Post Location		Method of Oper.
	56700	554.9	LA JUNTA BCPTY	
			17.4	
4650	56660	572.3	TIMPAS	
			10.7	
6000	56650	583.0	MINDEMAN	
			8.5	TWC
6250	56640	591.5	DELHI	ABS
			13.2	ATS
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	
			1.5	2MT
	56590	638.6	JANSEN	CTC
			8.7	
		647.3	GALLINAS	
			4.5	
	56555	651.8	WOOTTON, CO	
			3.4	
9300	56510	655.2	KEOTA, NM	
			4.3	
9500	56500	659.5	RATON XBPT	
			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	
3800	56425	725.3	WAGON MOUND	TWC
			17.0	ABS
4650	56420	742.3	SHOEMAKER	
			7.9	
6250	56415	750.2	WATROUS	
			9.3	
7602	56410	759.5	ONAVA	
			10.5	
5700	56400	770.1	LAS VEGAS BP	

	Tone Call-In					
RADIO COMMUNICATION	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 652.1Equipped 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, Schomberg, 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.

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–

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–UP 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 638.6	High Water	Eastward & westward controlled signals at Jansen
MP 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.

Between Trinidad and Lamy–Limit trains handling intermodal equipment (excluding doublestack equipment) to 22 axles of operative dynamic brake on the head end consist.

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.

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	Conductor or M of W Personnel	Date	Time Territory Occupied	Time Territory Cleared
A	B	C	D	E

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.

Two-Way ETD Instructions–All eastward and westward BNSF freight trains operating between Trinidad and Raton on the Raton Subdivision and all westward BNSF freight trains operating between Glorieta and Lamy on the Glorieta Subdivision must ensure that it is possible to effect an emergency application of the brakes from the rear of the train by one of the following methods:

A. Use of an operative two-way end of train (ETD) device, which must be armed and able to initiate an emergency brake application from the rear of the train. Of continuity is lost enroute, eastward or westward trains must not pass Raton Tunnel, Raton Subdivision, or westward trains must not pass Glorieta, Glorieta Subdivision, until continuity is re-established or helpers added. If continuity is lost after the train has begun the descent (or entered Raton Tunnel), it will not be necessary to stop the train provided train is under control and not exceeding maximum authorized speed. Every effort must be made to re-establish continuity. The two-way ETD arming, testing and the issuance of ETD certification form for trains that will be operating on these territories must be performed at the following terminals on the Glorieta and Raton Subdivisions:
Denver, Newton, LaJunta and Albuquerque.
The ETD certification form is valid until train reaches destination unless ETD fails or is exchanged enroute.
Copy of the ETD certification form must be placed in the controlling locomotive with the daily inspection form and with the Equipment department at the location certification is performed. Engineers and conductors are jointly responsible for meeting these requirements. Equipment or herder personnel will assist in the arming process, when available.

B. Use of an occupied helper at the rear of the train. Under this requirement:
The helper locomotive engineer will initiate and maintain two-way voice radio communication with the engineer on the head end of the train. This contact shall be verified prior to passing crests of grade outlined above westward or eastward. If there is a loss of communication at any of these locations, the helper engineer and the head-end engineer will act immediately to stop the train until voice communication is re-established. If there is a loss of communication once the descent has begun in either direction, either engineer will act to stop the train no later than 5 MPH above the maximum authorized speed for the train.

C. Use of an occupied caboose at the rear of the train with a tested, functioning brake valve capable of initiating an emergency brake application from the caboose. If this method is used, the train service employee in the caboose and the engineer will establish and maintain two-way voice communication and respond appropriately to the loss of communication in the same manner as prescribed for helper locomotives above.

D. Use of a radio controlled locomotive consist(s) in the rear third of the train under continuous control of the engineer on the head end, but only if this equipment is capable of initiating an emergency brake application on command from the lead locomotive.

Any crew member on freight train operating on the territories described above observing brake problems must stop immediately, utilizing an emergency brake application if necessary, and secure the train. The train must not proceed until the air brake system is repaired.
Any crew member observing problems controlling speed must initiate an emergency brake application not later than 5 MPH above the maximum authorized speed.

Flatcars TTOX and TTFX-Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

Temperature Speed Restrictions

Subdivision	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

WESTWARD ↓

Length of Siding In Feet	Station Nos.	Mile Post Location	Glorieta Subdiv MAIN LINE STATIONS		Method of Oper.
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 ABS
			9.7		
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 ABS ATS
			11.3		
5,950	56150	876.6	NUEVE		
			9.4		
6,250	56140	886.0	BERNALILLO		
			12.8		
	56120	898.8	HAHN	Y	DT TWC ABS ATS
			3.6		
	56100	902.4	ALBUQUERQUE	BCPTY	
			1.4		
		903.8	ABAJO	R	
			2.6		
		906.4	RIO BRAVO		CTC
			8.6		
2,486	40015	12.6	ISLETA	J	
			14.8		
	20870	27.4	DALIES		

↑ EASTWARD

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.

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.

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–

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 ESS Rowe and WSS Lamy; on sidings Fox, Isleta, 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–**

Between Trinidad and Lamy–Limit trains handling intermodal equipment (excluding doublestack equipment) to 22 axles of operative dynamic brake on the head end consist.

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

Two-Way ETD Instructions–All eastward and westward BNSF freight trains operating between Trinidad and Raton on the Raton Subdivision and all westward BNSF freight trains operating between Glorieta and Lamy on the Glorieta Subdivision must ensure that it is possible to effect an emergency application of the brakes from the rear of the train by one of the following methods:

A. Use of an operative two-way end of train (ETD) device, which must be armed and able to initiate an emergency brake application from the rear of the train. Of continuity is lost enroute, eastward or westward trains must not pass Raton Tunnel, Raton Subdivision, or westward trains must not pass Glorieta, Glorieta Subdivision, until continuity is re-established or helpers added. If continuity is lost after the train has begun the descent (or entered Raton Tunnel), it will not be necessary to stop the train provided train is under control and not exceeding maximum authorized speed. Every effort must be made to re-establish continuity. The two-way ETD arming, testing and the issuance of ETD certification form for trains that will be operating on these territories must be performed at the following terminals on the Glorieta and Raton Subdivisions:
Denver, Newton, LaJunta and Albuquerque.
The ETD certification form is valid until train reaches destination unless ETD fails or is exchanged enroute. Copy of the ETD certification form must be placed in the controlling locomotive with the daily inspection form and with the Equipment department at the location certification is performed. Engineers and conductors are jointly responsible for meeting these requirements. Equipment or herder personnel will assist in the arming process, when available.

B. Use of an occupied helper at the rear of the train. Under this requirement: The helper locomotive engineer will initiate and maintain two-way voice radio communication with the engineer on the head end of the train. This contact shall be verified prior to passing crests of grade outlined above westward or eastward. If there is a loss of communication at any of these locations, the helper engineer and the head-end engineer will act immediately to stop the train until voice communication is re-established. If there is a loss of communication once the descent has begun in either direction, either engineer will act to stop the train no later than 5 MPH above the maximum authorized speed for the train.

C. Use of an occupied caboose at the rear of the train with a tested, functioning brake valve capable of initiating an emergency brake application from the caboose. If this method is used, the train service employee in the caboose and the engineer will establish and maintain two-way voice communication and respond appropriately to the loss of communication in the same manner as prescribed for helper locomotives above.

D. Use of a radio controlled locomotive consist(s) in the rear third of the train under continuous control of the engineer on the head end, but only if this equipment is capable of initiating an emergency brake application on command from the lead locomotive.

Any crew member on freight train operating on the territories described above observing brake problems must stop immediately, utilizing an emergency brake application if necessary, and secure the train. The train must not proceed until the air brake system is repaired.

Any crew member observing problems controlling speed must initiate an emergency brake application not later than 5 MPH above the maximum authorized speed.

Flatcars TTOX and TTFX–Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

Temperature Speed Restrictions

Subdivision	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.	896.3	700	
Rio Grande Steel	896.8	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	908.9	683	
American Pipe & Const. Co.	907.9	1583	
Industrial Park	908.2	4018	
Briner Rust Proofing CO.	906.5	1847	
Industrial Wood Components	908.9	640	
Bates Lumber Company	910.6	862	

Strong City Subdiv
MAIN LINE
STATIONS

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location		Method of Oper.	Track Diagram	EASTWARD ↑
		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			
	1,785	59765	78.4	LONGFORD			
				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		

TWC

	Tone Call-In					
RADIO COMMUNICATION	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 56.5 to MP 57.2 ..... 30 MPH.
MP 58.1 to MP 59.2 (HE only) ..... 15 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.

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-

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	Scoular-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.

Flatcars TTOX and TTFX-Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

8. Line Segments-

Road Line Segments-

Line Segment	Limits
7301	Neva to Superior

9. Locations not Shown as Stations-None

Arkansas City Subdiv
MAIN LINE
STATIONS

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location		Method of Oper.	Track Diagram
		61100	185.1	NEWTON PT	3MT CTC	
				0.4		
			185.6	FIRST ST.		
				2.4		
			188.0	McGRAW		
				3.2		
	6628	54735	191.2	PUTNAM	CTC	
				4.0		
	7526	54730	195.2	SEDGWICK		
				6.6		
	6710	54725	201.8	VALLEY CENTER BNSF RRX M		
				7.3		
		54700	209.1	WICHITA BP	DT	
				1.0		
			210.1	UP RRX A	ABS 9.14	
				1.6		
			211.7	NORTH JCT X(2)	WUT	
				0.6		
		54710	212.3	WICHITA U.S.	Ry 2MT CTC	
				0.9		
			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		

	Tone Call-In					
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER
McGraw to Arkansas City	32	1	3	4	5&7	9
MP 504.3 to MP 515.3	85					911

<u>Emergency</u> Train Dispatcher Call-911.

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

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.
MP 504.3 to MP 515.3 (Former Wichita Subdivision) ..... 10 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.

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.
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–

MP 504.3 to MP 507.5 (Former Wichita Subdivison).....134 tons
MP 507.5 to End of Track (Former Wichita Subdivison)....131.5 tons

Between MP 504.3 to End of Track (Former Wichita Subdivision) – 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–Between MP 504.3 to End of Track (Former Wichita Subdivision)

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.

Restricted Limits – Between MP 504.3 to End of Track (Former Wichita Subdivision)

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–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 Plain & 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

MP 510.0 to End of Track (Former Wichita Subdivision)

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.

Flatcars TTOX and TTFX–Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

MP 510.0 to End of Track (Former Wichita Subdivision)–

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–

Line Segment	Limits
7450	N. Wichita Yard
7451	Arkansas City Yard
1107	MP 504.3 to End of Track (Former Wichita Subdivision)

Road Line Segments–

Line Segment	Limits
7400	Newton to Arkansas City
1107	Wichita

9. Locations not Shown as Stations–

MP 504.3 to End of Track (Former Wichita Subdivision)

Name		Miles–Location	Capacity Cars	Switch Opens
95511	Wichita Heights	3.2 west of Wichita	20	Both
95515	Valley Center (MP 514.7)	7.2 west of Wichita	30	Both

WESTWARD ↓

Length of Siding In Feet	Station Nos.	Mile Post Location	Boise City Subdiv MAIN LINE STATIONS		Method of Oper.
		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		DT
	53320	58.3	MACHOVEC		TWC
			5.7		
	53330	64.0	ETTER	T	
			11.1		
	53335	75.1	LAUTZ		
			10.4		
		85.5	UP 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	

Track Diagram

↑ EASTWARD

	Tone Call-In					
RADIO COMMUNICATION	**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 85.5 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 UP RRX and between UP 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	Controlling Railroad
MP 85.5 Stratford	UP

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–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
5905 ..... Runaround Track

7. Special Conditions–

Unless otherwise instructed, loaded coal trains may be operated on following sidings: Campo, South Junction, Frick, Kerrick, and Julliard.

Flatcars TTOX and TTFX–Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

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	

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	York Canyon Subdiv **BRANCH LINE** STATIONS	Method of Oper.	Track Diagram		↑EASTWARD
		56450	0.0	FRENCH T				
				13.3				
		56460	13.3	COLFAX	TWC			
				22.8				
		56465	34.8	YORK CANYON				

	Tone Call-In					
RADIO COMMUNICATION	**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.

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-**

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.

Flatcars TTOX and TTFX–Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

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

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

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		
	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		
		456.5	WEST BRUSH		
			1.5		
	20894	458.0	PAWNEE JCT	J	
			6.5		
6,220	20900	464.3	FT. MORGAN		
			4.1		
7,920	20904	468.5	BIJOU		
			10.5		
7,012	20915	478.9	WIGGINS		CTC
			10.1		
7,133	20924	489.1	CREST		
			6.3		
7,048	20932	495.7	ROGGEN		
			9.9		
7,101	20941	505.4	KEENESBURG		
			7.6		
6,146	20949	513.0	HUDSON		
			5.5		
7,191	20954	518.5	TONVILLE		
			6.0		
7,613	20960	524.5	BARR		
			7.4		
7,656	20968	531.7	IRONDALE		
			4.9		
	20973	536.9	SAND CREEK	M	
			2.7		
		539.6	48th AVE		
			1.6		
	20977	541.2	31st ST. YARD	BT	
			0.3		
		541.5	23rd STREET	AJ	Rule 6.28
			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.
Sterling Coal 1 and Coal 2		20 MPH.
Market Street Main, east end Nabisco pass and 2300 Walnut (Kaminsky Barrel)		5 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:

Brush Center–Oil track
Moseley–Stock track
Fort Morgan–South house track and Factory Lead
Denver–Market Industries

Other Than Main Tracks and Sidings– Restrict locomotive consists to no more than 5 locomotives when performing the following tasks:

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

Digicon CTC–Colorado Division Brush Subdivision (Sterling to MP 535.6), Digicon CTC is in service. Employees are to obtain and use Track and Time Form 1014 (Revised 6/96).

When track and time is requested west of the west siding switch Irondale the following procedure must be followed:

- Brush District Train Dispatcher must require a track block be placed by the 31st. Street Operator between the WSS Irondale and EBCS MP 535.6 (Commerce City).

- 31st. Street Operator will use the MW employees last name or train Identification as the label for the blocking.

- Brush District Train Dispatcher will then issue the track and time directly to the field employee or issue to the 31st. Street Operator.

- Blocking must be maintained by the 31st. Street Operator who will relay to the field employee.

- Blocking must be maintained by the 31st. Street operator until the track and time has been reported clear.

When track and time is requested west of the controlled signals at MP 535.6 (Commerce City), the track and time will be maintained and issued by the 31st. Street Operator.

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 8.3–

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

Rule 8.12–

23rd Crossing–Crossover switches MP 541.5 may be left lined as last used, however, both switches of the crossover must be left lined for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

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**–

Market Street Line – MP 4.5 to MP 6.5

The trackage on the Denver Railway Inc. Pepcol areas, which includes the Outer River area.

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.

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.

Denver Locomotive Facility–The Running Track adjacent to the roundhouse is out of service. Red flags have been placed on each end of the out of service portion of the track. In addition, the locomotive bell will be rung continously while operating within the roundhouse limits.

Jersey Line–Crews handling intermodal between 38th Street and Rennix Yard via jersey line will be governed by the following:

No stopping of movement will be made, except in case of emergency, between Washington Street and the UP Dock switch. if a stop is made for any reason, a walking inspection of all cars must be made between these points.

Market Street–AT Park Avenue/Walnut Street, street circuit activation is 20 feet in advance of engineer traffic control signals. The engineer signal will display a red aspect. After stopping short of the engineer signal, but within the circuit activation, go to the engineer signal and push button. Engineer signal will display green within 1 minute. Absence of light in all traffic signals, and when unable to obtain green aspect for movement over the street, will require movement to proceed per GCOR Rule 6.32.2.

Close Clearance at Diesel Facility Fueling track.

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

Temperature Speed Restrictions

SubDiv	HOT WEATHER When temp. exceeds 90° 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).

Locomotive Restrictions on Tracks Other Than Main Tracks and Sidings–Restrict locomotive consists to no more than five (5) locomotives when performing the following tasks on track other than main tracks and sidings:

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

Reduce locomotive consists as necessary before performing work to satisfy this requirement.

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	Rescar	.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 ↓

Length of Siding In Feet	Station Nos.	Mile Post Location	Pikes Peak Subdiv Southward MAIN LINE STATIONS	Method of Oper.
		0.3	20th STREET JX	2MT CTC
			1.5	
		1.2	WALNUT STREET X	
			1.0	
		2.2	SOUTH PARK JCT JX(2)R	2MT
			1.9	
	41134	3.6*	SOUTH DENVER MR	CTC
			6.3	
1,800	57860	9.9*	LITTLETON PX	
			9.4	
	57800	19.3*	BIG LIFT BP	
			5.2	
	57790	24.5*	SEDALIA X	DT TWC ABS
			3.3	
8,200	57785	709.5	ORSA	
			4.3	
	57780	705.2	CASTLE ROCK	
			16.4	
	57760	688.8	SPRUCE	
			2.5	
	57755	52.0*	PALMER LAKE	
			5.2	
6,900	57750	57.2*	MONUMENT	
			8.1	
7,200	57740	65.3*	ACADEMY	
			8.0	
		72.3*	N. COLORADO SPRINGS	
			1.1	
		74.4*	BIJOU	CTC
			0.5	
20,600	57770	74.9*	COLORADO SPRINGS C	
			0.5	
		75.4*	CIMARRON	
			1.0	
		76.4*	S. COLORADO SPRINGS	
			2.7	
5,400	57660	659.9	KELKER	
			5.4	
	57654	654.4	CREWS	
			4.0	
	57650	650.5	FOUNTAIN	DT TWC ABS
			6.8	
	57640	643.7	BUTTES X	
			13.1	
5,300	57619	630.6	BRAGDON	
			1.4	
		629.2	SOUTH BRAGDON	
			6.9	
		622.3	NORTH PUEBLO	CTC
			2.4	
		619.9	CAÑON CITY JCT.	
			0.4	
	57200	619.5	PUEBLO YARD BCT	

Track Diagram

*** Indicates UP Mile Posts.**

	Tone Call-In					
RADIO COMMUNICATION	**CH**	**DS**	**SC**	**MC**	**CQS**	**EMER**
Between Pueblo and South Denver	36	1	3	4	7	9
Between South Denver and 20th Street	66	N/A	N/A	N/A	N/A	N/A

Train Dispatcher Phone Number: 847-995-6716
Train Dispatcher Fax Number: 817-234-2410

↑ NORTHWARD

Length of Siding In Feet	Station Nos.	Mile Post Location	Pikes Peak Subdiv Northward MAIN LINE STATIONS	Method of Oper.
		0.0	20th STREET JX	2MT CTC
			1.2	
		1.2	WALNUT STREET X	
			1.0	
		2.2	SOUTH PARK JCT. JX(2)R	2MT
			1.9	
	41134	733.4	SOUTH DENVER YM	TWC ABS
			6.3	
	57860	727.1	LITTLETON XY	
			9.1	
	57800	718.0	BIG LIFT BP	
			5.2	
5,000	57790	712.8	SEDALIA X	
			8.0	DT TWC ABS
	57780	32.5*	CASTLE ROCK	
			19.5	
	57755	52.0*	PALMER LAKE	
			5.2	
6,900	57750	57.2*	MONUMENT	
			8.1	
7,200	57740	65.3*	ACADEMY	
			8.0	
		72.3*	N. COLORADO SPRINGS	
			1.1	
		74.4*	BIJOU	
			0.5	
20,600	57770	74.9*	COLORADO SPRINGS C	
			0.5	CTC
		75.4*	CIMARRON	
			1.0	
		76.4*	S. COLORADO SPRINGS	
			2.7	
5,400	57660	659.9	KELKER	
			5.4	
	57654	654.4	CREWS	
			3.1	
	57650	87.9*	FOUNTAIN	DT TWC ABS
			10.2	
	57635	98.1*	WIGWAM	
			9.8	
		107.9*	NORTH BRAGDON	
5,300	57619	630.6	BRAGDON	
			1.4	
		629.2	SOUTH BRAGDON	
			6.9	
		622.3	NORTH PUEBLO	CTC
			2.4	
		619.9	CAÑON CITY JCT.	
			0.4	
	57200	619.5	PUEBLO YARD BCT	

*** Indicates UP Mile Posts.**

	Tone Call-In					
RADIO COMMUNICATION	**CH**	**DS**	**SC**	**MC**	**CQS**	**EMER**
Between Pueblo and South Denver	36	1	3	4	7	9
Between South Denver and 20th Street	66	N/A	N/A	N/A	N/A	N/A

Train Dispatcher Phone Number: 847-995-6716
Train Dispatcher Fax Number: 817-234-2410

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 (UP)	55 MPH.#
MP 115.0 to MP 118.2 (UP)	45 MPH.
MP 118.2 to MP 119.4,Pueblo (UP)	10 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 619.2 to MP 619.9	20 MPH.
Bragdon to South Denver-Northward track	
MP 95.0 to MP 94.9 UP	50 MPH.
MP 88.3 to MP 88.1 UP	35 MPH.
MP 86.2 SP to MP 653.8 BNSF	45 MPH.
MP 45.4 to MP 45.2 UP	40 MPH.
MP 44.7 to MP 43.3 UP	35 MPH.
MP 32.4 to MP 31.8 UP	40 MPH.
Bragdon to South Denver-Single track	
MP 52.0 to MP 60.3 UP	25 MPH.
MP 60.3 to MP 68.6 UP	30 MPH.
MP 74.6 to MP 76.2 UP	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 UP	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 UP 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 UP	40 MPH.
Bragdon-both ends BNSF siding	10 MPH.
PuebloYard Highline-18th St. to North Pueblo (NWD MT)	20 MPH.

1(D). Speed - Other

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

Castle Rock-all streets-MP 32.4 to MP 32.6 SP (NWD MT)	40 MPH.
Colorado Springs-all streets-MP 74.9 to MP 76.6 UP	30 MPH.
Bijou and Cimmarron (siding only)	20 MPH.
Colorado Springs and Kelker, all yard tracks	10 MPH.
Fountain-MP 654.4 to MP 650.0 BNSF (HE only) Southward Track	40 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 is under UPRR operating jurisdiction between:
South Denver and Palmer Lake
Crews and Bragdon

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

BNSF helper engines entering the main track and moving less than 1 mile, with the current of traffic, to couple onto and help southward trains must obtain verbal authority from the UPRR dispatcher before occupying the Southward Main Track.

After uncoupling from the rear of southward trains, BNSF helper engines are authorized to occupy the main track and move with the current of traffic between MP 50,5* and MP 52.0*, begin CTC Palmer Lake.

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*
Crews, MP 654.4 to Bragdon, MP 630.6

Restricted Limits-in effect: Walnut St., MP 1.2* to South Denver, MP 3.6* Train and engine movements will be governed by the yardmaster 31st.

Multiple Main Track-Between 20th Street and Littleton, when facing a southward direction at 20th Street, the northward track will be on your left.

Northward Track-

Northward track is under BNSF operating jurisdiction between:
North Bragdon and Crews
Palmer Lake and South Denver

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

Restricted Limits-in effect: Walnut St., MP 1.2* to South Denver, MP 3.6* Train and engine movements will be governed by the yardmaster 31st.

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

Multiple Main Track-Between 20th Street and Littleton, when facing a southward direction at 20th Street, the northward track will be on your left.

BNSF and UPRR 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–

Location	Controlling Railroad
Pueblo Jct., MP 118.2	UP
BNSF–Main Track, RRX, MP 118.5	UP
South Denver	UP
MP 3.6* Southward track	UP
MP 733.4 Northward track	UP

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/Air Brake Rules Items–**

Rule 8.3–

Hogans Alley–Normal position of main track switches DO NOT APPLY. Main track switches at MP 1.9 and MP 3.1. may be left lined as last used, however, must be locked. Train must approach these switches expecting to find these switches lined against movement.

Rule 8.12–

3rd Avenue and 8th Avenue Crossover–Crossover switches MP 2.2 and MP 3.1 may be left lined as last used, however, both switches of the crossover must be left lined for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

Rule 6.21.3–When the UP 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.

Rule 9.1.2–At South Denver, absolute signals are controlled by UP 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 UP
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 UP dispatchers. UP 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.

Rule 14.10–When operating with the current of traffic on the Northward Track between Palmer lake and South denver, use one of the following methods to report clear of limits authorized by track warrant.

1. After entire train has entered yard limits Littleton, MP 726.0, report clear of limits to train dispatcher using radio channel 36.
2. If unable to contact train dispatcher and train arrives Walnut St., report clear of limits to 31st Street Control Operator on radio channel 66 and include the following:

   Train Identification

   Track warrant Number

   Track Warant Limits Being Cleared

   Time Limits Reported Clear

The 31st Street Control operator will repeat the above information for verification by the individual reporting clear of limits. After repeat and verification the 31st Street Control Operator will record the above information and relay it to the train dispatcher.

Air Brake 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.

At Littleton, When Southward movement from southward main track to northward main track is required, authority must be obtained from UP dispatcher for movement through the crossover. TWC authority must be obtained from BNSF dispatcher before fouling northward main track, UP 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 UP and BNSF dispatchers, BNSF train dispatcher must line the movement and before a signal other than Stop can be obtained, a crew member must operate the key switch mounted on the Palmer Lake bungalow with an SP switch key.

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

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

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

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

5. Trackside Failed Equipment Detector(FED)–

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

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

Trackside Warning Devices

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

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:
      UP 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:
      UP detector (Mile Post Location), Northbound or Southbound, (Number) alarms, count from head end of train.
      First alarm, hot bearing, (East or West) rail, axle (Number)
      Second alarm, hot bearing, (East or West) rail, axle (Number)
      Third alarm, hot wheel, near axle (Number)
      Fourth alarm, hot wheel, near axle (Number)
      Fifth alarm, dragging equipment, near axle (Number)
      If 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 UP train dispatcher.

Instructions for UP 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.

UP dragging equipment detectors are equipped with voice alerters and UP and BNSF radio frequencies. UP failed equipment detectors are equipped with voice alerters 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 UP:

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

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

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

Rule 9.5.8 Block Signals with "P" Plates:

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–
0903 0913
0904 0914
0905 0921
0909 0922
0910 0999
0912

Pikeview–
1308
1399

Academy–
1901 through 1904

Castle Rock–
5102
5105

Orsa–
5502

Bragdon–
7402

Crews–
9902

Drennan–
0812 through 0816
0818 through 0820
0830 through 0835

Kelker–
0801 through 0804

South Park Junction–
Park Lead
Park Yard
Atlas Metal

Fountain
9601

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–**

Kountry Line–

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

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

Flatcars TTOX and TTFX–Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

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.

2–Way ETD Between Denver and Pueblo–

1. Operation of End–of–Train Device

Southward freight trains operating between Denver and N. Colorado Springs on the Pikes Peak Subdivision must ensure that it is possible to initiate an emergency application of the air brakes from the rear of the train by at least one of the following methods:

A. Train must be equipped with operative Two–Way Telemetry Equipment (HTD/ETD) which must be armed and able to initiate an emergency application of the air brakes from the rear the train. If continuity with the ETD is lost before passing Palmer Lake, train MUST STOP and will not proceed until continuity is re–established or helper locomotive has been added to rear of train. If continuity is lost between Palmer Lake and Pueblo, it will not be necessary to stop the train if the train is under control and does not exceed the maximum authorized speed. Southward freight trains departing Palmer Lake must be equipped with a functioning HTD/ETD, on the lead locomotive in the consist and must test the two–way ETD by initiating an emergency application of the air brakes from the rear of the train using the two–way telemetry feature as follows:

After removing helper locomotive from the train:

– Couple the brake pipe on the rear car to the ETD and note brake pipe pressure on the ETD increases.

– Close the angle cock between ETD and rear car.

– Initiate an ETD rear car emergency from the lead locomotive.

– Note the brake pipe pressure on the ETD reduces to 0 psi.

– Open the angle cock between ETD and rear car. Note that brake pipe pressure on the ETD is being restored between ETD and rear car.

This emergency application test must be made after all other required tests have been completed. Record the date, time, and location the Generation Two ETD was applied and tested on the Signal Awareness Form.

or

B. Train must have an occupied helper locomotive at the rear of the train and must be cut into the train air brake system. the helper locomotive engineer will initiate and maintain two-way voice radio communication with the engineer on the head end of the train. This contact will be verified before leaving Palmer Lake. If radio communication is lost before passing Palmer Lake, the helper locomotive engineer and the head-end engineer will stop the train and not proceed until voice communication is re-established. If radio communication is lost after leaving Palmer Lake, the engineers will stop the train of speed increases 5 MPH above the maximum authorized speed for the train. Trains will be stopped when helpers are added or removed. Helper locomotives will stay on the train until they arrive at North Colorado Springs.

or

C. Use of an occupied caboose or Track geometry car at the end of the train with a functioning brake valve capable of initiating an emergency brake application from the caboose or Track Geometry Car. The train service employee in the caboose or Track Geometry Car and the engineer on the head end of the train will establish and maintain two-way voice radio communication and respond in the same manner to loss of communication as prescribed for helper locomotives.

or

D. Use of a radio-controlled locomotive in the rear third of the train under continuous control of the engineer on the head end by means of telemetry, but only if radio-controlled locomotive is capable of initiating an emergency application of the air brakes from the lead consist.

2. Dynamic Brake Requirements

Before departing Denver or Pueblo, determine that the following minimum number of operative axles of dynamic brakes are available on all BNSF trains with more than 90 tons per operative brakes:

Number of locomotives in Lead Consist	Minimum Number of Locomotives with Operative Dynamic Brake
5 Locomotives	4 Locomotives
4 Locomotives	3 Locomotives
3 Locomotives	2 Locomotives
2 Locomotives or less	All Locomotives

Note: Helper locomotives will assist trains not meeting this requirement southward between Denver and North Colorado Springs, and northward between North Colorado Springs and MP 724.

3. Controlling Train Speed

While maintaining authorized speed, if brake pipe reduction exceed 18 psi, train must be stopped immediately and secure the train before proceeding:

- Set one retainer in the high position for each 220 trailing tons.

Note: A minimum of 20 retainers must be set. If train consist is less than 20 cars, set all retainers in the HP position.

- Recharge the train brake system.

-Southward trains operating with retainers set must stop before passing Colorado Springs (SP MP 76.6) and return retainers to the exhaust position.

- Northward trains operating with retainers set must stop and return retainers to the exhaust position before passing MP 724.

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

Southward trains between Palmer Lake and North Colorado Springs and Northward trains between Palmer Lake and MP 724 that exceed the maximum authorized speed by 5 MPH must STOP by using an emergency application of the brakes.

4. Train Separation Instructions

If a train separation occurs between SP MP 51.5 and SP MP 65.3, comply with the following:

– Apply hand brakes to 75% of all cars not coupled to a locomotive consist.

– If locomotive brakes will not hold the train and it is necessary to recharge the air brake system, set required hand brakes to hold the train before attempting to release and recharge the air brake system.

– Make repairs or set out bad order equipment as necessary.

Note: Do not attempt to recouple train if trailing tonnage exceeds locomotive tonnage rating.

– After recoupling train, ensure required hand brakes remain applied while releasing and recharging the air brake system.

– After recharging the air brake system, make a service application to hold the train on the grade before releasing the hand brakes.

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

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

Name	Miles–Location	Capacity in feet	Switch Opens
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
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
Santa Fe Park	724.5	3000	North & South

* Joint UP & BNSF

UP Denver Subdiv

MAIN LINE

STATIONS

SOUTHWARD ↓	Length of Siding In Feet	SP Station Nos.	SP Mile Post Location		Method of Oper.	Track Diagram	↑ NORTHWARD
		09490	107.9	NORTH BRAGDON			
				0.9			
		09492	108.8	TAPP	CTC		
				9.4			
		09495	118.2	PUEBLO JCT. M			
				0.3			
			118.5	BNSF MAIN TRACK RRX M			
				0.9			
		09800	119.4	PUEBLO BY			

Northward UP trains originating Puebo must secure BNSF track warrants, track bulletins and track condition messages from UP yard office and UP 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 obtian permission to depart from Pueblo Tower ATM.

Yard Limits–Pueblo (UP only)

Flatcars TTOX and TTFX–Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Cañon City Subdiv **MAIN LINE** STATIONS	Method of Oper.	↑ EASTWARD
		57200		PUEBLO YARD BCT		
				0.6	2MT SP Ry. CTC	
			0.6	UP CONNECTION		
				2.5		
			3.1	GOODNIGHT		
				7.8		
	7350		10.9	SWALLOWS		
				8.8		
	6800		19.7	HOBSON		
				6.2		
		57520	25.9	PORTLAND		
				1.3	SP Ry. CTC	
	6100	57525	27.2	ADOBE		
				4.8		
	6900	57530	32.0	FLORENCE		
				8.9		
	7200	57545	40.9	CANON CITY		

	Tone Call-In					
RADIO COMMUNICATION	**CH**	**DS**	**SC**	**MC**	**CQS**	**EMER**
Pueblo Yard to Cañon City	36*	1*	3	4	5&7	9
Pueblo Yard to Cañon City	81#					

UP Dispatcher Telepone 8-791-9-812-5881

* BNSF dispatcher only.
\# UP dispatcher only.

1. Speed Regulations

1(A). Speed - Maximum **Freight**
See SP Timetable

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 UP tracks between UP connection, MP 0.6 and Cañon City, MP 40.9.

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

5. **Trackside Failed Equipment Detectors (FED)**–None

6. **FRA Excepted Track–**

Portland
2501 thru 2522.
Adobe
2701.
Clelland
3201, 3202.
Florence
3101 thru 3103.
Canon City
3904 thru 3922, 3999.

7. **Special Conditions–**

No switch lights on Cañon City Subdivision except on west crossover switch, Portland.

Flatcars TTOX and TTFX–Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

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	

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Minnequa Subdiv MAIN LINE STATIONS	Method of Oper.	Track Diagram	↑ EASTWARD
	4500		124.3	SOUTHERN JCT. R			
				1.7			
	1750	57190	122.6	MINNEQUA R			
				1.4			
			121.2	SALT CREEK JT	CTC		
				1.5			
			119.7	PUEBLO JCT. M			

	Tone Call-In					
RADIO COMMUNICATION	CH.	DS	SC	MC	CQS	EMER
Southern Jct. to Pueblo Jct	36	2	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 ..... 10 MPH.

1(C). Speed - Switches and Turnouts

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

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 119.7	UP

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–Tracks 0501 through 0513, and 0520

7. **Special Conditions**–

   Eastward trains originating Pueblo must secure BNSF track warrant and track bulletins and contact UP 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.

   Flatcars TTOX and TTFX–Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

8. **Line Segments**–

   Road Line Segments–

Line Segment	Limits
7310	Pueblo Jct. to Southern Jct.

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

WESTWARD ↓

Length of Siding In Feet	Station Nos.	Mile Post Location	Pueblo Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
	56700	554.9	LA JUNTA	BCPTY		
			4.9			
	57120	559.8	SWINK		TWC ABS	
			5.8			
5000	57140	565.6	ROCKY FORD			
			5.4			
4100	57145	571.0	VROMAN			
			3.5			
5400	57150	574.5	MANZANOLA			
			8.6			
3350	57155	583.1	FOWLER			
			8.5			
		591.6	NA JCT.	J		
			7.0			
	57160	598.6	BOONE			
			5.0			
7500	57165	603.6	AVONDALE	T		
			7.3			
7500	571180	610.9	BAXTER		CTC	
			6.9			
		617.7	PUEBLO JCT.	M		
			1.2			
	57200	619.5	PUEBLO YARD	BCT		

↑ EASTWARD

	Tone Call-In					
RADIO COMMUNICATION	**CH**	**DS**	**SC**	**MC**	**CQS**	**EMER**
La Junta to Pueblo Yard	36	2	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 (HE Only) ..... 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.
PuebloYard Highline-18th St. to North Pueblo (NWD MT) ..... 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.

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 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	Controlling Railroad
Pueblo Jct., MP 617.7	UP

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)**–

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 Baxter and Signal 6142

6. **FRA Excepted Track**–

Pueblo Yard
0214 thru 0217, 0351, 0355 thru 0360, 0390 thru 0392, 0418, 0421 thru 0425, 0463 thru 0470, 0476, 0478, 0479, 0498.
Baxter
0223, 0224, 0226, 0227, 0229, 0231, 0232, 0233, 0235.
Avondale
0678, 0679, 0681 thru 0685.
Boone
0686.
Fowler
2802, 2804.
Manzanola
2002.
Rocky Ford
1101, 1112 thru 1116, 1118, 1119, 1121 thru 1124.

7. **Special Conditions**–

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

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

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.

Flatcars TTOX and TTFX–Flatcars with the initials TTOX and TTFX must not be handled empty in the head 20 cars of a train. If train length will not permit, they must be placed on the rear of the train. TTOX and TTFX cars will not be considered loads unless each platform is loaded with a trailer, container on chassis, or chassis.

8. Line Segments–

Yard Line Segments–

Line Segment	Limits
7357	Pueblo Yard
7353	La Junta Yard

Road Line Segments–

Line Segment	Limits
7304	La Junta to Pueblo Yard

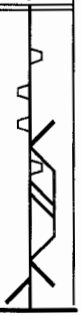
9. Locations not Shown as Stations–

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

WESTWARD ↓

Length of Siding In Feet	Station Nos.	Mile Post Location	Spanish Peaks Subdiv MAIN LINE STATIONS		Method of Oper.
	40924	208.3	TRINIDAD	B	CTC
			12.2		
7,735	40939	196.1	LUDLOW		TWC ABS
			6.4		
8,078	40946	189.7	LYNN		
			9.6		
7,851	40957	180.1	MAYNE		
			8.5		
6,100	40965	171.6	WALSENBURG	JXR	
			16.9		
	40981	154.7	LASCAR	X	2MT TWC
			11.2		
	40993	143.5	CEDARWOOD	X	
			18.7		
	41013	124.8	SOUTHERN JCT	JR	
			3.1		
		121.2	SALT CREEK JCT	JR	

EASTWARD ↑



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

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

UP Dispatchers Telephone 303-812-5881

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 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 ..... 20 MPH.

1(C). Speed - Switches and Turnouts

Walsenburg-automatic switch ..... 20 MPH.
Through turnouts and sidings at Lynn and Ludlow ..... 35 MPH.
Mayne, through turnouts and siding ..... 20 MPH.
Trinidad siding 1 and siding 2 and through turnouts ..... 35 MPH.

1(D). Speed - Other

Bridge 172.24 Walsenburg, cars heavier than 134 tons ..... 10 MPH.
Southern Jct to Walsenburg (Eastward Track-UP) ..... 30 MPH.
MP 124.7 Commanche Power Plant Lead to Commanche Power Plant .... 10 MPH.
All sidings not listed in 1(C) ..... 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.

Commanche 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 MP 205.99 to Walsenburg Mp 171.74.

Restricted Limits–in effect:

Walsenburg MP 171.74 (Eastward Begin ABS) to MP 169.7
Southern Jct. MP 125.0 to MP 121.1 Before entering into restricted limits, contact ATM Pueblo for instructions.

Between Southern Jct and Walsenburg–2 Main Tracks in effect. When facing eastward timetable direction, the track to the right is the UP Main Track and the track to the left is the BNSF Main Track. The UP Main Track is dispatched by the UP and identified as the Eastward Main Track when issuing track warrant authority. The BNSF main track is dispatched by the BNSF and is identified as Main Track when issuing track warrant authority. BNSF Timetable, Special Instructions and Operating Rules apply on the UP Eastward Main Track.

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)–**

Lascar ..... MP 155.6
Lynn ..... MP 184.7

6. **FRA Excepted Track–**

Minnequa –501 through 513

7. **Special Conditions–**

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

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 UP lined for UP main track.

Trinidad–All trains must call Trinidad Yard office for instructions. Eastward trains must receive instructions from Trinidad Yard Office before passing MP 208.

Note: At Trinidad, length of sding 1 and siding 2 is 7500 feet.

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

Temperature Speed Restrictions

SubDiv	HOT WEATHER When temp. exceeds 90° 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.

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–

Line Segment	Limits
477	Trinidad to Salt Creek Jct.

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

WESTWARD ↓

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

↑ EASTWARD

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 ..... 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 208.3 ..... 35 MPH.

1(C). Speed - Switches and Turnouts

Through turnouts and sidings at Grenville, Des Moines, Alps, Tinchere, Beshoar, and Trinidad Siding 1 and Trinidad Siding 2 ..... 35 MPH.

1(D). Speed - Other

All sidings not listed in 1(C) ..... 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

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
Branson ..... MP 67.0
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 feed 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.

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.

Trinidad–All trains must call Trinidad Yard Office for instructions from trinidad Yard Office before fouling Brick Yard Crossing.

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

Temperature Speed Restrictions

SubDiv	HOT WEATHER When temp. exceeds 90° 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
	40671	335.7	AMARILLO JBMTY			
			11.6			
8,825	40682	347.3	GENTRY			
			11.9			
7,229	40691	359.2	BODEN			
			12.5			
7,573	40708	371.7	TASCOSA			
			16.4			
7,647	40723	388.1	CHANNING			
			15.8			
7,387	40736	403.7	HARTLEY	ABS TWC		
			13.8			
7,536	40753	417.6	DALHART MTY			
			16.9			
7,548	40770	434.5	GUY			
			7.3			
	40777	441.6	PERICO			
			11.1			
	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

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 452.2 to MP 452.4 ..... 25 MPH.

1(C). Speed - Switches and Turnouts

Through turnouts and siding Gentry, Boden, Hartley & West Dalhart ..... 20 MPH.

1(D). Speed - Other

All sidings ..... 10 MPH.

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

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

Amarillo to Texline ..... 143 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–**

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

Interlockings–MP 417.5 UP

At MP 417.5–All movements through UP Interlocking must be with the authority of the UP 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
Channing	MP 393.0
Hartley	MP 406.0
Dalhart	MP 422.0
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.

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

Remote Operation of West Dual Control Switch Amarillo – MP 346.4
Use the following procedure to change the position of the west dual control switch Amarillo, MP 346.4, Eastward Movement:

1. Prior to arrival at West Amarillo, enter code 267 on AAR radio channel 66 using the radio touch tone pad.
2. Enter code 267 after movement leaves East Gentry and before movement arrives signal at MP 342.1.
3. After radio signal (267) is received by West Amarillo, a tone will be transmitted on AAR channel 66 indicating that dual control switch West Amarillo received the three digit code (267) and is lined in the reverse position.

4. After dual control switch West Amarillo is lined and locked in the reverse position, signal governing eastward movement at MP 340.0 will display Yellow over Lunar aspect per Rule 9.1.7.
5. The signal governing eastward movement at West Amarillo will display a Red over Lunar aspect per Rule 9.1.13.

8. Line Segments–

Yard Line Segments–

Line Segment	Limits
493	Bushland Pocket switch to End of Track 7000 Ft.

Road Line Segments–

Line Segment	Limits
485	Amarillo to Texline

9. Locations Not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
40767 Ware	3.0 east of Guy	15	East

Front Range Subdiv
MAIN LINE
STATIONS

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location		Method of Oper.	Track Diagram
		41137	0.0	DENVER UD	BJ	Rule 6.28
				0.8		
			0.8	23rd STREET	AJ	
				0.2		
		84301	1.0	PROSPECT JCT	JXR	CTC
				2.4		
		41140	3.4	UTAH JCT	MJR	
				1.1		
		41141	4.5	CLEAR CREEK	TR	
				9.5		
8,976		41151	14.0	BROOMFIELD	J	
				To Lafayette 7.7		
				13.3		
3,948		41168	27.3	BOULDER	R	
				13.0		
4,449		41180	43.6	LONGMONT	BJTR	
				To Barnett 9.0		
				5.7		
1,920		41186	49.2	HIGHLAND		
				11.4		
4,079		41197	60.7	LOVELAND		
				13.7		
41211		74.4		FT. COLLINS	JTUR	
				2.2		
7,295		41213	76.5	NORTH YARD	BR	
				15.1		
7,216		41228	91.7	OWL CANYON		
				5.0		
		41233	96.7	PLATTE RIVER JCT	J	
				3.0		TWC
4,988		41236	99.6	NORFOLK		
				13.3		
3,942		41249	113.0	SPEER		
				6.4		
		41256	119.4	CHEYENNE	BTR	
				19.7		
8,562		41276	138.8	FEDERAL		
				13.3		
3,921		41289	152.4	HORSE CREEK		
				4.6		
4,634		41294	157.0	ALTUS		
				13.1		
4,011		41307	170.0	LAMBERT		
				18.6		
8,182		41325	188.7	CHUGWATER		
				13.9		
3,942		41339	202.6	BORDEAUX		
				11.9		
5,832		41351	214.3	WHEATLAND	B	
				6.0		
		41357	220.5	MOBA JCT	J	
				10.5		
4,660		41367	230.6	DWYER		
				9.8		
8,235		32137	240.8	WENDOVER	JTR	

↑ EASTWARD

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.

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 Propect 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

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, 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
Boulder MP 25.2 to MP 32.1
Longmont MP 41.3 to MP 45.8
North Yard MP 72.8 to MP 80.2
Cheyenne MP 117.6 to MP 122.6
Wendover MP 238.0 to MP 240.7

Restricted limits are in effect between Broomfield and Lafayette, Longmont and Barnett. All trackage on the former Greeley Subdivision is governed by Rule 6.28–other than main track.

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

Utah Jct. Via Rennick–Trains or engines moving west off either packer track at Rennick Yard must have authority from the **31st 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 **31st 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 MW must communicate with Yardmaster at Rennick when coming into restricted limits prior to entering restricted limits.

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

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

Utah Jct. to Wendover ..... 2.0 miles

Rule 8.3–

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

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

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.

Wendover–Normal position of main track switches DOES NOT APPLY. Main track switch 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–

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

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

Rule 8.20–

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

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

6. **FRA Excepted Track–**

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

7. **Special Conditions–**

Handling 80 Feet or Longer Cars–

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 Wendover and Cheyenne, between Boulder and Broomfield–Trains of 8,000 or more trailing tons, when empty cars 80 Ft. or longer are coupled to cars 50 Ft. or shorter, they must be placed in the rear 8,000 tons. This places long car to short car coupling in the safe tonnage area.

Trains of greater than 9100 tons must handle loaded cars 80 feet and longer in the last 9100 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 either loaded or empty containers.

Denver–Close Clearance at Diesel Facility Fueling Track.

Inbound movements in excess of 4000 feet pulling into 31st Street yard via wye bridge must ensure route is lined for the entire movement into yard track prior to leading end of movement passing wash track crossover. In addition, do not stop movement except in case of emergency until leading end of movement reaches clearance point at 38th Street end of track unless otherwise advised. If a stop is made for any reason, a walking inspection must be made from head end to the west end of the wye bridge.

Denver Locomotive Facility–The Running Track adjacent to the roundhouse is out of service. Red flags have been placed on each end of the out of service portion of the track. In addition, the locomotive bell will be rung continously while operating within the roundhouse limits.

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

Jersey Line–Crews handling intermodal equipment between 38th Street and Rennick Yard via the Jersey Line will be governed by the following:

No stopping of movement will be made, except in case of emergency, between Washington Street and the UP Dock Switch. If a stop is made for any reason, a walking inspection of all cars must be made between these points.

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

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

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

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.

Switches for the Wye Bridge off New Main No. 1 toward Prospect Jct. will be left lined for the Wye.

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

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

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

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.

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

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

Longmont–When main track between siding switches is occupied by a train or cars, Westbound Trains must protect movement over Highway 119 Crossing at MP 42.53.

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

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

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.

Rawhide Power Plant–

The following speed restrictions apply:

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

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

Gate and switches should be lined for movement to dumper.

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

Empty coal trains with Train Symbol 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.

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

Cheyenne–Trains arriving or departing Cheyenne must notify the Cheyenne CSS Desk at Denver at 480-6369.

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
495	Black Hollow Jct.–Black Hollow
476	Denver UD to Wendover

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
	On the Front Range Sub			
41257	Warren Missle 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

WESTWARD ↓ — ↑ EASTWARD

Golden Subdiv

BRANCH LINE

Length of Siding In Feet	Station Nos.	Mile Post Location	STATIONS		Method of Oper.	Track Diagram
	84301	1.0	PROSPECT JCT	JR	CTC	
			3.8			
BETWEEN PROSPECT JCT AND C&S JCT, BNSF TRAINS AND ENGINES OPERATE OVER UP TRACKS AND ARE GOVERNED BY RULES AND TIMETABLE OF SP						
		4.9	C & S JCT	JR	CTC	
			6.9			
	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 UP 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 UP and BNSF crews.

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

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

4. General Code of Operating Rules Items–

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

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

5. **Trackside 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.

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

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 Olivet	11.8 west of Prospect Jct	17	Both
89313	Ball Metal	12.5 west of Prospect Jct	10	West
89313	Willamette Industries	12.6 west of Prospect Jct	14	West
	Speer Ind	12.8 west of Prospect Jct	17	West
	Coors End Plant	13.2 west of Prospect Jct	29	West

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	445-7248
J.D. Trammell	Road Foreman Engines	Denver	480-6265
D.L. Markley	Road Foreman Engines	Pueblo	549-3560
D.A. Durkin	Terminal Manager	Pueblo	549-3525
J.D. Magathan	Asst. Term. Trainmaster	Pueblo	549-3524
S.L. Cruz	Asst. Term. Trainmaster	Pueblo	549-3524
J.C. Pretch	Asst. Term. Trainmaster	Pueblo	549-3524
L.J. Youngblood	Asst. Term. Trainmaster	Pueblo	549-3524
T.I. McCann	Trainmaster	Denver	480-6391
J.W. Hartwig	Trainmaster	Sterling	277-2221
P. Herin	Trainmaster	Cheyenne	276-2221
B.A. Turner	Trainmaster	Trinidad	846-8121

Operations— Newton, KS

R.D. Burgess	Supt. Operations	Newton	284-3487
K.L. Rethwisch	Road Foreman Engines	Trinidad	846-8122
M.A. Bernard	Road Foreman Engines	Newton	284-3465
R.D. Kimberlin	Terminal Manager	Newton	284-3222
M.D. Crupper	Asst. Trainmaster	Newton	284-3224
D.V. Duncan	Asst. Trainmaster	Newton	284-3224
A.E. Gaeddert	Asst. Trainmaster	Newton	284-3487
M.W. Jacques	Asst. Trainmaster	Newton	284-3224
R. Perkins	Asst. Trainmaster	Newton	284-3224
B.L. Johnson	Trainmaster	La Junta	384-3702
V.V. Waller	Asst. Term. Trainmaster	La Junta	384-3910
J. Munson	Asst. Term. Trainmaster	La Junta	384-3910
R Staford	Asst. Term. Trainmaster	La Junta	384-3910
R.E. McConaughey	Trainmaster	Amarillo	371-3357
R.E. Blecha	Trainmaster	Dodge City	227-5961

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
W.L. Sibila	Trainmaster-Term.	Denver	480-6447
A.E. Wolfe	Trainmaster-Term.	Denver	480-6447
J.D. Danko	Trainmaster-Term.	Denver	480-6447
B.R. Owens	Trainmaster-Term.	Denver	480-6447
C.L. Smith	Trainmaster-Term.	Denver	480-6447
K. Vaughn	Asst. Term. Trainmaster	Denver	480-6447

Maintenance of Way

E.C. Gallagher	Div. Main. Engineer	Denver	480-6393
G.M. Shymanski	Roadmaster	Denver	480-6251
E.K. Earle	Asst. 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	549-3528
W.A. Meidinger	Roadmaster	Trinidad	846-8146
A.P. Campos	Roadmaster	La Junta	384-3823
L.D. Jones	Roadmaster	Dodge City	227-5968
P.E. Zenner	Roadmaster	Newton	284-3476
T.W. Koerting	Roadmaster	Raton	445-7252
D.F. Befort	Roadmaster	Amarillo	371-3340
P.D. Barros	Roadmaster	Trinidad	846-8147