

### DENVER YARD

#### G. E. Thiel - Superintendent Terminal Operations, Denver

B. HUNTER	Asst. Supt. Terminal	Denver
J. H. WILLIAMS, JR.	Terminal Trainmaster	Denver
B. D. ANDREW	Terminal Trainmaster	Denver
A. F. BOLE	Terminal Trainmaster	Denver
R. F. LOUKOTA	Terminal Trainmaster	Denver
T. I. McCANN	Terminal Trainmaster	Denver

### ALLIANCE YARD

#### F. D. Clifton - Superintendent Terminal Operations, Alliance

S. L. WEATHERBY	Asst. Supt. Terminal	Alliance
E. F. HATZENBUHLER	Manager Operating Practices	Alliance
W. L. LINGBLOOM	Terminal Trainmaster	Alliance
W. L. CLARK	Terminal Trainmaster	Alliance
S. M. BARROW	Terminal Trainmaster	Alliance
J. L. HARDY	Terminal Trainmaster	Alliance
M. J. MARUNIAK JR.	Terminal Trainmaster	Alliance
K. D. DUNN	Trainmaster	Scottsbluff
K. E. MADDEN	Trainmaster	Alliance
C. E. FOWLER JR.	Trainmaster	Alliance

#### T. H. Lynch, - Superintendent Operations, Denver

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R. L. KREGER	Trainmaster	Trinidad
J. E. LUTZENBERGER	Trainmaster	Trinidad
T. W. HAMILTON	Trainmaster	Cheyenne
A. P. HUSCHKA	Trainmaster	Denver
K. P. MURRAY	Trainmaster	Denver
J. W. HARTWIG	Trainmaster	Sterling
W. J. BELL	Asst. Trainmaster	Sterling
L. TOMPKINS	Trainmaster	Greybull

#### R. R. Fay, - Superintendent Operations, Gillette

J. F. COOPER	Trainmaster	Gillette
F. R. GULLEDGE	Trainmaster	Gillette
D. D. HALL	Trainmaster	Gillette
R. D. STENDER	Trainmaster	Gillette
W. A. CUNNINGHAM	Asst. Trainmaster	Gillette
B. R. SWAIN	Trainmaster	Edgemont
R. J. WOLFF	Trainmaster	Edgemont
A. W. MYDLAND	Trainmaster	Sheridan
L. G. SCHIPPER	Trainmaster	Sheridan
B. N. LEIGH	Asst. Trainmaster	Sheridan
J. M. RYAN	Trainmaster	Guernsey
L. W. TAYLOR	Trainmaster	Guernsey

### REGION TRANSPORTATION

#### M. L. Holsteen, - Director Transportation, Denver

T. N. BISSEN	Supt. Transportation	Galesburg
D. A. BASFORD	Supt. Transportation	Denver
C. J. GRELING	Supt. Transportation	Springfield
D. W. HILL	Chief Train Dispatcher	Alliance
M. D. POTTHOFF	Chief Train Dispatcher	McCook
R. R. ROBY	Chief Train Dispatcher	Billing

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### SOUTHERN REGION

## DENVER DIVISION

## TIMETABLE NO. 1

IN EFFECT AT 0001  
Continental Mountain Time

**Sunday  
October 30, 1988**

Including National Railroad Passenger Corporation (NRP) Trains

Region Vice President      Division General Manager  
**R. S. HOWERY**                      **R. H. NELSON**

Vice President Transportation  
**W. A. HATTON**

## ALL SUBDIVISIONS

## 1. Speed Restrictions

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Trains consisting entirely of passenger equipment are authorized to operate at passenger train speed.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

## Maximum Speeds Permitted

Freight trains up to 100 Tons/OB .....	60 MPH
Freight trains over 100 Tons/OB .....	45 MPH
Loaded coal trains .....	45 MPH
Empty coal trains .....	50 MPH

Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes. For purposes of this definition, each platform of multi-platform cars is considered one car.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

## Maximum Speeds Permitted:

On sidings .....	20 MPH.
On tracks other than main tracks and sidings .....	10 MPH.
Locomotives equipped with friction bearings .....	35 MPH.
Light locomotive consist or caboose hop .....	50 MPH.

Trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions ..... 12 MPH.

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99949 .....	45 MPH	20 MPH
All other ore cars .....	40 MPH	20 MPH
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026 .....	35 MPH	20 MPH
Air dump cars (loaded) .....	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow) .....	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader .....	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes .....	30 MPH	15 MPH
Ribbon rail cars (loaded) .....	35 MPH	25 MPH
Clay cars, BAP 3801-4199 .....	45 MPH	45 MPH
Empty bulkhead flat cars except BN 961302-961361, BN 965846-965945 and cars with center bulkheads .....	45 MPH	45 MPH
Empty flat cars: NP 62300-62949 NP 66100-66249 .....	45 MPH	45 MPH

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by chief dispatcher and roadmaster or covered by specific instructions.

## Maximum Speed of Locomotives

Refer to Rule 455 of the Air Brake, Mechanical and Train Handling Rules for maximum authorized speed of locomotives.

## 1A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 MPH and 21 MPH can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or general order, the following restrictions will apply:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 MPH, must reduce speed to not exceed 13 MPH until movement can again exceed 21 MPH.

## 2. Restrictions on Locomotives

The maximum number of locomotives in a head-end consist must not exceed 10.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

The number of locomotives not in MU operation, regardless of placement in train, must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist to ensure brakes release. If other placement is required, release of the brakes must be ensured.

Locomotives not equipped with alignment control couplers must be handled in the following manner:

## Trains of more than 15 cars-

May be all or any portion of the powered locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over. Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

## Trains of 15 cars or less-

No placement restrictions.

The following locomotives are not equipped with alignment control couplers and may be placed anywhere in a light consist or caboose hop:

5-585, 1000-1004, 1400-1438, 1956-1971, 6100-6237, 9900-9925.

## 3. Manned Helper Operations

Locomotives not equipped with alignment control couplers (See Item 2) must be equipped with bolster stops when operated in manned helper consists; **except**, single non-equipped locomotives may be operated when placed between locomotives equipped with alignment control couplers or bolster stops.

The following locomotives, are not equipped with alignment control couplers, but are equipped with bolster stops:

1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1811-1813, 1816, 1819, 1821, 1829, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1888-1889, 1896-1898, 1900, 1910, 1913-1914, 1916-1917, 1920, 1922, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964-1965, 1971, 1977-1978, 1980, 1991, 1993, 1995-1997.

The locomotive which is coupled to cars must be equipped with an alignment control coupler if locomotive consist has 18 or more powered axles. In figuring powered axles, include locomotives in manned helper operation when placed at head end of train.

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less.

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or general order are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

When restrictions governing trailing tonnage are provided by Individual Subdivision Special Instructions or general order, helper may be operated on head end, providing the combined head end and helper locomotives do not exceed 36 powered axles.

# SPECIAL INSTRUCTIONS

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Not more than 24 powered axles can be used in helper services or in head end consist when helpers are being used, EXCEPT with coal trains equipped entirely with type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 powered axles must be cut in ahead of caboose.

The following 100-ton coal cars are not equipped with Grade E steel couplers:

BN 513903-513997	BN 524020-525297
BN 514108-514193	CBQ 160002-160199
BN 514301-514494	CBQ 160205-161497
BN 520016-520595	GN 70400-70499
BN 522000-522399	NP 73000-73699

Train dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

## 3A. Locomotive Group Chart

This chart must be used when restrictions in Items 1 and 2 of Individual Subdivision Special Instructions are shown.

Group	Model	Locomotive Numbers
A	SW-1	70.
B	GP9B*	600-602, 604.
	GP-5	1355-1356, 1358-1360, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1888-1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980, 1991, 1993, 1995-1997.
C	SW-12	162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 205-207, 209-214, 222-226, 228, 230-231, 233-255, AMTK 565.
	SW-9	169.
	SW-10	375-394, 427-449, 574-577, 579-585.
D	NW-12	5, 14.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438.
	GP-9	1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896-1898, 1900, 1965, 1970, 1977-1978.
	GP-20	2012, 2030-2031, 2034-2035, 2037, 2042, 2044, 2048-2049, 2054, 2058, 2063.
	GP-30	2217-2219, 2221-2222, 2225, 2232.
	GP-39-2	2700-2739, HL 403.
E	SW-15	20-65, 300-324.
	GP-38E	EMD 741, EMD 743, EMD 745, EMD 747-748, EMD 752-753, EMD 756, EMD 758-763, EMD 767, EMD 770-771, EMD 775-776, EMD 778-783, EMD 785, EMD 787, EMD 790-793, EMD 797-800, EMD 802, EMD 804-806, EMD 808-810, EMD 813, EMD 816, EMD 822, EMD 824, EMD 826-827, EMD 834, EMD 838, 2072-2077, 2110-2135, 2137-2138.
	GP-38	2155-2189.
	GP-38-X	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-38-2	HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2200, 2203-2206, 2210, 2212-2216, 2251, 2253.
	GP-35	2504, 2507, 2511, 2514, 2516-2518, 2522-2526, 2528-2534, 2537, 2540-2543, 2551, 2554-2557, 2559-2560, 2570-2572, 2576, 2579-2580.
	GP-38-B*	2600.
	GP-38-2B*	2601.
	GP-40	3000-3002, 3004-3005, 3008-3012, 3015-3016, 3019, 3022-3023, 3025, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-2	3040-3064.
	GP-50	3100-3162.

Group	Model	Locomotive Numbers
E	B-30-7A*	4000-4050, 4052-4119.
	U-30-B	5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-409.
	B-39-8	GEEX 8000-8001, LMX 8500-8599.
	SD-9	HL 504-505.
F		None.
G	SD-9	6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9	6100-6103, 6107-6110, 6113-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5306, 5318, 5320-5322, 5325-5326, 5330, 5335, 5338-5362, 5364-5394, 5800-5801, 5803-5804, 5806-5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6300, 6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-40-2B*	7500-7502.
	SD-60	OWY 9000-9099.
		*Cables.

## 4. Restrictions on Cars

Following equipment must be placed next ahead of caboose or at rear of cabooseless trains, except in work train or when otherwise provided by authority of chief dispatcher:

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026

Scale test cars BN 979004 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers

Locomotive cranes

Empty ribbon rail cars

Rear end only cars

Jordan spreaders

Rotary snowplows, wedge plows, dozers.

When pile drivers, cranes, derricks or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving and wings must be properly secured.

The conductor and engineer must be notified when such equipment is in their train.

DODX 40000-40100- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

## 4A. 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, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer coupled to cars 50 feet or shorter in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80 feet or longer loaded cars must be regarded the same as an 80 feet or longer empty car:

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

**Exception-**Trains consisting entirely of cars 80 feet and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

#### 4B. Multi-Platform and Stack Intermodal Cars

These cars are authorized for movement on tracks with weight limit of 177,000 pounds or more.

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Feet or Longer Cars does not apply to multi-platform or stack cars.

##### Description: Multi-Platform Cars

Cars consist of permanently connected individual platforms and are arranged in 5 and 10-platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 637500 through 637503.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake. These cars are designated BN 637100 through 637107.

When necessary to apply hand brakes on a 10-platform car, both hand brakes must be applied.

##### Description: Stack Cars

Cars consist of permanently connected individual platforms and are arranged in 5 platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

##### Yard Operation

Cars must not be humped or cut off while in motion, and must not be coupled with more force than necessary to make the coupling.

When multi-platform or stack cars have empty platform(s), switching movements must be made with no more than 12 powered axles.

##### Train Operation

When multi-platform or stack cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

#### 5. Car Weight and Length Restrictions

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of general manager.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

#### 6. Federal Railroad Administration (FRA) Excepted Track

Where Individual Subdivision Special Instructions specify "FRA EXCEPTED TRACK - See All Subdivision's Item 6", the following restrictions apply:

- a. Maximum speed is 10 MPH;
- b. Revenue passenger trains are not permitted; and,
- c. No more than five cars, required to be placarded by Hazardous Materials Regulations, may be handled in a freight train.

#### 7. Air Repeater Operation

Air repeater cars BNH 3-14, 20-29, 30-35 must be operated approximately in the middle of the train.

There is a flashing light on both end of the roof and two lights on either side at ground level. Flashing roof light and illuminated side light indicate which end of the car is cut in for repeater operation and must be the light nearest the controlling locomotive.

If charging in the wrong direction, bring the brake pipe to zero with an emergency application of the train brakes and recharge in the normal manner.

Air repeater cars increase the brake pipe pressure by a fixed percentage. Higher brake pipe pressure at the rear of a train will be noticed with this arrangement. It is possible for the brake pipe pressure on the rear car to be greater than the brake pipe pressure setting of the controlling locomotive. This does not constitute an overcharge with the air repeater car operating.

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

If brakes do apply on the train when the air repeater rack is cut out by the bypass valve, it will be necessary to reduce the overcharged condition.

#### 8. Dimensional and Special Shipment Restrictions

a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.

b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625 of the General Code of Operating Rules.

d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.

e. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.

f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.

g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>ALPHA</b>	<p><b>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	<b>GOLF</b>	<p><b>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>
<b>BRAVO</b>	<p><b>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	<b>HOTEL</b>	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
<b>CHARLIE</b>	<p><b>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>	<b>INDIA</b>	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
<b>DELTA</b>	<p><b>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	<b>JULIET</b>	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>
<b>ECHO</b>	<p><b>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	<b>KILOGRAM</b>	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>
<b>FOXTROT</b>	<p><b>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	<b>LIMA</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		<b>MIKE</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		<b>NOVEMBER</b>	<p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>
		<b>OSCAR</b>	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		<b>PAPA</b>	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		<b>QUEBEC</b>	<p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>

## SPECIAL INSTRUCTIONS

CODE	RESTRICTION APPLICABLE
<b>ROMEO</b>	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
<b>SANDWICH</b>	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
<b>TANGO</b>	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
<b>UNIFORM</b>	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
<b>VICTOR</b>	This shipment must not be detoured or rerouted without further clearances.
<b>WHISKEY</b>	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

### 9. Track Side Warning Detector

#### Train Inspection

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.

Only 200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

If overheating or defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. EXCEPTION: If overheating or defect detected involves a locomotive, such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect. If track side warning detector indicates overheating on the wheel of a caboose having a generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.

Mechanical forces on duty at next terminal, connecting crew at crew change point or proper authority must be informed of condition if unable to locate defective equipment.

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to general manager and chief dispatcher indicating date, train and location of track side warning detector which failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, including when **Detector Status Message** is "... Integrity failure", crew will inspect train in advance of such structure.

Location of track side warning detectors is shown under Individual Subdivision Special Instructions.

### Track Side Warning Detector-Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of track side warning detector and/or until entire message is received from that detector site.

A four second warning tone is issued immediately upon each defect detected.

Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Detector out of service.
"... First hot box right side XXX"	Stop train; inspect near indicated axle.
"... First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
"... First hot wheel near axle XXX"	Stop train; inspect near indicated axle.

Detector Status Message	Train Crew Response
"... (No message or incomplete message)"	Stop and inspect entire train.
"... Excessive Alarms"	Stop and inspect entire train.

Detector status messages may describe more than one defect such as:

- "... First hot box left and right side XXX"
- "... First hot wheel near axle XXX"
- "... Second hot box right side XXX"
- "... Third hot box left side XXX"

XXX is the axle count from the head end of train, including locomotives, to the defect indicated.

All detector status messages will be repeated in order of detection.

End of message will be indicated by the words "Out" or "End of transmission".

When failed equipment is indicated, train crew must advise train dispatcher reason for delay by first available means of communication.

Conductor must report to the train dispatcher when **Detector Status Message** is "Integrity failure".

If more than one detector status message is received, comply with most restrictive message.

### Track Side Warning Detector-Radio Tone-

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from the point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

### 10. Storage of Cars Within Yard Limits Non-ABS Territory

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by track warrant or track bulletin. This does not modify requirements of Rule 93.

### 11. Commodities Insulating Track in CTC and ABS

Employees should be alert for insulating commodities such as clay, chips, oil, etc., on top of rails. This condition could possibly insulate the track and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

### 12. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules  
 Air Brake and Train Handling Rules, Form 15338  
 Train Dispatcher's Manual, Form 51545  
 Instructions for Agents, Control Operators, Train Order Operators, and Bridgetenders, Form 15472  
 Rules of the Maintenance of Way, Form 15125  
 Safety Rules and General Rules, Form 15001  
 Intermodal/Automobile Facility Safety Rules and General Rules, Form 16406

**13. General Code of Operating Rules Changes and Additions**

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "general manager" replaces "superintendent".

**Track Permits, Track and Time Limits, Track Warrants and Track Bulletins**

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

**Definition-Restricted Speed-is changed to read:**

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

**Rule G-is changed to read:**

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

**Rule Q-add the following:**

MT - Main Track(s)

**Rules 2 and 3**

Employees governed by the General Code of Operating Rules are "designated employees" under Rules 2 and 3.

**Rule 2**

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

CONTINENTAL TIME will be used for operating purposes.

**Rule 3**

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

**Rule 6(A)-explanation of characters:**

- A** - Automatic Interlocking (actuated automatically by the approach of a train).
- B** - General orders, notices, and circulars.
- I** - Manual Interlocking (operated by a control operator).
- J** - Junction.
- K** - Standard clock.
- M** - Railroad crossing protected by signals or gates.
- R** - Train register.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

**Rule 10(C)-second paragraph is changed to read:**

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

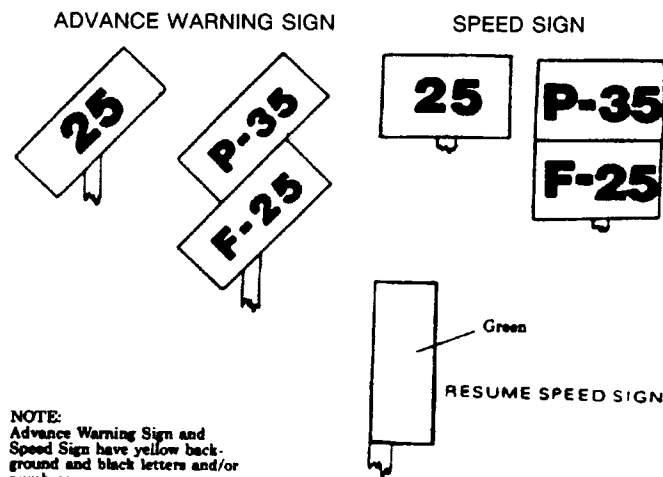
**Rule 10(E)-following paragraphs are added:**

Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) and Resume Speed Sign (vertical).

The "Advance Warning Sign" will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a "Resume Speed Sign" or another "Speed Sign" is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.



These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

**Rule 11-following second paragraph is added:**

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

**Rule 19-is changed to read:**

**19. MARKERS:** A marker of the prescribed type will be displayed on the trailing end of the rear car to indicate the rear of the train.

**19(A). HIGHLY VISIBLE MARKER:** A highly visible marker will be displayed at the rear of every train as follows:

- (1) From one hour before sunset to one hour after sunrise and when weather conditions restrict visibility to less than one-half mile.

**NOTE:** A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time.

- (2) When an engine is operating without cars or is at the rear of the train, the trailing headlight, illuminated on dim, may be used as a marker.

When a highly visible marker is required, it must be inspected by a qualified employee at the initial terminal and each crew change point to determine that it is functioning properly. Inspection will be made by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.



**19(B). ALTERNATIVE MARKERS:** A reflector, a red flag or a light fixture will be displayed at the rear of the train as the marker when:

- (1) A highly visible marker is not required;
- (2) A defective car must be placed at the rear for movement to a repair point;
- (3) The rear portion of the train is disabled and cannot be moved and a highly visible marker cannot be displayed on the rear of portion to be moved; or,
- (4) The highly visible marker becomes inoperative en route. The train may be moved to the next forward location where the highly visible marker can be repaired or replaced.

**Rule 26**-is modified as follows:

**26. BLUE SIGNAL PROTECTION OF WORKMEN:** This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

**Workmen**

(No change)

**NOTE:** "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

- (7) Blue signal protection must be provided for workmen when:
  - (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
  - (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

**Rule 81**

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

**Rule 93**-following three paragraphs are added:

Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS".

General order or special instructions will read, as example:

Conditional yard limits in effect between MP\_\_\_\_\_ and MP\_\_\_\_\_ between (station) and (station) (time) until (time) daily Monday through Friday. If in effect 24 hours per day, time need not be specified.

**Rule 98(A)**- Second paragraph is cancelled.

**Rule 102**, paragraph (2) - is changed to read:

- (2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so either by visual inspection of the train or knowledge that the train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

**Rule 102**-the following new last paragraph is added:

In cabooseless train operation, the initial and number of the car on which the rear of train device or marker is applied must be ascertained by the conductor. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

**Rule 103(E)**-is changed to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

**Rule 104(M)**-second paragraph is changed to read:

When signal governing movement over a spring switch displays Stop, Stop and Proceed or Restricted Proceed indication, when indicator displays Stop and Inspect Switch indication, or when switch is not protected by signal or indicator, train or engine making facing point movement must stop and crew member must test the switch, unless the switch has been lined for diverging route or crew has been advised by train order, track bulletin or track warrant that spring switch has been spiked.

**Rule 104(M)**-fifth paragraph is changed to read:

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

**Rule 153**-following paragraph is added:

When using main tracks, except double track, in westward or southward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

**Rule 223, Rule 225 and Form N Train Order**-will not be used.

**Form M Train Order**

The following is added to Form M train order:

(3) **LINE NO \_\_\_\_\_ OF ORDER NO \_\_\_\_\_ IS ANNULLED**

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

**Form O Train Order**-will not be used.

**Form D-S Train Order Example (1)**-is changed to read:

**(1) 801 AM UNTIL 501 PM MAY 15 ALL TRAINS MUST USE  
TRACK BETWEEN WEST CROSSOVER AT  
FAYE AND EAST CROSSOVER AT GLEN  
ALL TRAINS MUST STOP BEFORE FOULING  
TRACK BETWEEN THESE POINTS UNLESS  
AUTHORIZED TO PROCEED BY EMPLOYE IN CHARGE OF  
SWITCHES OR TRAIN DISPATCHER**

This order is to be used when one or more main tracks are to be removed from service and all trains in both directions are to use the remaining track with an employee in charge of switches at each end of territory designated.

Movements between the designated points will be directed by the train dispatcher who will issue copy of train order and necessary instructions to the employees in charge of the switches.

Employee in charge of switches may authorize movement on main track between the designated points by controlled signal indication, verbally or by hand signal.

**Form Y Train Order, Example (2)**-will not be used.



**GENERAL DESCRIPTION OF SIGNALS, Page 124**-the following two paragraphs are added:

When a track intervenes to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.

When a track intervenes to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.

#### Rule 234

**INDICATION** is changed to: Proceed prepared to pass next signal not exceeding 35 MPH.

#### Rule 241

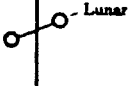
**NAME** is changed to: RESTRICTED PROCEED.

**INDICATION** is changed to: Proceed at restricted speed.


#### Rule 248-new:

**SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS**


#### Rule 248(A)-Take Siding Indicator

Aspects	Indication
	When illuminated, hand operate switch and enter siding.


#### Rule 248(B)-Operate Switch Indicator

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

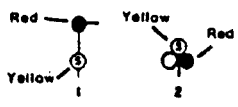
#### Rule 248(C)-Block Indicator

Aspects	Indication
	Block clear.

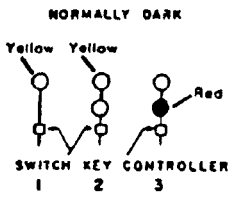
#### Rule 248(D)-Block Indicator

Aspects	Indication
	Block occupied.

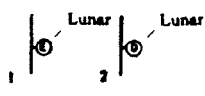
#### Rule 248(E)-Spring Switch Indicator

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 238.

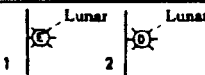
#### Rule 248(F)-Switch Indicator

Aspects	Indication
	Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator.  If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules.  If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes.  To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.


#### Rule 248(G)-Failed Equipment Indicator

Aspects	Indication
	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.


#### Rule 248(H)-Failed Equipment Indicator

Aspects	Indication
	When flashing, no failed equipment has been detected.


#### Rule 248(I)-Slide Fence Indicator

Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.

**Rule 248(J)-Slide Fence Indicator**

Aspects	Indication
	When flashing, slide fence has not been activated.

**Rule 248(K)-Resume Speed**

Aspects	Indication
	End of slide fence restriction; resume speed.

**Rule 305(A)- new rule added as follows:**

**305(A). APPROACH TO AUTOMATIC INTERLOCKING:** A train passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

**Rule 312(2)(b)-** The waiting time is 10 minutes.

**Rule 312(3)-**cancel second paragraph and add the following three paragraphs:

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train on the conflicting route.

**Rule 315(A)-**is changed to read:

**315(A). DUAL CONTROL SWITCHES AND DERAILS:** Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

**Rule 316-**second paragraph is changed to read:

On any track where CTC, TWC or APB is in effect, a reverse movement must not be made without flag protection or authority from the control operator or train dispatcher.

**Rule 319-**add new paragraph following paragraph (2):

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

**Rule 351-**is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. Be governed by the third paragraph of Rule 351.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

**Rule 351(C)-**cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

**Rule 408, paragraph (2)-**is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

**Rule 409-**is changed to read:

**409. OCCUPYING SAME LIMITS:** Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

**Rules 410 and 411-**modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

**Rule 413-**following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

**Rule 456-** will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

**Rule 463-**is changed to read:

**463. VOIDING TRACK BULLETINS:** To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO \_\_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.



**Rule 11-**following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

**Rule 26-**is modified as follows:

**26. BLUE SIGNAL PROTECTION OF WORKMEN:** This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

**Workmen**

(No change)

**NOTE:** "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

(7) Blue signal protection must be provided for workmen when:

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

**Rule 37-** is changed to read:

**37. TRANSMITTING AND REPEATING:** When transmitting and repeating line-up, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced then spelled.

Where authorized by division superintendent, train location line-ups may be transmitted by train dispatcher using recording device.

Except when copied from recording device, line-up must be repeated by one or more of those copying it. Each person copying must observe whether line-up is repeated correctly and if not, will immediately call attention to any error. Positive identification of employees receiving line-up must be established except when copied from a recording device.

**Rule 38-** is changed to read:

**38. COPYING:** Except when copied from recording device, persons copying line-ups will make as many copies as necessary and must identify themselves to the train dispatcher. When operator copies line-ups a file copy shall be retained bearing the signature or name of each person to whom copies are delivered. When line-ups are re-copied, they must be repeated to the train dispatcher. Line-ups may be duplicated mechanically.

After line-up has been copied from a recording device, it must be replayed and each word and figure underscored as it is played back.

**Rule 351-**cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

**Rule 351-**is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. The third paragraph of Rule 351 is in effect.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

**Rule 351(C)-**cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

**Rule 408,** paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

**Rule 409-**is changed to read:

**409. OCCUPYING SAME LIMITS:** Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

**Rules 410 and 411-**modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

**Rule 413-**following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

**Rule 463-**is changed to read:

**463. VOIDING TRACK BULLETINS:** To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO. \_\_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) **TRACK BULLETIN NO. \_\_\_\_\_ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

- (2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO \_\_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) **THAT PART OF TRACK BULLETIN NO \_\_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) **TRACK BULLETIN NO \_\_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

**TRACK BULLETIN FORM D**  **BURLINGTON NORTHERN RAILROAD**

No. \_\_\_\_\_ Date \_\_\_\_\_ 19\_\_\_\_

TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____



OK _____	CHAS. ST. _____	DISPATCHER _____
----------	-----------------	------------------

Form 100-10-100 Approved by U.S.A.

# 15. Safety Rules and General Rules Changes and Additions

**Rule 181-is modified as follows:**

**181.** This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

**WORKMEN:**

(No change)

**NOTE:** "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

g. Blue signal protection must be provided for workmen when:

- (1) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

**Rule 299-last paragraph is changed to read:**

When movement is being made in response to hand signals, the disappearance from view of employee giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal unless employee on leading car has control of air brakes.

**Rule 336 m-added:**

Turn vehicle headlights on any time the weather requires use of windshield wipers.

**Rule 345-following paragraph is added:**

Vehicles above 10 feet in height must have height marked on outside and on dash of vehicle.

Rules 382 through 414 are cancelled. The rules contained in BN Form 16404 11-86, titled Intermodal/Automobile Facility Safety Rules and General Rules, govern all personnel whose duties are within the confines of a Burlington Northern Intermodal or Automobile facility including but not limited to employees of Burlington Northern Railroad Company, contractual personnel to Burlington Northern Railroad Company and/or their agents, and all other personnel entering onto properties of the Burlington Northern Railroad in the course of providing services, repair, etc.

**Rule 565-is changed to read:**

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

**Rule 566-is cancelled.**

**Rule 572-is changed to read:**

Employees are prohibited from having firearms or other deadly weapons, including knives with a blade in excess of three inches, in their possession while on duty or on Company property except those authorized to have them in the performance of their duties or those given special permission by the superintendent.

**Rule 575(A)-added:**

**575(A).** The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used for other than Company business.

The use of Company postage for personal mail not related to Company business is prohibited. Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by the United States postal laws.

**Rule 592-is changed to read:**

Whenever passengers or employees are injured, everything possible must be done to care for them properly. If they are able to be moved, they should receive care from the nearest Company physician. If the case is urgent, they should be taken to the nearest medical facility or qualified physician (M.D.) for treatment.

**Rule 597-is changed to read:**

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

**16. Intermodal/Automobile Facility Safety Rules and General Rules**

BN Form 16406 11-86, INTERMODAL / AUTOMOBILE FACILITY SAFETY RULES and GENERAL RULES replaces Rules 382 through 414 in BN SAFETY RULES AND GENERAL RULES book.

**Rule I-9 - changed to read:**

I-9. The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty or their possession or use while on duty or on Company property is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

**Rule I-16 - changed to read:**

I-16. Air line must be connected to the trailer/chassis and the brakes set before attempting to connect tractor to trailer. Trailer/chassis must be at proper height and brakes set, as necessary, to prevent movement, damage or injury.

**Rule I-19(a) - new rule added:**

I-19(a). When piggybacker is standing idle, the boom or arms must be locked in the up position and emergency brakes set.

**Rule I-19(b) - new rule added:**

I-19(b). Personnel are prohibited from walking or standing under the piggybacker boom for any reason other than maintenance.

**Rule I-22 - changed to read:**

I-22. Within an Intermodal or Automobile Facility, tracks must not be entered or rail cars coupled to or moved without authority of supervisor in charge of the Facility.

**Rule I-34 - new rule added:**

I-34. When a red stop sign or red light is displayed on a trailer, such equipment must not be coupled to until red signal has been removed.

Personnel working on or in a trailer not coupled to a tractor must establish protection by displaying red stop sign(s) by day and red light(s) by night. Such protection must also be placed on adjacent units parked within eight (8) feet of unit to be protected. Red signs or lights shall be removed only by same personnel who displayed them. Service vehicle may be used as a barrier in lieu of the stop sign or light if it prevents tractor coupling to the trailer.

**17. Automatic Cab Signals**

Cab signal equipment must be cut out on all portions of Burlington Northern Railroad except on suburban equipment on Lakes Division, 1st Subdivision.

**18. Helper Behind Caboose**

When necessary to use helper consist to assist a train, employees must not ride caboose ahead of helper consist.

**19. Trackman's Train Location Line-up**

In CTC or TWC territory, Individual Subdivision Special Instructions will specify if line-up must be obtained as required by Rule 35 of the Rules of the Maintenance of Way.

**20. Certificate of Rules Examination**

Employees required to pass rules examination must have Certificate of Rules Examination, Form 15015, in their possession while on duty.

**21. Dumping Toilets**

Dumping of toilets is prohibited when:

- a. Passing through limits of Track Bulletin Form B
- b. Passing by any location where workmen are known to be present
- c. In tunnels and snowsheds
- d. Passing over bridges
- e. At stations
- f. At any location prohibited by law

Compliance with these instructions by employees on passenger trains may require that all "Waste Treatment System" circuit breakers on Superliner equipment be switched to OFF. On other equipment not so equipped, restrooms must be cleared and restroom doors secured within the above limits.

**22. Federal Railroad Administration Presumption of Impairment Notice**

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." (See last paragraph for BN's policy.)

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"A complete copy of the Federal regulations is available for your review at each Division Superintendent's office."

Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

**23. Procedures For State Drug and Alcohol Testing****BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA**

In the event that an employee is required to submit to urine testing under BN's Guidelines for the Enforcement of Rule G or Safety Rule 565, the following procedures will govern BN's testing program:

1. The employee will provide a urine sample at a BN-designated medical facility prior to going off duty but not more than eight (8) hours after the occurrence.
2. At this medical facility, the employee will sign an "Informed Consent and Release of Liability" (if required by the facility), will provide a sufficient quantity of specimen and will provide this specimen in the manner directed by the medical personnel at the facility. A determination that the specimen is authentic will be made by medical personnel.
3. Authorized medical personnel will keep a sufficient amount of specimen to perform a drug screen, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and requisition form in the mailing container envelope and Express Mail to:

American Institute for Drug Detection, Inc.  
5515 Milton Parkway  
Rosemont, Illinois 60018

NOTE: For those employees requesting a blood test, the medical personnel will obtain, seal and handle the blood sample, in accordance with the instructions provided by AIDD, Inc. and the medical facility will Express Mail the sample to AIDD, Inc.

NOTE: For a test administered pursuant to Federal Railroad Administration ("FRA") regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for American Institute for Drug Detection, Inc. ("AIDD, Inc.") and a third for the University of Utah, Center for Human Toxicology. The procedures for shipping the specimen to the University of Utah will be done in accordance with FRA regulations.

4. The medical facility will test the urine specimen submitted for at least alcohol and other substances of abuse, and the test results will be released only to the requesting BN official or the Chief Medical Officer of BN, or his designee.
5. The test results from AIDD, Inc. will be released only to the Chief Medical Officer of BN, or his designee, who will advise the requesting BN official.
6. The employee has the right to withhold the release of the test result from all persons except BN's requesting official and the Chief Medical Officer, or their authorized representatives.
7. A more complete description of the procedure and policy of BN's Enforcement of Rule G and Safety Rule 565 can be provided by your supervisor.

#### BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING IN PREEMPLOYMENT AND OTHER PHYSICAL EXAMINATIONS WITHIN THE STATE OF MONTANA

All applicants for employment and employees will have a drug and alcohol screen performed on the urine specimen collected at their physical examination. The following procedures will govern the BN Medical Department screening:

1. The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.
2. Authorized medical personnel will keep a sufficient amount of specimen to perform the routine urinalysis, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and the requisition form in the mailing container envelope and mail to:

American Institute for Drug Detection, Inc.  
5515 Milton Parkway  
Rosemont, Illinois 60018

3. The test results from AIDD, Inc. are released only to the Chief Medical Officer of BN, or his designee.
4. The employee has the right to withhold the release of the test result from all persons except the Chief Medical Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

#### 24. Physical Examinations

Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations will be at company expense.

#### 25. Roadway Signs

Except as shown, roadway signs have white background and black letters and/or numbers.



Yellow—Rules 10 & 10(D).  
Red—Rule 10(A) or  
Green—Rules 10 & 10(D)

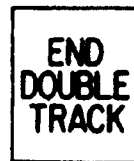
Track Flag



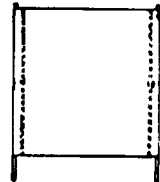
Junction  
Rule 98(B)



Yard Limit  
Rule 93



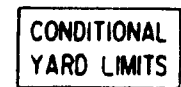
End Double Track



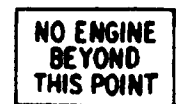
Track Flag



Railroad Crossing  
Rules 98 & 98(B)

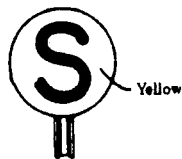


Conditional Yard Limits  
Rule 93

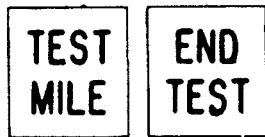


No Engine Beyond This Point





Spring Switch  
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle  
Rule 15(I)

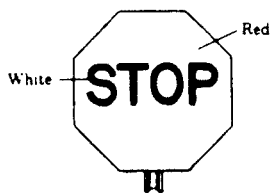
Numerals, when attached,  
denotes the number of  
crossings less than 1,320  
feet.



Derail  
Rule 104(L)



Fouling Point

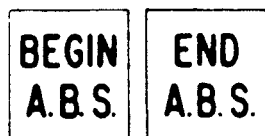


Stop  
Rules 98 and 98(B)

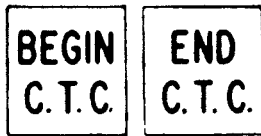


White letters on reflective red  
background, or black letters  
on white background.

Stop



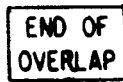
Begin and End ABS



Begin and End CTC



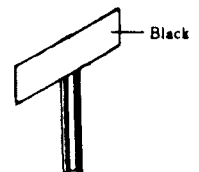
Signal Overlap  
Rule 303



End of Overlap  
Rule 303



Westward Siding or  
Eastward Siding  
Rule 105(A)



Flanger



No Clearance



One Mile Draw Span  
Rule 98

**26. Tonnage Chart Profile**

A "Tonnage Chart Profile", as shown in the following example, may be included on the bottom of the conductor's wheel report. This profile will give you the following information in a "snapshot" type view of train.

TONNAGE CHART PROFILE OF TRAIN 01 198 27 27-FEB-87 08:02

a. \*\*\*SPEED RESTRICTION EXISTS ON THIS TRAIN\*\*\*

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

```

150 .....
140 .....
130 .....
120 .....
110 .....
100 EEEE
90 NNNN
80 GGGG
70 .....
60 .....
50 .....
40 .....
30 .....
20 .....
LEN
SPH

```

X  
X  
X  
X  
X X  
X X  
X XX  
X XX  
X XX  
XXXXXX  
XXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX  
S S SS  
D

```

150 .....
140 .....
130 .....
120 .....
110 .....
100 .....
90 X
80 X
70 X
60 X
50 X
40 X
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXX
20 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXX
LEN
SPH

```

C  
A  
B  
XX  
LL S

e. LEN  
f. SPH

C=CAU D=DAN E=EXP F=FCG H=HWI P=POG R=RM # = ALL OTHER SPHDLG CODES

**NOTES:**

- \*\*\*SPEED RESTRICTION EXISTS ON THIS TRAIN\*\*\* will print if a car on the wheel report has "SPD" in Special Handling Field.
- Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 30 tons and the 63rd car weighs 130 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".
- "LEN" represents car length - "S" = Short car 50 feet or shorter.  
"L" = Long car 80 feet or longer.
- "SPH" represents special handling - "SPH" codes are listed at bottom of chart.

This chart should assist in train handling decisions and provide for a safer train operation.

**Special Handling Codes shown on wheel report.**

CAU	Caution
COM	Combustible Gas
DAN	Dangerous
DEV	Loading Devices Required
DNH	Do Not Hump
DNS	Do Not Separate
EW	Excessive Weight
EXP	Explosive
HFR	Home For Repairs
HIV	High Value
HTR	Heater(s) in Car
HWI	High Wide
IRM	Incentive Rate Movement
L01-L09	BN Local Yard Use Only

MIC	Messenger in Charge
MRE	Mechanical Refrigeration
NPR	No Placards Required
PBC	Perishable in Box Car
POG	Poison Gas
RE	Rear Ender
RII	Rejected in Interchange
RM	Radioactive
Sxx	Speed in Miles Per Hour (xx is MPH.)
SPD	Speed Restriction
UOS	Unload From One Side Only
WI	Waive Inspection
ZIP	Expeditor Trains Only

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 8(A)	Distance from Texline
	40788		452.9	Z	TEXLINE BKRY	117.2
	40790		347.2		SIXELA Y	116.4
4.973	40799		337.6		CLAYTON	128.0
8.955	40807		330.4		ROYCE	135.2
8.627	40825		315.6		GRENVILLE	150.0
8.363	40837		300.1		GRANDE	165.5
7.349	40844		292.5	MS	DES MOINES	173.1
7.323	40854		284.5		FOLSOM	181.1
7.587	40865		272.3		ALPS	193.3
8.099	40874		263.1		BRANSON	202.5
8.527	40886		251.0		TRINCHERE	214.6
7.888	40903		235.2		BARELA	230.4
8.126	40917	477	220.2		BESHOAR	245.4
E7.085 W8.538	40924		211.8	DA	TRINIDAD IBKRY	253.8
7.735	40939		196.1		LUDLOW	269.5
8.078	40946		189.7		LYNN	275.9
7.851	40957		180.1		MAYNE	285.5
6.100	40965		171.6	WN	WALSENBURG JYX	294.0
	40981		155.2	DT	LASCAR X	310.4
	40993		143.7		CEDARWOOD X	321.9
4.530	41013		124.8	DT	SOUTHERN JCT. JRY	340.8
4.235	41014		122.5	2MT	MINNEQUA Y	343.1
			121.2		SALT CREEK JCT. JY	344.4

BETWEEN PUEBLO AND SALT CREEK JCT. AND BETWEEN SALT CREEK JCT. AND MINNEQUA ON SOUTHBOUND M.T. ATSF RR RULES AND TIMETABLE GOVERN.

41020	477	118.5	R	PUEBLO	J	TWC	347.1
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BETWEEN PUEBLO AND SOUTH DENVER ATSF-DRGW JOINT TIMETABLE GOVERN

41134	477	4.1	DT	SOUTH DENVER	UJMY		461.5
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BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls-Textline-39, 41, Clayton-42, Des Moines-43, Trinidad-46, Walsenburg-47, Minnequa-48.

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted Freight
Textline and Southern Jct. ....	49 MPH.
Trains over 100 Tons/OB	
Textline and MP 297.0 .....	40 MPH.
MP 297.0 and Walsenburg .....	35 MPH.
MP 338.4 and MP 337.5 .....	25 MPH.
MP 297.0 and MP 291.0 .....	40 MPH.
MP 291.0 and MP 282.0 .....	35 MPH.
MP 282.0 and MP 281.0 .....	25 MPH.
MP 281.0 and MP 275.0 .....	35 MPH.
MP 275.0 and MP 273.5 .....	25 MPH.
MP 273.0 and MP 214.1 .....	35 MPH.
MP 214.1 and MP 212.4 .....	20 MPH.
MP 212.4 and MP 211.3 (between North Linden Avenue and South Linden Avenue-Trinidad) .....	10 MPH.
MP 211.3 and MP 197.9 .....	35 MPH.
MP 197.9 and MP 187.5 .....	45 MPH.

MP 187.5 and MP 173.4 ..... 35 MPH.  
 MP 173.4 and MP 172.5 ..... 25 MPH.  
 MP 172.5 and MP 170.4 ..... 20 MPH.  
 Walsenburg-dual control switch ..... 20 MPH.  
 Southern Jct. and Walsenburg (Eastward Track-DRGW) ..... 30 MPH.  
 MP 124.8 and MP 124.3 ..... 10 MPH.  
 Southern Jct. and Salt Creek Jct. North Main Track ..... 20 MPH.  
 Southern Jct. and Minnequa South Main Track ..... 20 MPH.  
 Through turnouts and sidings at Des Moines, Alps,  
 Trinchere, Beshoar, west siding Trinidad,  
 Ludlow, Lynn, and Mayne ..... 20 MPH.  
 All other turnouts and sidings ..... 10 MPH.  
 MP 120.1 Pueblo Jct. and Salt Creek Jct. over  
 MOP crossing at ATSF ..... 10 MPH.  
 MP 618.3 and MP 618.6 Between Pueblo Jct. and  
 Pueblo Yard on ATSF ..... 10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions- None.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-

**Textline**-Westward trains must obtain track warrant showing track bulletins in effect between Textline and Trinidad.

**Trinidad**-Westward trains must obtain track warrant showing track bulletins in effect between Trinidad and Southern Jct. including on Westward track only from Walsenburg to Southern Jct.

Eastward trains must obtain track warrant showing track bulletins in effect between Trinidad and Textline.

**Pueblo**-Eastward trains must obtain track warrant over the signature of the DRGW train dispatcher.

Track warrant authority must be obtained to operate eastward trains against the current of traffic between Southern Jct. and Walsenburg. Track warrant will indicate track bulletins in effect. Train crews must obtain track warrant and track bulletins from BN train dispatcher at McCook.

Eastward trains must obtain track warrant showing track bulletins in effect between Walsenburg and Trinidad.

**Textline, Trinidad, and Pueblo**-Rule 82(A) does not apply.

**Rule 405**-In effect for trains at Trinidad and Pueblo. Conductor will call train dispatcher immediately upon coming on duty to receive and remove their own track warrants and track bulletins from printers at these locations.

T&E crews will receive their movement TWC directly from the train dispatcher.

At Textline when crews go on duty, conductor will call Amarillo and then train dispatcher will transmit track bulletins and initial TWC to Amarillo and clerk on duty will fax two copies of each to Textline for conductor to pick up for his train.

5. Rule 99- When flagging is required, distance will be 2.0 miles.

6. 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 DRGW lined for DRGW main track.

**Spring switch MP 124.7 Southern Jct.**-Lined for South Main track.

Rules 248(E) and 240 govern movement on a facing point move over these switches.

7. Double Track-

**Between Southern Jct. and DRGW Jct. Walsenburg**-Used jointly by DRGW and BN. Westward track is under BN operating jurisdiction. Eastward track is under DRGW operating jurisdiction. BN timetable and rules of the Operating Department govern train operations on both tracks.

8. Between Southern Jct. and Salt Creek Jct.-

Two main tracks in service.

**North Main Track, Southern Jct. to Salt Creek Jct.**-Rule 93 in effect and authority for movement by Supervisor of Operations at Pueblo.

**South Main Track, Salt Creek Jct. to Southern Jct. via Minnequa-** Rule 93 in effect Minnequa to Southern Jct. and authority for movement by Supervisor of Operations at Pueblo.

On North Main Track at MP 124.1 and on South Main Track at MP 124.3, eastward trains must not leave without authority of DRGW train dispatcher.

On North Main Track, Switch located MP 124.2 to C&W trackage and Switch located MP 124.3 to Commanche Power Plant.

Westbound signal at MP 122.1 on North Main Track is a fixed approach to the ATSF Minnequa District at Salt Creek Jct. and will display aspect per Rule 236.

No. 4 track extending from MP 124.2 Minnequa to crossover east end of Minnequa Yard is known as Minnequa Siding.

Track just South of South Main Track extending from MP 124.2 to crossover east end Minnequa Yard is Southern Jct. Siding.

Trains will not use Minnequa or Southern Jct. Sidings without authority of ATSF Supervisor of Operations at Pueblo.

**9. Automatic dual control switch, Walsenburg, MP 171.7.-**

Dual control switch at the end of double track is automatically operated. Normal position of switch is for the westward track.

When a train or engine is stopped by signal governing movement over this switch and no conflicting movement is evident, or when necessary to use this switch for switching purposes, it must be hand operated in accordance with Rule 315 without permission or time limits from train dispatcher. Rules 315(A) and 315 are modified accordingly.

Signal governing trailing movement through hand thrown DRGW Jct. switch is normally red and stop must be made. After stop is made, crew member will proceed to instrument house located adjacent to switch, and observe indicator light. If indicator light is on, reverse hand thrown DRGW Jct. switch and governing signal will clear.

If indicator light does not light, operate push button and wait 7 minutes. If indicator light still does not light, then movement must be made in accordance with Rule 315(A), and modified Rules 315(A) and 315, before lining hand thrown DRGW Jct. switch for the route to be used complying with Rules 104, 104(A), 104(B), 104(D), 104(H) and 104(I).

- 10. 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.

- 11. Loaded coal trains-** Are restricted to the main track and will not take siding nor be operated through yard tracks or back tracks except as otherwise provided below.

Loaded coal trains may be operated through sidings at: Walsenburg, Mayne, Lynn, Ludlow, Beshoar, Barela, Trinchere, Branson, Alps, Folsom, Des Moines, Grande, Grenville and Royce and other sidings in emergency when authorized by chief dispatcher and be governed by his instructions.

Loaded coal trains may be operated through yard tracks at Trinidad as instructed by train dispatcher.

Individual loaded coal cars or block of loaded coal cars which may have to be set out on line must be walked into and out of set out track and in no case shoved past the clear point. Loaded coal trains which require doubling over in a terminal will be handled at a speed not exceeding 5 miles per hour and the crew will observe the double over carefully from positions which will allow them to immediately stop the train if trouble develops.

Loaded coal trains may be operated through yard tracks at Texline as instructed by the Train Dispatcher.

- 12. If visibility prevents inspection of your train, the following will apply:**

Trains will not exceed 30 MPH, and will be inspected on both sides at least every 25 miles, either by pull by or back-up inspection, unless inspected on roll-by from other employees.

- 13. Between Walsenburg and Texline-** A member of crew on moving train, must when conductor and brakeman are on caboose, have a member of crew seated at conductor's desk at rear end of caboose at all times with spotlight turned on at night making inspection of track, watching for signs of equipment dragging, derailed cars, or any

other dangerous conditions.

- 14. Rule 93-** Yard limits in effect between MP 126.5 and Minnequa on South Main track, Salt Creek Jct. on North Main track.

- 15. TWC-** In effect between Texline and Des Moines and between Trinidad and Pueblo.

Train location line-ups will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

- 16. The following Track Side Warning Detectors protect bridge, tunnels, or other structures-** None.

**Other Track Side Warning Detector Locations-**

Lynn-MP 184.7

Trinchere-MP 245.1

Des Moines-MP 290.1

Grenville-MP 319.0

- 17. Handling 80 feet or Longer Cars-**

(See All Subdivisions Items 3 and 4A.)

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 Pueblo and Minnequa-**

Trains of greater than 3600 trailing tons must handle empty cars 80 feet and longer in the rear 3600 tons.

Trains greater than 5600 trailing tons must handle loaded cars 80 feet and longer in the rear 5600 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

**Between Minnequa and Trinidad-**

Trains of greater than 7000 trailing tons must handle empty cars 80 feet and longer in the rear 7000 tons.

**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 ton, gross weight

Flat cars with 1 loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS			Distance from Sterling
				Office Calls	Rule 6(A)		
	84081	21	115.1	ST	STERLING 23.5	BJKRTY CTC	0.0

UP TRACK BETWEEN STERLING AND UNION WILL BE DISPATCHED BY BN TRAIN DISPATCHERS.  
BN RULES AND UP TIMETABLE GOVERN.

	84105		138.6		UNION	J	23.5
7,376	84109	21	141.2		NEW HILLROSE		26.1
			148.0		BRUSH JCT.	JT	32.9
					To East Brush .9		
N7.308 S7.112	20891		150.0	BU	BRUSH CENTER	BJKT	34.9
			454.9		TO EAST BRUSH 1.1		
			456.5		WEST BRUSH		36.4
	20894	2	458.0		PAWNEE JCT.	J	37.9
6,220	20900		464.3		FT. MORGAN		44.4
7,920	20904		468.5		BIJOU		48.5
7,312	20915		478.9		WIGGINS	CTC	59.0
7,133	20924		489.1		CREST		69.1
7,048	20932		495.7		ROGGEN		75.4
7,101	20941		505.4		KEENESBURG		85.3
6,146	20949		513.0		HUDSON		92.9
7,191	20954		518.5		TONVILLE		98.4
7,613	20960		524.5		BARR		104.4
7,656	20968		531.7		IRONDALE		111.8
	20973		536.9		SAND CREEK	I	116.7
	20977		541.2	W	31st ST. YARD	ABIKRT	121.0
			541.5		23rd STREET	AJY	121.3
		476	542.1		19th STREET	IJXY	121.9
			542.5		CHERRY CREEK	Y	122.2
			0.3				
		477	2.2	DT	SOUTH PARK JCT	JXY	124.1
			4.1		SOUTH DENVER	IY	126.0
	41134						

BN Radio Channel No. 1 in service on this Subdivision.  
BN Radio Channel No. 2 in service at Denver Yard.

Train Dispatcher Mobile Call In: Trenton D1 or 21, Benkleman D2 or 22, Haigler D1 or 21, Wray D2 or 22, Yuma D1 or 21, Akron D2 or 22, Brush D1 or 21, Wiggins D2 or 22, Keenesburg D1 or 21 and Barr D2 or 22.

See inside of back cover for routes, times and station stops for NRPC trains.

#### 1. Speed Restrictions- Zone-Between

#### Maximum Speeds Permitted Passenger Freight

Union and South Denver .....		60 MPH.
Brush Center and South Denver .....	79 MPH.	
Loaded coal trains .....		50 MPH.
Union turnout .....		15 MPH.
Over bridge 139.9 .....		30 MPH.
MP 149.5 and MP 149.9 .....		20 MPH.
New Hillrose-Through turnouts and on sidings .....		25 MPH.
East Brush and Brush Jct. ....	25 MPH.	25 MPH.
Crossover switch MP 150.05, MP 149.92 Brush Center .....	20 MPH.	20 MPH.
MP 506.0 and MP 506.7 .....	60 MPH.	60 MPH.

Head end or leading car over 80th Avenue crossing MP 534.0 .....	40 MPH.	40 MPH.
MP 534.0 and MP 537.2 .....	40 MPH.	40 MPH.
Over UP crossing MP 537.3 .....	30 MPH.	30 MPH.
MP 537.4 and signal MP 539.7 .....	40 MPH.	30 MPH.
Signal MP 539.7 and signal MP 541.2 .....	30 MPH.	15 MPH.
Signal 541.2 and 21st Street MP 541.9 .....	15 MPH.	15 MPH.
Bridge 541.28 (Wye Bridge) and Bridge .86 (North leg of Wye) at 23rd Street .....	10 MPH.	10 MPH.
Through turnouts off main track, coal 1 and 2 and south lead at 38th Street .....	20 MPH.	20 MPH.
Through Denver Union Terminal Limits .....	10 MPH.	10 MPH.
All crossovers 31st street and South Denver .....	10 MPH.	10 MPH.
Trains through turnouts of controlled sidings .....	25 MPH.	25 MPH.
McCook-All yard tracks .....	10 MPH.	10 MPH.
Long siding .....	20 MPH.	20 MPH.
On sidings at Pinneo and Ft. Morgan .....	10 MPH.	10 MPH.

#### 2. Bridge, Engine and Heavy Car Restrictions-

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Locomotives in Groups H and I must not operate on the following tracks:

Sterling-Welsh elevator, caboose track, Dago No. 1, and Dago No. 2  
Brush Center-Oil track  
Moseley-Stocktrack  
Fort Morgan-South house track  
Fort Morgan-Factory Lead

#### 3. Train Register Exceptions-

Denver-Trains originating or terminating at 31st St. Yard will register.

#### 4. Clearance Provisions and Exceptions Rule 82(A)-

**Rule 405**-In effect for trains at Brush Center. Track Warrants and track bulletins will be faxed to trains at Brush Center by McCook Relay Office.

**Sterling**-Westward trains must obtain track warrant showing track bulletins in effect, if any, between Denver and Sterling and between East Brush and McCook on the Nebraska 6th Subdivision.

**Denver**-Rule 82(A) does not apply.

**Denver**-Eastward trains must obtain track warrant showing track bulletins in effect, if any, between Denver and Sterling and between East Brush and McCook on the Nebraska 6th Subdivision.

Track Bulletins are authorized on this Subdivision.

#### 5. Rule 99- When flagging is required, distance will be 2 miles.

#### 6. Union- The normal position for the switch will be lined and locked for BN trackage. Diverging route signal has been installed for movement eastbound onto the UP.

Track warrant authority must be obtained from BN train dispatcher before fouling the limits of the switch at Union.

Westward trains must stop clear of junction switch to BN main track and must not proceed until switch is properly lined.

#### 7. Ladora- Member of crew will protect switching movements over highway No. 2.

#### 8. 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.

Trains or engines using Denver Union Terminal Railway Company's track must provide themselves with copy of and be governed by the General and Interlocking rules of that Company.

Before leaving the Denver Union Terminal, all hand throw switches must be lined so that the green targets are displayed.

Train and engine movements between South Denver and Pueblo are governed by the joint ATSF-DRGW Timetable.

Train and engine movement between C&S Crossing and South Denver will be governed by Rule 93 under the jurisdiction of Yardmaster at 38th Street. When the Yardmaster at 38th Street is into lunch, the Yardmaster at 31st Street will control movements.

# INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

## EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000H (or subsequent issues) or B. E. Pamphlet 20.

### DEFINITIONS

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side of this page.

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

### DOCUMENTATION

§ 174.24 **Shipping Papers.** (a) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of the regulations and as outlined in 174.25 (b) and (c). (b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 **Additional Information on waybills, switching orders and other billing.**

- (a) Each waybill, switching ticket, switching order or other billing used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.
- (b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
  - (1) The shipping description consisting of—
    - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
    - (ii) The hazard class specified for the material in the same table;
    - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
    - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
  - (2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.
  - (3) The placard notation.
  - (4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.
- (c) The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last contained \* \* \*", followed by the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

§ 174.26 **Notice to train crews of placarded cars.**

- (a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

- (b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

### NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

EXP — Explosive	POG — Poison Gas
RM — Radioactive	DAN — Dangerous

These codes correspond to the Placard Endorsement found near the upper left-hand corner of the waybill.

NPR — indicates a hazardous material which does not require placards or endorsement.

- (c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§ 172.202 and 172.203 of this subchapter.

§ 172.205 **Hazardous waste manifest.**

- (a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required of that person by this section.
- (e) A copy of the manifest bearing all required dates and signatures must be:
  - (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
  - (3) Given to a person representing the designated facility receiving the waste,
- (f) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad it:
  - (2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.

### PLACARDING

§ 174.59 **Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit, must be replaced by those required by Part 172 of this subchapter or by those authorized under 171.12 (a).

Placards shall be displayed on each side and each end of:

- (1) Each rail car, trailer or container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material labeled **RADIOACTIVE YELLOW III**.
- (2) Each rail car, trailer or container containing 1000 lbs. or more of all other hazardous materials, and each tank car or tank container containing any amount of hazardous material.

### SWITCHING AND TRAIN PLACEMENT

Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.

§ 174.8

### INSPECTION

- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).
- (c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.



# TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS




**§ 174.9 Inspection of tank cars.**

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

**§ 174.10 Inspection of cars at interchange.**

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

**IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:**

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety – generally upwind and to higher ground – and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
  - portion of train involved;
  - initial and number of cars involved;
  - name, hazard class, UN/NA number of commodities involved in accident;
  - any hazardous materials in proximity of accident;
  - precautions to take, to protect yourself and others.

**YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT**

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fusees. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

**BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION**

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

Two (2) main line tracks will be in service from C&S Crossing to MP 4.2, South Denver. The normal position for the switch at end of double track at C&S Crossing will be lined for Old Main on inbound track and for New Main on outbound track. West Main Line will be designated as outbound Main Line and East Main Line will be designated as inbound Main Line. The normal position for the D&RGW Switch at Longmont Mill will be lined for the D&RGW main track when not in use.

9. The following Track Side Warning Detectors protect bridges, tunnels or other structures- None.

**Other Track Side Warning Detector Locations-**

MP 426.6 MP 470.7 MP 494.1

10. **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.

11. **Rule 350(B)-** Switches on the following tracks are not equipped with electric locks:

Brush Center-MP 149.8 and MP 149.9  
Roggen-East and west end Elevator track

12. **TWC-** TWC is in effect between UP MP 59.1 at Sterling to CTC Union.

Westbound trains will receive track warrant and track bulletins via facs machine at Sterling. To report clear on track warrant at CTC Union, crew member must contact McCook West Train Dispatcher. UP trains wishing authority at Sterling for movement into this territory will also be handled in this manner.

Eastbound trains must contact McCook West Train Dispatcher via BN Radio Channel No. 1 prior to arrival at Union. Crew member must report clear on track warrant upon arrival at Sterling. UP trains wishing authority at Union for movement into this territory must also contact the McCook West Train Dispatcher. Up crew must also receive permission to operate the switch at Union prior to entering the territory between Union and Sterling.

Maintenance of Way employees and equipment must have track warrant authority to occupy or foul the main track. Train locations line-ups will not be issued.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Third Street
				Office Calls	Rule 6(A)	
			0.3	THIRD STREET		0.0
			2.7	To Alliance 0.5	J	
			3.0	PRAIRIE	X	2.7
			4.6	1.6		
				SOUTH ALLIANCE		4.3
8.745	32014		13.1	8.5		
				BONNER		12.8
7.132	32022		20.3	7.2		
				ANGORA		20.0
	32034		33.8	13.5		
				NORTHPORT	JT	33.5
			34.4	0.6		
				UP CROSSING		
				To West Northport 0.7	IJT	34.1
7.400	84003	21	36.5	2.1		
				BRIDGEPORT	CTC	36.2
7.122	84011		44.2	7.7		
				ALDEN		43.9
7.342	84023		56.4	12.2		
				DALTON		56.1
	84028		62.3	5.9		
				GURLEY		62.0
8.355	84035		69.2	6.9		
				HUNTSMAN	T	68.9
	84042		75.4	6.2		
				NY SIDNEY		75.1
7.242	84050		83.0	7.6		
				LORENZO		82.7
8.995	84056		90.0	7.0		
				PEETZ		89.7
7.122	84067		98.3	8.3		
				BUCHANAN		98.0
			112.1	13.8		
				EAST STERLING		111.8
	84081		115.1	3.0		
				ST STERLING	BJKRTY	114.8

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service at Alliance yard.

**1. Speed Restrictions-  
Zone-Between**

**Maximum Speeds Permitted  
Freight**

Third Street and Sterling:

MP 0.7 and MP 3.0-Sterling Main ..... 25 MPH.

MP 3.0 and MP 112.2 Trains up to 100 Tons/OB ..... 50 MPH.

Over hand throw switches:

MP 1.0 ..... 20 MPH.

MP 3.2 Main 2 ..... 20 MPH.

Alliance Wye ..... 10 MPH.

MP 24.4 and MP 30.2 ..... 35 MPH.

MP 33.7 and MP 34.4 ..... 25 MPH.

MP 34.4 and MP 36.8 ..... 35 MPH.

MP 49.5 and MP 56.0 ..... 35 MPH.

Through turnouts, beginning and end of two main

tracks, all controlled sidings and crossovers

equipped with dual control switches ..... 25 MPH.

Item 1A, All Subdivisions, applies.

2. **Bridge, Engine and Heavy Car Restrictions-** None

3. **Train Register Exceptions-** None

4. **Clearance Provisions and Exceptions Rule 82(A)-**

Bridgeport-Rule 82(A) will not apply.

Track Bulletins are authorized on this Subdivision.

5. **Rule 99-** When flagging is required, distance will be 2 miles.

6. The following Track Side Warning Detectors protect bridges, tunnels or other structures- None.

**Other Track Side Warning Detector Locations-**

MP 61.5 MP 85.9

**7. Rule 350(B)-** Switches on the following tracks are not equipped with electric locks:

Bonner Back Track	Peez Elevator Track
Alden Old Elevator	Spur Ginther
Dalton Elevator Spur	Ackerman
Bridgeport Dock Track UP Transfer	

**8. BN crews operated on UP trackage at Northport, Nebraska must comply with instructions from UP Officers or supervisors and must comply with UP Rules.**

**9. Interchange of Loaded or Empty Coal Trains with the UP at Northport-** Engineer taking train from UP at Northport will assume the train has received a proper initial terminal air test by UP under run-through certified with FRA.

**10. CTC-** Two Main Tracks between the following locations:  
MP 3.0-MP 4.6

**11. All Crews Delivering to UP at Northport-**

Before fouling UP main track at Northport, BN crew must contact UP Dispatcher at North Platte using U P channel 1 on UP locomotive or caboose. If contact cannot be established in this way, contact BN train dispatcher, Alliance.

15 MPH over all UP dual-control switches.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Alliance
				Office Calls	Rule 6(A)	
	30364		365.6	J	ALLIANCE BKRT	0.0
			365.9		0.3 EMERSON	0.3
			366.2		0.3 THIRD STREET J	0.6
			369.1	2MT	2.9 WEST ALLIANCE	3.5
9.860	30374		375.6		6.5 BERE A	10.0
10.948	30383		384.6		9.0 HEMINGFORD	19.0
	30399		400.3		15.7 MARS LAND	34.7
10.227	30409		409.7		9.4 BELMONT X	44.1
	30422		422.9	2MT	12.7 CRAWFORD BRX	56.8
			423.1		0.2 CNW CROSSING AX	57.0
	30436		437.3		14.2 JODER	71.2
7.724	30449		450.3		13.0 ARDMORE	84.2
14.167	30457		458.8		8.5 RUMFORD	92.7
	30466		465.2		6.4 PROVO	99.1
	30475		476.1	2MT	10.9 EDGEMONT BKRT	110.0

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service at Alliance Yard.

**1. Speed Restrictions-  
Zone-Between**

**Maximum Speeds Permitted  
Freight**

Alliance and Edgemont- Trains up to 100 Tons/OB.....	50 MPH.
MP 365.6 and MP 366.0 .....	20 MPH.
Alliance Wye and moves via dog leg.....	10 MPH.
MP 393.6 and MP 396.2 .....	40 MPH.
Through siding Belmont.....	25 MPH.
MP 409.0 and MP 412.8 .....	30 MPH.
MP 412.8 and MP 414.1 .....	20 MPH.
MP 414.1 and MP 423.2 .....	25 MPH.
Over CNW Crossing.....	25 MPH.
Through turnout MP 475.2 .....	10 MPH.

Edgemont between east and west Highway crossings, head end of train .....	25 MPH.
MP 469.4 and MP 475.8 .....	45 MPH.
MP 475.8 and MP 476.1 .....	20 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches .....	25 MPH.
Item 1A, All Subdivisions, applies MP 475.5 to MP 467.0 to eastward trains only.	

**2. Bridge, Engine and Heavy Car Restrictions-**

**Alliance North Yard-**All tracks except main line, long 1, 2, 3, 4, 5, 5 extension, and South Runaround must not be used by trains over 100 tons/OB.

**Belmont-** Trains must not be tied down at Belmont.

**Area Wye-** Bridge 400 feet south of south wye switch at Area Wye must not be occupied by locomotives.

**3. Train Register Exceptions-**

**Crawford-**Trains originating or terminating will register.

**4. Clearance Provisions and Exceptions Rule 82(A)-**

Track Bulletins are authorized on this Subdivision.

**5. Rule 99-** When flagging is required, distance will be 2 miles.

**6. The following Track Side Warning Detectors protect bridges, tunnels or other structures- None.**

**Other Track Side Warning Detector Locations-**

MP 391.3	MP 414.2-Main 2
MP 412.7-Main 1	MP 454.6

**7. Rule 350(B)-** Switches on the following tracks are not equipped with electric locks:

Alliance Coop Spur	Edgemont City Track
Buchfinck Bean Spur	Edgemont House Track
Berea Elevator Track	Joder Back Track
Berea Spud Track	Ardmore Back Track
Hemingford Mill Track	Rumford Back Track
Marsland Back Track	Provo Back Track

**8. Handling 80-feet or Longer Cars-** (See Handling 80-feet or Longer Cars, All Subdivisions-Item 4A.)

**Between Marsland and Crawford-**Trains of 3850 or greater trailing tons must handle empty cars, 80 feet or longer, in the rear 3850 tons.

Trains of greater than 5900 trailing tons must handle loaded cars, 80 feet or longer, in the rear 5900 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are used at rear of train, a buffer of at least 1600 tons must be provided to separate helper from the rear most empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 3850 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the last 3850 tons of such cuts.

Eastward trains, if necessary due to train make up, may use helper on head end when train does not exceed 6900 trailing tons. This will be done only if the helper cannot be entrained or used at the rear consistently with other provisions of this item.

Certain loaded cars 80 feet and longer must be regarded the same as an empty car. (See All Subdivisions Items 3 and 4A.)

**9. Local Crossing Ordinance-** Edgemont-Standing trains must not occupy crossings for over five minutes.

**10. CTC-** Two Main Tracks between the following locations:

MP 366.2-MP 369.1
MP 400.3-MP 437.3
MP 465.2-MP 476.1

**11. Crossovers-** At other than stations:

MP 367.6	MP 425.5
MP 403.9 two	MP 432.8 two
MP 408.4	MP 466.9 two
MP 419.8 two	MP 473.6 two

- 12. Belmont-** Unoccupied caboose may be dropped over dual control switch in the HAND position after permission has been obtained from the Train Dispatcher. Rules 103(M) and 104 of the General Code of Operating Rules are modified accordingly.
- 13. CNW Crossing-** Absolute signal for automatic interlocking governs the track beyond the interlocking limits. General Code Rules 312(1) and 312(3) apply.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Edgemont
				Office Calls	Rule 8(A)	
	30475		476.1	MR EDGEMONT	BKRT	0.0
				0.6		
	30476		476.7	DEADWOOD JCT.	TX	0.6
				To MP 3.0		
	30483		484.3	MARIETTA		8.2
				11.5		
8.143	30494		495.8	DEWEY		19.7
				11.3		
	30507		507.1	OWENS		31.0
				6.8		
	30514		513.9	SPENCER		37.8
				5.4		
	30518		519.3	EAST NEWCASTLE		43.2
				1.4		
	30519		520.7	NC NEWCASTLE		44.6
				0.1		
	30522		520.8	WEST NEWCASTLE		44.7
				7.2		
8.146	30527		528.0	PEDRO		51.9
				7.4		
8.296	30534		535.4	OSAGE		59.3
				11.8		
	30546		547.2	EAST UPTON	CTC	71.1
				0.9		
9.976	30548		548.1	RO UPTON		72.0
				2.1		
	30547		550.2	WEST UPTON		74.1
				6.1		
	30555		556.3	THORNTON		80.2
				5.7		
	30562		562.0	KARA		85.9
				7.0		
	30568		569.0	MOORCROFT		92.9
				7.5		
	30581		576.5	EAST ROZET		100.4
				4.9		
			581.4	ROZET	X(2)	105.3
				5.1		
	30587		586.5	DONKEY CREEK	JTX	110.4
				1.4		
	30588		587.9	CAMPBELL	JTX	111.8
				3.4		
	30589		591.3	WYODAK		115.2
				4.0		
	30595		595.3	EAST GILLETTE		119.2
				1.9		
	30596		597.2	X GILLETTE	BKRTY	121.1

BN Radio Channel No. 1 in service on this Subdivision.

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted Freight
Edgemont and Rozet trains up to 100 Tons/OB .....	50 MPH.
Edgemont between east and west highway crossings, head end of train .....	25 MPH.
Deadwood Jct. - Both legs of wye .....	10 MPH.
Deadwood Jct. and MP 3.0 .....	10 MPH.
MP 476.1 and MP 476.5 .....	20 MPH.
MP 519.6 and MP 521.0 .....	30 MPH.
Over Upton siding bridge 549.44 .....	10 MPH.
MP 550.5 and MP 550.7 on Main 2 .....	25 MPH.
Rozet and Campbell all trains .....	30 MPH.
MP 588.5 and Gillette .....	50 MPH.
Through turnouts, beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches .....	25 MPH.

Item 1A, all subdivisions, applies MP 570.8 to MP 563.7 and MP 526.1 to MP 519.4 to eastward trains only.

## 2. Bridge, Engine and Heavy Car Restrictions-

**Upton-** Bridge 549.44 on Upton siding must not be used by trains over 100 Tons/OB.

**Gillette-** When trains are tied down on the Gillette Coal Siding, 30 handbrakes must be set on low end of train.

## 3. Train Register Exceptions- None.

## 4. Clearance Provisions and Exceptions Rule 82(A)-

**Campbell and Donkey Creek-**Rule 82(A) will not apply.

Track Bulletins are authorized on this Subdivision.

## 5. Rule 99- When flagging is required, distance will be 2 miles.

## 6. The following Track Side Warning Detectors protect bridges, tunnels or other structures- None.

### Other Track Side Warning Detector Locations-

MP 492.0      MP 516.5      MP 539.5      MP 573.8

## 7. Rule 350(B)- Switches on the following tracks are not equipped with electric locks:

Marietta Back Track	Osage Chip Track
Dewey Back Track	Upton Back Track
Bentley Back Track	Moorcroft Back Track
Black Hills Power and Light	Moorcroft Stock Track

## 8. Local Crossing Ordinance-

Edgemont, Newcastle and Gillette: Standing trains must not occupy crossings for over five minutes.

## 9. CTC- Two Main Tracks between the following locations:

MP 476.1-MP 484.3	MP 562.0-MP 569.0
MP 507.0-MP 513.9	MP 576.5-MP 587.9
MP 547.2-MP 556.3	

## 10. Handling 80-feet or Longer Cars-

**Deadwood Jct. to MP 3.0-** 80 feet or longer cars must not be handled without authority of Superintendent.

## 11. Trackage between Deadwood Jct. and MP 3.0 is industrial trackage. Rule 105 applies.

## 12. Crossovers- At other than stations:

MP 478.8 two	MP 552.1
MP 510.0 two	MP 567.0 two
MP 551.6	MP 584.4 two

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Gillette
				Office Calls	Rule 6(A)	
	30596		597.2	X GILLETTE	BKRTY	0.0
8.965	30605		606.4	9.2 ORIVA		9.2
12.854	30620		621.4	15.0 ECHETA		24.2
12.587	30630		631.4	9.8 LARIAT		34.0
12.759	30647		648.0	16.9 KENDRICK		50.9
11.787	30659		660.5	12.5 CLEARMONT		63.4
12.744	30670		671.8	11.1 ULM		74.5
19.573	30689		690.4	18.5 DU DUTCH	JT	93.0
	30697		698.6	8.3 SA SHERIDAN	BKRT	101.3
3.078	30705		706.3	8.1 KIEWIT		109.4
14.333	30713		714.9	8.2 RANCHESTER		117.6
7.100	30723		724.1	9.2 RK PARKMAN		126.8
7.065	30730		731.0	6.8 ABERDEEN		133.6
7.681	30749		750.2	19.4 GT LODGE GRASS		153.0
7.001	30759		760.1	9.9 BENTEEN		162.9
7.004	30775		775.0	15.0 DUNMORE		177.9
7.327	30791		792.7	17.6 ROWLEY		195.5
8.396	30812		813.9	21.3 ANITA		216.8
	30825		825.1	11.9 MORAN JCT. To Jones Jct. 1.4	J	228.7
	30828		829.3	3.4 HU HUNTLEY	J	232.1

BN Radio Channel No. 2 in service on this Subdivision.

Train Dispatcher calls-Huntley-60, Anita-61, Hardin-62, Lodge Grass-63, Parkman-64, Decker-70, Dutch-71, Ulm-72, Clearmont-73, Kendrick-74, Echeta-75, Oriva-76.

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
MP 599.8 and MP 615.1 .....	45 MPH.	
MP 615.1 and MP 615.4 .....	35 MPH.	35 MPH.
MP 615.4 and MP 619.0 .....	45 MPH.	
MP 619.0 and MP 620.5 .....	25 MPH.	25 MPH.
MP 638.2 and MP 645.9 .....	45 MPH.	
MP 667.0 and MP 676.2 .....	40 MPH.	40 MPH.
MP 676.2 and MP 696.6 .....	50 MPH.	
MP 696.6 and MP 698.8 .....	25 MPH.	25 MPH.
MP 704.3 and MP 707.4 .....	50 MPH.	
MP 783.7 and MP 783.8-Over Center Street west of depot with locomotive or leading car .....	40 MPH.	40 MPH.
Freight trains over 100 Tons/OB without dynamic availability between:		
Parkman and Aberdeen .....		35 MPH.
Curve between MP 707.9 and MP 708.1 ..		35 MPH.
Ulm and Clearmont .....		25 MPH.
Clearmont and MP 641.0 .....		30 MPH.
MP 603.0 and Gillette .....		30 MPH.
Trains through No. 20 turnouts and on sidings at following locations:		
Oriva, Clearmont, Lodge Grass, Dutch, Ranchester, Parkman, Aberdeen, Benteen and Anita .....	35 MPH.	35 MPH.
Echeta, Lariat, Kendrick, Dunmore, Rowley	25 MPH.	25 MPH.

All other sidings and turnouts ..... 10 MPH. 10 MPH.  
All elevator and industry tracks ..... 5 MPH. 5 MPH.

## 2. Bridge, Engine and Heavy Car Restrictions-

Cars heavier than 220,000 lbs. not permitted on the Hardin North Line Spur beyond MP 1.6 and on the Fort McKenzie spur.

Locomotives in Groups G, H and I not permitted on following tracks:

Kiewit-Power house lead, beyond R.R. crossing.  
Sheridan-L-3 track beyond the switch to No. 109, M tracks beyond  
Grinell Street and City 2 track.  
Fort McKenzie Spur-Bridge 0.48 to end of track.

Helpers with less than 24 powered axles may shove coal trains behind caboose provided that caboose is equipped with roller bearings. Crew members must not be allowed to ride in the caboose while it is being shoved.

## 3. Train Register Exceptions- None.

## 4. Clearance Provisions and Exceptions Rule 82(A)-

Rule 82A does not apply. Trains must not leave their initial station without a Track Warrant showing track bulletins in effect unless authorized by train dispatcher.

**Sheridan**-All crews transporting underpay departing Sheridan must receive Track Warrant unless otherwise authorized by train dispatcher.

Trains departing Sheridan destined Dakota 3rd Subdivision, in addition to obtaining 6th Subdivision Track Bulletins, will obtain Dakota 3rd Subdivision Track Bulletins.

## 5. Rule 99- Flagging distance against westbound trains is as follows:

MP 597.2 to MP 694.0 ..... 2.0 miles  
MP 694.0 to MP 700.0 ..... 2.5 miles  
MP 700.0 to MP 829.3 ..... 2.0 miles

Flagging distance against eastbound trains is 2.2 miles.

## 6. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures-None.

### Other Track Side Warning Detector Locations-

MP 602.4 MP 736.3  
MP 627.3 MP 757.9  
MP 654.0 MP 785.9  
MP 681.9 MP 807.5  
MP 710.5

## 7. Restricted Clearance-

**Dutch**- Close clearance between siding and elevator track, and will not clear man on side of car with cars on elevator track. Wide loads must not use siding when cars are on the elevator track.

## 8. 1000 Mile Inspection Point-

In addition to established 1000 mile inspection points, the following 1000 mile inspection points will govern:

Kiewit-All unit coal trains departing Kiewit destined Moran Jct./Jones Jct. east.

## 9. Hardin North Line Spud-End of track MP 2.08. Car stop in place.

## 10. Kiewit Siding-Private track except when loading coal trains obtain permission from Big Horn Coal Co. before occupying.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS			Distance from Casper
				Office Calls	Rule 6(A)		
	32236		202.2	CS	CASPER	BKRTY	0.0
5.726	32247		213.0		BISHOP		11.1
	32251		217.6		ILLCO	J	15.4
4.100	32257		223.9		BUCKNUM		21.7
5.661	32275		241.5		POWDER RIVER		39.3
3.616	32286		252.5		LOX		50.0
4.650	32294		260.4		ARMINTO	T	58.3
3.660	32307		273.8		MADDEN		71.8
4.249	32318		284.1		LYSITE		81.9
3.928	32325		290.4		GATE		89.0
	32338		303.9		SHOBON	JY	102.4
6.884	32339		304.0		BONNEVILLE	TY	102.9
5.027	32349		314.7		PIPER		113.7
4.345	32358		323.2		DORNICK		121.7
2.687	32366		331.7		MINNESELA		130.4
4.750	32370		336.0		THERMOPOLIS		134.8
3.290	32377	5	343.1		LUCERNE		141.9
3.622	32382		348.0		KIRBY	T	146.8
2.117	32388		353.6		CHATHAM	TWC	152.3
3.650	32394		359.9		PULLIAM		158.6
3.516	32403		368.4		WORLAND		167.1
1.082	32411		376.7		DURKEE		174.9
3.464	32422		387.2		MANDERSON		186.0
3.078	32431		396.2		BASIN		194.9
2.534	32438		403.9	B	GREYBULL	BKRY	202.7
4.192	32450		415.3		SPENCE		214.2
3.696	32456		422.0		HIMES		220.8
3.654	32466		431.7		KANE		230.6
4.894	32476		441.7		LOVELL		240.5
4.440	32481		447.2		COWLEY		245.9
4.075	32487		452.9		DEAVER		251.7
4.780	32493		458.9		FRANNIE	JTY	258.0
2.033	32500		465.2		WARREN		264.1
5.613	32511		476.1		WADE		274.9
2.323	32521		486.8		EAST BRIDGER		285.6
5.000	32528		493.7		FROMBERG		292.5
3.152	32534		499.6		EDGAR		298.4
5.291	32541		506.1		SILESIA		304.9
	30855		515.6	KD	LAUREL	JY	314.4

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.  
Dispatcher Radio Call-in Code 51 or 52 in service on this Subdivision.

### 1. Speed Restrictions- Zone-Between

### Maximum Speeds Permitted Freight

Casper and Laurel	49 MPH.
Eastward trains approaching MP 204.8	25 MPH.
MP 224.0 and MP 367.7	30 MPH.
MP 367.7 and MP 368.8	25 MPH.
MP 337.1 and MP 337.9 (head end restriction)	10 MPH.
MP 368.8 and MP 378.9	40 MPH.
MP 392.0 and MP 413.6	30 MPH.
MP 413.6 and MP 414.2	25 MPH.
MP 414.2 and MP 415.3	30 MPH.
MP 415.3 and MP 422.0	40 MPH.
MP 422.0 and MP 423.4	30 MPH.
MP 423.4 and MP 425.0	10 MPH.
MP 427.2 and MP 428.0	30 MPH.
MP 465.2 and MP 491.0	30 MPH.
MP 498.1 and MP 498.4	40 MPH.
MP 501.4 and MP 501.6	30 MPH.
MP 515.0 and MP 515.6	10 MPH.
All sidings	10 MPH.

### 2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Worland- Operation on Crown Cork and Seal Track is restricted to one 6-axle unit or multiple 4-axle units.

Himes- Operation on Georgia Pacific trackage is restricted to one 6-axle unit or multiple 4-axle units.

Loaded unit grain trains must not be operated.

### 3. Train Register Exceptions-None.

### 4. TWC- TWC is in effect between Casper and Laurel.

Train location line-ups will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

### 5. Rule 99- Flagging distance is 2.0 miles.

### 6. Conditional Yard Limits- Conditional yard limits are in effect between MP 457.24 and MP 459.70 between Deaver and Warren 1001 until 1601, Monday through Friday.

### 7. Restricted Clearance-

**Bucknum-Bentonite Loading Dock** will not clear man on side of car.

**Bonneville-On east leg of wye track** there is no clearance for man on side of car at sulphur loading facility. Watch out for winch and car moving cable between north side of rail and section building at this location.

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

**Warren-Close clearance** on south side of Industry track at Industry Building.

## DENVER DIVISION

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS			Distance from Guernsey	EAST WARD
					Office Calls	Rule 6(A)			
		32129		95.0	DT GR GUERNSEY	BKRTY		0.0	
	7.166	32133		100.0	5.0			5.0	
	4.667	32137		103.3	STOKES				
	19.553	32145		111.0	3.3			3.3	
	6.998	32153		119.6	WENDOVER	JT		16.0	
	7.329			122.0	7.7			24.6	
	7.083	32162		129.2	CASSA			27.0	
				133.2	8.6			34.2	
	5.628	32167		134.4	GLENDO	CTC		38.2	
	6.600	32182		148.8	2.4			39.4	
	6.000	32192		158.6	ELKHORN			53.8	
	4.510	32205		171.5	7.2			63.6	
	5.492	32212		178.2	BONA			76.5	
		32236		202.2	4.0			83.2	
					BRIDGER JCT.	J		107.2	
					1.2				
					ORIN	Y			
					14.4				
					DOUGLAS				
					9.8				
					ORPHA				
					12.9				
					CLAYTON	TWC			
					6.7				
					GLENROCK				
					24.0				
					CASPER	BKRTY			

BN Radio Channel No. 1 in service on this Subdivision.  
BN Radio Channel No. 2 in service at Guernsey.

#### 1. Speed Restrictions- Zone-Between Maximum Speeds Permitted Freight

Guernsey and Bridger Jct.-  
Trains up to 100 Tons/OB ..... 50 MPH.  
Guernsey-MT 1 and MT 2 through fuel pit area  
until entire movement clears the area ..... 10 MPH.  
Guernsey and MP 101.7 ..... 25 MPH.  
Bridger Jct. and Casper ..... 49 MPH.  
Trains over 100 Tons/OB ..... 30 MPH.  
MP 101.7 and MP 115.0 ..... 35 MPH.  
Wendover-West and East Legs of Wye ..... 10 MPH.  
Glendo Siding ..... 10 MPH.  
MP 125.2 and MP 127.5 ..... 35 MPH.  
Between eastward and westward absolute signals  
governing dual control switch at MP 103.5 when  
switch is lined for movement to and from  
the 11th Subdivision ..... 10 MPH.  
Through turnouts, beginning and end of two main  
tracks, all controlled sidings and crossovers  
equipped with dual control switches ..... 25 MPH.  
Except within yard limits at Casper, Item 1A, All Subdivisions, applies.

#### 2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

#### 3. Train Register Exceptions- None

#### 4. Clearance Provisions and Exceptions Rule 82(A)-

Wendover-Clearance received at Cheyenne over signature of train dispatcher at McCook authorizes movement Wendover to Guernsey on the 8th Subdivision.

Westward trains originating will receive clearance at Guernsey.

Bridger Jct.-Rule 82(A) will not apply.

Track Bulletins are authorized on this Subdivision.

#### 5. Rule 99- When flagging is required, distance will be 1.5 miles.

#### 6. The following Track Side Warning Detectors protect bridges, tunnels or other structures- None.

Other Track Side Warning Detector Locations-

MP 131.0 MP 153.5

7. Local Crossing Ordinance: Glendo- Standing train must not block crossing more than five minutes.

8. Dave- Following Pacific Power tracks must not be used without authority of train dispatcher: Track No. 1 beyond 1000 feet south of No. 1 track switch. Track No. 2 and Track No. 3 beyond switch to the South leg of wye. The south leg of wye.

9. Casper- Yard engines or leading car, must stop before crossing West Yellowstone Highway.

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

#### 10. TWC-

TWC is in effect between Bridger Jct. and Casper. Trains destined the 10th Subdivision must receive a clearance listing all track bulletins in effect at their initial station unless otherwise instructed by the train dispatcher.

All other trains must receive a track warrant listing all track bulletins in effect at their initial station unless otherwise instructed by the train dispatcher.

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS			Distance from North- port	EAST WARD
					Office Calls	Rule 6(A)			
		32034		0.0	NORTHPORT	JT		0.0	
				0.4	0.4				
				0.4	WEST NORTHPORT			0.4	
					To UP Crossing 0.7	JT			
		32036		3.4	3.0			3.4	
				10.0	DEGRAU				
				11.8	6.6			10.0	
					EAST BAYARD				
		32046		11.8	1.8			11.8	
	7.182			15.9	BAYARD	T			
					4.1				
		32056		21.8	BRADLEY			15.9	
					5.9				
					MINATARE			21.8	
					2.9				
		7.148		24.7	WINTERS			24.7	
					6.1				
		32065		30.8	SB SCOTTSBLUFF	BKRT		30.8	
					6.0				
		7.167	32072	36.8	JANE			36.8	
					3.4				
		32074		40.2		T		40.2	
					4.4				
		7.284		44.6	ENTERPRISE			44.6	
					1.9				
		32080		46.5	MORRILL			46.5	
					7.2				
		32088		53.7	HENRY			53.7	
					3.6				
		7.554		57.3	STUART			57.3	
					4.9				
		32096		62.2	TORRINGTON			62.2	
					7.4				
		7.115		69.6	TEXAS			69.6	
					2.1				
		32106		71.7	LINGLE			71.7	
					8.3				
		7.236	80.0		GRATTAN			80.0	
					2.0				
		32116		82.0	FORT LARAMIE			82.0	
					9.2				
					EAST GUERNSEY			91.2	
					3.8				
		32129		95.0	DT GR GUERNSEY	BKRTY		95.0	

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service at Guernsey.

#### 1. Speed Restrictions- Zone-Between Maximum Speeds Permitted Freight

Northport and Guernsey ..... 50 MPH.  
Northport Wye ..... 25 MPH.



# DENVER DIVISION

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West Northport and MP 3.4-Both Main Tracks ..... 35 MPH.  
 MP 30.1 and MP 31.7 ..... 45 MPH.  
 MP 62.0 and MP 62.1-Head end only ..... 35 MPH.  
 MP 91.2 and MP 95.0 ..... 20 MPH.  
 Guernsey-MT 1 and MT 2 through fuel pit  
 area until entire movement clears  
 the area ..... 10 MPH.  
 Through turnouts, beginning and end of two main  
 tracks, all controlled sidings and crossovers  
 equipped with dual control switches ..... 25 MPH.  
 Item 1A, All Subdivisions, applies.

## 2. Bridge, Engine and Heavy Car Restrictions-

Do not exceed one locomotive when operating on the following tracks:

**Bayard**-All Sugar Factory trackage except Storage One and Storage Two.

**Minatare**-Stock track.

**Mitchell**-All Sugar Factory trackage except Main Line Storage One and Main Line Storage Two.

**Lingle**-Elevator track.

Locomotives in Groups H and I must not operate on the following tracks:

Bayard Factory Yard-Pulp track  
 Scottsbluff Factory Yard- Seed track beyond switch to No. 9 track,  
 Factory No. 1 track,  
 Rock and Syrup track and  
 Factory No. 6 track

## 3. Train Register Exceptions-

**Scottsbluff**-Trains originating or terminating will register.

## 4. Clearance Provisions and Exceptions Rule 82(A)-

**Northport and Scottsbluff**-Rule 82(A) will not apply.

Track Bulletins are authorized on this Subdivision.

## 5. Rule 99- When flagging is required, distance will be 2 miles.

## 6. The following Track Side Warning Detectors protect bridges, tunnels or other structures- None.

**Other Track Side Warning Detector Locations-**

MP 20.5      MP 42.3      MP 65.9

## 7. Rule 350(B)- Switches on the following tracks are not equipped with electric locks:

Simplot Spur	Morrill Bean Track
Minatare House Track	Henry Passing Track
Kelly Bean Spur	Torrington Orphan Track
Heldt Spur	Torrington Turkey Track
Mitchell Oil Track	Torrington Holly Sugar Track
Dakota Portland Cement	

## 8. Mitchell- Cars must not be moved beyond engine limit sign on sugar track serving Great Western Sugar Co.

## 9. Local Crossing Ordinance: Scottsbluff- Standing train must not block crossing more than five minutes, moving train more than ten minutes.

## 10. CTC- Two Main Tracks between the following locations:

MP 0.4-MP 3.4

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS		Distance from Bridger Jct.	EAST WARD
					Office Calls	Rule 8(A)		
				127.3	BJ BRIDGER JCT.	J	0.0	
					1.1			
				126.2	ORIN JCT.	J	1.1	
					2.6			
				123.6	FISHER JCT.	J	3.7	
					0.4			
				123.2	EAST FISHER		4.1	
			2MT		2.9			
				120.3	WEST FISHER		7.0	
					2.6			
				117.7	SHAWNEE JCT.	J	9.6	
					10.4			
			2MT		EAST WALKER		20.0	
				107.3				
					4.9			
				102.4	WEST WALKER		24.9	
					9.2			
		33182		93.2	EAST BILL		34.1	
					7.7			
			2MT		EAST CNW JCT.	JX	41.8	
				85.5				
					2.8			
				82.7	WEST BILL		44.6	
					1.9			
				80.8	WEST CNW JCT.	J	46.5	
					8.3			
				72.5	EAST LOGAN	X	54.8	
					7.1			
		33180	2MT	65.4	CONVERSE JCT.	J	61.9	
					2.4			
				63.0	WEST LOGAN		64.3	
					1.0			
		33158		62.0	NACCO JCT. To North Antelope 4.7	J	65.3	
					14.6			
				47.4	EAST RENO		79.9	
		33142	2MT		4.9			
				42.5	RENO	JTX(2) CTC	84.8	
					1.9			
				40.6	WEST RENO		86.7	
					9.2			
13.395	33131			31.4	ANTELOPE		95.9	
					5.2			
		33125		26.2	COAL CREEK JCT. To Coal Creek 2.1	JT	101.1	
					1.7			
				24.5	SUNEDCO JCT.	J	102.8	
					.7			
				23.8	EAST CORDERO JCT. To Cordero 2.2	J	103.5	
					2.7			
				21.1	WEST CORDERO JCT. To Cordero 2.2	J	106.2	
					1.9			
14.200				19.2	HAIRE		108.1	
					1.9			
		33117		17.3	ROJO JCT. To Caballo Rojo 0.7	J	110.0	
					0.9			
		33115		16.4	East BELLE Ayr JCT. To Belle Ayr 1.8	J	110.9	
					1.0			
				15.4	East CABALLO JCT.	J	111.9	
					0.7			
		33114	2MT	14.7	West CABALLO JCT. To Caballo 0.4	JX	112.6	
					14.7			
		30587		0.0	DONKEY CREEK	J	127.3	

BN Radio Channel No. 1 in service on this Subdivision.

## 1. Speed Restrictions- Zone-Between

## Maximum Speeds Permitted Freight

Bridger Jct and MP 15.5 ..... 45 MPH.  
 MP 15.5 and Donkey Creek ..... 25 MPH.  
 Through turnout Donkey Creek and both legs of Wye ..... 25 MPH.  
 North American Car Corporation at Billall tracks ..... 10 MPH.  
 Through turnouts beginning and end of two main  
 tracks, all controlled sidings and crossovers  
 equipped with dual control switches ..... 25 MPH.

2. **Bridge, Engine and Heavy Car Restrictions-** None.
3. **Train Register Exceptions-** None.
4. **Clearance Provisions and Exceptions Rule 82(A)-**  
**Bridger Jct. and Donkey Creek-**Rule 82(A) will not apply.  
 Unless otherwise provided, Chicago & North Western Transportation Company trains between Orin Jct., MP 126.2 (CNW MP 530.7) and Fisher Jct., MP 123.6 (CNW MP 528.1) will not require clearance under Rule 82(A).  
 Track Bulletins are authorized on this Subdivision.
5. **Rule 99-** When flagging is required, distance will be 2 miles.
6. **The following Track Side Warning Detectors protect bridges, tunnels or other structures-** None.  
**Other Track Side Warning Detector Locations-**  
 MP 59.4                      MP 98.0  
 MP 72.8                      MP 112.4  
 MP 45.2-Main 1 and 2
7. **Rule 350(B)-** Switches on the following tracks are not equipped with electric locks:  

Antelope Back Track	Bill Back Tracks
Reno Pocket Track	Logan Back Track
Walker Back Track	Logan Stub Track
8. **North Antelope Mine (NACCO Jct.)-** Trains will load counterclockwise and stop short of light-weight scale until advised of loading instructions. DO NOT EXCEED 10 MPH while on loop tracks.  
**Coal Creek-**Trains will load counterclockwise and stop short of light-weight scale until advised of loading instructions. All trains will weigh empties inbound and loads outbound at not to exceed 2 MPH.  
**Cordero-**Empty hopper trains approaching Cordero Mine will stop short of scale until advised by mine personnel the track scale is ready for operation, and loop assignment.  
 All trains approaching Cordero Loop tracks will weigh empties inbound and loads outbound on the weigh in motion scale at a speed not exceeding 3 MPH, loading counter clockwise.  
 Trains will be directed by mine personnel as to which loop track train will load and as to loading speed. Trains will load counter-clockwise.  
**Caballo Rojo Mine (Rojo Jct.)-**Trains will load clockwise and stop short of loop track switch until advised of loop assignment. Trains are to stop short of light-weight scale before entering silos in order to obtain Pacesetter and loading instructions.
9. **Belle Ayr-** Hopper trains approaching Belle Ayr Mine will stop short of scale, and request permission to proceed over scales. Mine personnel will advise speed of operation.  
 All trains approaching Belle Ayr loop tracks will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 1 MPH, or as directed by Mine personnel during loadout operation. Trains will load clockwise.  
 Empty hopper trains approaching Belle Ayre will be governed by instructions from mine. Trains must receive permission from coal plant control room before entering silo structure.
10. **Caballo-** Hopper trains approaching Caballo Mine will stop short of dirt crossing 500 feet east of silos. Permission and loop assignment must be received from mine personnel before proceeding.  
 A sign located 400 feet east of silos reads "Start of Scale-2 MPH."  
 A sign located 400 feet west of silos reads "End of Scale-Resume Loop Speed."  
 Trains will be directed by mine personnel as to loading speed. Trains will load clockwise.
11. **Rochelle-**Trains will load clockwise and will stop short of light weight scales until advised by mine personnel to proceed. Trains need to notify train dispatcher before leaving mine property.
12. **CTC-** Two Main Tracks between the following locations:  

MP 0.0-MP 15.7	MP 82.7-MP 93.2
MP 40.6-MP 47.4	MP 102.4-MP 107.3
- MP 63.0-MP 72.6                      MP 120.3-MP 123.3
13. **Between Shawnee Jct. and West Caballo Jct.-**  
 CNW Trains and Engines operating will be governed by BN timetable and General Code of Operating Rules.
14. **South Antelope Mine (Converse Jct.)-**  
 Trains will load clockwise and stop short of scales until advised by mine personnel.
15. **Crossovers-** At other than stations:  
 MP 8.2                      MP 67.8                      MP 88.0
16. **TWC-** TWC is in effect between Bridger Jct. and Casper on the 8th Subdivision.  
 Trains destined the 10th Subdivision must receive a clearance listing all track bulletins in effect at their initial station unless otherwise instructed by the train dispatcher.  
 All other trains must receive a track warrant listing all track bulletins in effect at their initial station unless otherwise instructed by the train dispatcher.

W E S T W A R D	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv MAIN LINE STATIONS		Distance from Denver U.D.	E A S T W A R D
					Office Calls	Rule 6(A)		
		1-137		0.0	Denver UD	BIJKR	0.0	
				0.8	23rd STREET	AY	0.8	
		84301		1.0	PROSPECT JCT. To Golden 15.3	AJXY	1.0	
		41140		3.4	UTAH JCT.	JLY	3.4	
		41141		4.5	CLEAR CREEK	TY	4.5	
	9.777	41151		14.0	BROOMFIELD To Lafayette 7.7		14.0	
	3.948	41168		27.3	BOULDER	Y	27.3	
	4.449	41180		43.6	MN LONGMONT To Barnett 9.0	BJRTY	40.3	
	1.920	41186		49.2	HIGHLAND		46.0	
	2.548	41191		54.5	BERTHOUD		51.2	
	4.079	41197		60.7	LOVELAND	Y	57.4	
		41211		74.4	FT. COLLINS To LaPorte 4.6 To Greeley 24.8	JMTY	71.1	
	7.295	41213		76.5	FO NORTH YARD	BKRY	73.3	TWC
	7.216	41228	476	91.7	BULGER		88.4	
		41233		96.7	PLATE RIVER JCT.	J	93.4	
	4.988	41236		99.6	NORFOLK		96.4	
	3.942	41249		113.0	SPEER		109.7	
		41256		119.4	DI CHEYENNE	BKRTY	116.1	
	8.562	41276		138.8	FEDERAL		135.8	
	3.921	41289		152.4	HORSE CREEK		149.1	
	4.634	41294		157.0	ALTUS		153.7	
	4.011	41307		170.0	LAMBERT		166.8	
	8.182	41325		188.7	CHUGWATER	T	185.4	
	3.942	41339		202.6	BORDEAUX		199.3	
	5.632	41351		214.3	ND WHEATLAND	BR	211.2	
		41357		220.5	MOBA JCT.	J	217.2	
	4.660	41367		230.6	DWYER		227.7	
	8.610	32137		240.8	WENDOVER	JTY CTC	237.5	

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service at Denver Yard.

Train Dispatcher Mobile Call In-Longmont D1 or 31, Berthoud D2 or 32, Ft. Collins D1 or 31, Cheyenne D2 or 32, Horse Creek D1 or 31, Chugwater D2 or 32 and Wheatland D1 or 31.

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted Freight
Denver UD and Wendover .....	49 MPH.
Trains over 100 Tons/OB .....	30 MPH.
All sidings .....	10 MPH.
Denver Union Station and Utah Jct. Main Track .....	10 MPH.
Pepper Packing Plant railroad crossing on Jersey Cut Off in Denver Yard .....	5 MPH.
Through Denver Union Terminal Limits .....	10 MPH.

Prospect Jct. and C&S Jct. over hand  
throw switch at MP 2.0 on D&RGW RR ..... 20 MPH.

Utah Jct. on D&RGW RR over failed equipment  
detector and Interlocking Plant ..... 25 MPH.

MP 7.7-Wadsworth Avenue. Arvada, between  
Prospect Jct. and Golden, head end only ..... 10 MPH.

MP 14.2 and MP 14.9-Between Prospect Jct. and Golden .... 10 MPH.

MP 13.9 and MP 26.2 ..... 30 MPH.

Broomfield and Lafayette ..... 10 MPH.

MP 14.3 and MP 16.5 All trains handling loaded  
cars of coal ..... 10 MPH.

MP 32.1 and MP 41.1 ..... 30 MPH.

MP 43.3 and MP 44.8 ..... 10 MPH.

Longmont and Western Spur  
Loaded gravel trains ..... 10 MPH.

All other trains ..... 20 MPH.

Western Spur and Barnett ..... 10 MPH.

MP 46.9 and MP 49.7 ..... 40 MPH.

MP 54.0 and MP 54.7 ..... 30 MPH.

MP 54.9 and MP 58.3 ..... 40 MPH.

MP 58.3 and MP 60.0 ..... 25 MPH.

MP 68.8 and MP 72.8 ..... 35 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 77.4 and MP 80.0 ..... 30 MPH.

MP 80.0 and MP 96.8 ..... 35 MPH.

MP 96.8 and MP 99.0 ..... 25 MPH.

MP 110.1 and MP 110.6 ..... 30 MPH.

MP 130.4 and MP 132.0 ..... 40 MPH.

MP 143.0 and MP 146.0 ..... 40 MPH.

MP 146.0 and MP 165.7 ..... 30 MPH.

MP 206.5 and MP 211.5 ..... 30 MPH.

MP 213.5 and MP 217.5 ..... 40 MPH.

MP 219.0 and MP 220.5 ..... 25 MPH.

MP 227.0 and MP 237.0 ..... 30 MPH.

MP 239.5 and MP 240.8 ..... 10 MPH.

All coal trains through Main Track Switch at MOBA ..... 10 MPH.

East and West Legs of Wye Wendover ..... 10 MPH.

Westward trains may resume normal track speed after lead locomotive  
has passed:  
MP 7.5  
MP 46.8  
MP 54.7  
MP 63.2  
MP 214.9

Eastward trains may resume normal track speed after lead locomotive  
has passed:  
MP 213.5  
MP 54.0

## 2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted, except the 5d restrictions will not apply between Prospect Jct. and Golden for cars loaded with soda ash for Columbine Glass. These cars are to have a mechanical inspection and light cars to be placed on each end of any car containing soda ash exceeding 263,000 lbs. gross weight.

Locomotives in Group I must not be operated between Broomfield and Lafayette or between Ft. Collins and Greeley.

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

**Black Hollow Spur**-Locomotives in Group I and GP-40 must not be operated.

## 3. Train Register Exceptions-

31st St. Yard-All trains register.

## 4. TWC-

TWC is in effect between Utah Jct. and Wendover.

All trains departing 31st St. Yard via Prospect Jct. must receive their track warrants at 31st St. Yard except, trains departing 31st St. Yard via Prospect Jct. to C&S Jct. via D&RGW will not receive a track warrant.

**Cheyenne**- When relieving crew for thru train is on duty, crew being relieved must deliver all track warrants, track bulletins and instructions to relieving crew.

**Wendover**-Track warrants received at Guernsey, over the signature of the train dispatcher at McCook, fulfill the requirements of General Code Rule 450 at Wendover on the 11th Subdivision.

**Rule 405**-In effect at Longmont, North Yard, Cheyenne and Wheatland. Conductors will call train dispatcher immediately upon coming on duty to receive and remove their own track warrants and track bulletins from printers at those locations.

- 5. Rule 99**- When flagging is required between Utah Jct. and Wendover the distance will be as follows:

Utah Jct. to MOBA ..... 1.5 miles  
MOBA to Wendover ..... 2.0 miles

Unless otherwise provided, protection against following trains is not required between C&S Jct. and Golden, Broomfield and Lafayette, Longmont and Barnett, and between Ft. Collins and Greeley.

- 6. Rule 93**- Continuous yard limits are in effect between C&S Jct. and Golden, Broomfield and Lafayette, Longmont and Barnett, Ft. Collins and Greeley and between Ft. Collins and LaPorte.

- 7. Manual Interlockings**- D&RGW crossing, Utah Jct. remotely controlled by D&RGW train dispatcher at Denver. D&RGW train dispatcher's phone is located adjacent to the interlocking signal.

- 8. Railroad Crossings protected by Gates not Indicated at Station**- Normal position of gates protecting railroad crossings at Ft. Collins ..... against UP

- 9. Denver**- Train and engine crews using Denver Union Terminal Railway Company's tracks must provide themselves with copy of and be governed by General and Interlocking rules of that company.

- 10. Prospect Jct.**- The normal position for the crossover from the westward main track to the D&RGW westbound main track will be for the D&RGW. The normal position for the switches at Prospect Jct. on the Balloon track will be lined for the BN main track on the west or north end and for the D&RGW main track on the east or south end.

All movements from DUT on the Buck Main to Utah Jct. on the main track will be under control of 31st Street Yardmaster. When the Yardmaster at 31st Street is into lunch, the Yardmaster at 38th Street will control movements.

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

When trains cross over Prospect Jct. to West Side Line (Belt), D&RGW CTC Rules are in effect.

When operating trains over D&RGW main track, Prospect Jct. to C&S Jct., D&RGW CTC Rules are in effect.

Before proceeding east from Prospect Jct., on BN trackage, permission will be required from 31st Street Yardmaster for both D&RGW and BN crews.

When delivering cars from 31st Street Yard to D&RGW North Yard or departing 31st Street Yard with Golden Beer Runs, BN Yardmaster will first contact D&RGW North Yard Yardmaster for permission to be in readiness to accept delivery. D&RGW Train Dispatcher will be notified by North Yard Yardmaster as to movements to be made, including Golden Beer Runs. Train, yard and other locomotive movements between Prospect Jct. and D&RGW North Yard will be governed by CTC signal indications. At North Yard, BN crews will be governed by instruction from D&RGW Yardmaster.

BN trains en route to and from Golden will be governed by D&RGW CTC Rules, Prospect Jct. to C&S Jct., unless routed through North Yard tracks-then be governed by D&RGW Yardmaster's instructions on yard tracks and CTC Rules where applicable.

All trains operating between Denver and Golden will operate over D&RGW tracks between Prospect Jct. and C&S Jct. in accordance with D&RGW Rules.

All movement between C&S Crossing and South Denver via 19th Street will be under the control of the Yardmaster at 38th Street including the West Side Line, Remaco Spur and Longmont Mill crossover between the 19th Street main track and the D&RGW main track.

Switches for the Wye Bridge off New Main toward Prospect Jct. will be left lined for the Wye.

**Between Prospect Jct. and Utah Jct.:**

The normal position for the hand operated switch located at MP 1.2 is for the D&RGW main track.

Gates at the American Smelting and Refining Company plant will be locked at 51st Street across sewage disposal lead, and at Washington Street across sewage disposal lead.

- 11. 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.

**12. 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 superintendent.

- 13. 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.

- 14. Wheatland**- Westward trains setting out or picking up must stop with the head end of the train in the clear of Cole Street Crossing.

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

**15. Handling 80 Feet or Longer Cars-**

(See All Subdivisions Items 3 and 4A.)

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 Bordeaux and Cheyenne, between Boulder and Louisville-**

Trains of greater than 5900 trailing tons must handle empty cars 80 feet and longer in the rear 5900 tons.

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 ton, gross weight  
Flat cars with 1 loaded trailer  
Flat cars with empty trailers  
Flat cars with either loaded or empty containers.

**Westbound trains departing Denver Yard via the Jersey Cut Off:**

All 80-foot or longer cars must be within the rear 25% of train.

**16. Between Denver and Wendover-**

When high wind warnings are in effect and gusts in excess of 50 MPH, conductors arrange with train dispatcher to set out empty auto racks and TOFC flats carrying empty trailers or containers.

The following speed restrictions apply:

Entering switch on BN Main Line to Rawhide

Short Line Switch.....	20 MPH.
Rawhide Short Line Switch to Dumper.....	10 MPH.
Through Dumper until train is released.....	2 MPH.
Dumper to Rawhide Short Line Switch.....	10 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.

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

- 18. 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 must be protected by flagman.

19. Golden- At approximately 644 feet from point of switch at Coors Glass Plant at Mt. Olive there has been an installation of propane unloading tower. **DO NOT PASS** the tower when ramp is in down position.

Warning light system has been installed in Coors North Marshalling Yard.

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.

BN crews will not work in Coors North Marshalling Yard when Coors Train Crews are working in this yard, except when Coors Train Crew are in No. 1 track and west of the fouling point unless there is a proper understanding between the crews involved.

20. Greeley-

Normal position of stop gate to protect UP crossing MP 74.6 will be against UP trains.

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

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

21. Train location line-ups will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by the track warrant authority.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance from Black Thunder Jct.
					Office Calls	Rule 6(A)	
			191	3.0	BLACK THUNDER JCT. To Black Thunder 0.1 To Jacobs Ranch 2.8 2.3 RENO JCT.		J CTC 0.0
		33142		0.7	0.7 RENO		JT JT 2.3
				0.0			JT 3.0

**BN Radio Channel No. 1 in service on this Subdivision.**

- ### 1. Speed Restrictions- Zone-Between

### Maximum Speeds Permitted Freight

Black Thunder Jct. and Reno.....	35 MPH.
Black Thunder Jct. and Black Thunder and Jacobs Ranch Loop Track Switches.....	25 MPH.

2. Bridge, Engine and Heavy Car Restrictions- None.  
3. Train Register Exceptions- None.

- 4. Clearance Provisions and Exceptions Rule 82(A)-**  
**Reno-**Rule 82(A) will not apply.

- Track Bulletins are authorized on this Subdivision.
- 5. Rule 99-** When flagging is required, distance will be 1 mile.

- #### 6. Black Thunder and Jacobs Ranch-

Hopper trains approaching Black Thunder and Jacobs Ranch will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 3 MPH. Trains will load counterclockwise. Loading speed will be directed by mine personnel. Unless notified prior to arrival at mine, trains will stop short of loop track switch until notified of loop assignment.

7. Trackage between Black Thunder Jct. and Black Thunder and Jacobs Ranch is considered industrial track, Rule 105 applies.
8. **All Coal Mines**-Crews must advise mine personnel whether or not they have a caboose before arrival.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance from Camp- bell
				Office Calls	Rule 6(A)	
	30588	188	0.0	CAMPBELL	JT	0.0
7.650			1.3	FORTIN	X	1.3
			3.0	CLOVIS POINT JCT. To Clovis Point 1.6	J	3.0
			6.0	FT. UNION JCT. To Ft. Union 1.0	J	6.0
33309			9.5	EAGLE BUTTE JCT. To Rawhide 1.7 To Eagle Butte 4.5 To Buckskin 6.6	J	9.5

**BN Radio Channel No. 1 in service on this Subdivision.**

- ### 1. Speed Restrictions- Zone Between

### Maximum Speeds Permitted

#### Freight

Campbell and Eagle Butte Jct. ....	35 MPH.
West leg Campbell Wye .....	10 MPH.
East leg Campbell Wye .....	25 MPH.
MP 9.5 and Rawhide Loop Track Switch .....	20 MPH.
MP 9.5 and Eagle Butte Loop Track Switch .....	20 MPH.
MP 9.5 and Buckskin .....	20 MPH.
MP 3.0 and Clovis Point Loop Track Switch .....	20 MPH.
MP 6.0 and Ft. Union Loop Track Switch .....	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions- None.
3. Train Register Exceptions- None.

- 4. Clearance Provisions and Exceptions Rule 82(A)-**  
At all stations, Rule 82(A) will not apply.  
Track Bulletins are authorized on this Subdivision.

- 5. Rule 99-** When flagging is required, distance will be 2 miles.

6. **Tracks between Clovis Point Jct. and Clovis Point-** Between Eagle Butte Jct. and Rawhide, Eagle Butte Jct. and Eagle Butte, Eagle Butte Jct. and Buckskin, Ft. Union Jct. and Ft. Union is considered industrial track, Rule 105 applies.

**7. Clovis Point-** Hopper trains approaching Clovis Point will stop at loop track switch and receive permission to proceed by radio from Mine personnel and will load clockwise.

Weigh-in and weigh-out speed 1 MPH. Scales located 300 feet either side of load out hopper. Loading speed MPH to start and then as directed by load-out operator.

Derail located at MP 3.19 on stub track must not be operated without permission from train dispatcher.

**8. Rawhide-** Hopper trains approaching Rawhide mine will stop short of inbound scale until permission and green signal received to proceed. All trains approaching Rawhide Loop track will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 2 MPH.

Loading speeds will be 0.8 MPH to start and then as directed by mine personnel.

**9. Eagle Butte-** Trains will advise mine personnel their manifest number and if their train has a caboose. Trains will not proceed over scales until permission has been obtained from mine personnel and loading speed designated.

**10. Buckskin-** Hopper trains approaching Buckskin will stop short of scale and receive permission to proceed from mine personnel over scale not to exceed 1 MPH. Loading will be counter-clockwise with the loadout operator directing loadout speed.

**11. Ft. Union-** Hopper trains approaching loadout area will stop and be directed by mine personnel when to proceed. The loading direction will be clockwise.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS			Distance from Dutch
					Office Calls	Rule 6(A)		
		30689	314	0.0	DU	DUTCH	JT	0.0
				14.7				CTC
	6.660	33218		14.7	DK	DECKER	RY	14.7
		33228	320	22.6		NERCO	TWC	22.6

BN Radio Channel No. 2 in service on this Subdivision.

**1. Speed Restrictions Zone-Between**

Maximum Speeds Permitted	Freight
Dutch and Nerco	30 MPH.
Dutch-On west leg of Wye	25 MPH.
On east leg of wye to west cutover at Dutch Center	25 MPH.
Speed around Loop Track West Decker	10 MPH.
Speed around Loop Track East Decker	5 MPH.
Speed around Loop Track Nerco	5 MPH.

Loading speed will be 0.5 MPH.

**2. Bridge, Engine and Heavy Car Restrictions-**

Helpers with less than 24 powered axles may shove coal trains behind caboose provided that caboose is equipped with roller bearings. Crew members will not be allowed to ride in the caboose while it is being shoved.

**3. Train Register Exceptions-** None.

**4. Clearance Provisions and Exceptions Rule 82(A)-**

Dutch and Decker-Rule 82(A) does not apply.

**5. Rule 99-** Flagging distance is 2.0 miles.

**6. Decker-** All inbound trains will use the right leg of the loop track.

Trains must obtain permission from mine personnel before entering tipple. Maximum speed through tipple is 4 MPH.

Trains will load counter-clockwise at West Decker and clockwise at East Decker.

The main track switch to East Decker Loop Track located at MP 14.6, the outbound switch at West Decker located at MP 14.74 and main

track switch to Nerco located at MP 14.8 have no designated normal position.

**7. Nerco-** The Loop Track has the capacity to hold two coal trains, and the normal position for the Loop Track Switch is for an outbound movement. Verbal authority must be received from the tipple operator before trains move under tipple. Tipple operator will bring out the Nerco radio for the conductor's use while loading. Trains will load counterclockwise.

**8. 1000 Mile Inspection Points-**

In addition to established 1000 mile inspection points, the following 1000 mile inspection points will govern:

West Decker and East Decker-All unit coal trains departing West Decker and East Decker destined Moran Jct./Jones Jct. east.

Nerco-All unit coal trains departing Nerco destined Moran Jct./Jones Jct. east.

**9. TWC-** In effect between MP 16.6 and MP 22.6.

**10.** Train location line-ups will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS		Distance from Frannie	
					Office Calls	Rule 6(A)		
	4.780	32493	330	0.8	FRANNIE	JTY	0.0	
					9.6	MANTUA		9.6
	1.035	86509			4.9			
	1.668	86514		14.5	GARLAND		14.5	
					5.0			
	1.742	86519		19.5	POWELL		19.5	
					6.0			
	1.911	86525		25.5	RALSTON		25.5	
					5.2			
	2.476	86530		31.0	VOCATION		30.7	
				5.8				
	517	86536	36.8	TROTTER		36.5		
			5.9					
	86542	42.7	CODY	BKRTY	42.4			

BN Radio Channel No. 2 in service on this Subdivision.

**1. Speed Restrictions Zone-Between**

Maximum Speeds Permitted	Freight
Frannie and Cody	25 MPH.
Powell-Leading car or engine over Main Street Crossing	10 MPH.
Cody-Leading car or engine over road crossing opposite Husky Refinery	10 MPH.
All sidings, both subdivisions	10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions-**

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted on following tracks:

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

Vocation-Siding.

O'Donnell-Siding.

**3. Train Register Exceptions-** None.

**4. TWC-**

TWC is in effect between Frannie and Cody.

Train location line-ups will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

**5. Rule 99-** Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.0 mile.

**6. Cody-** Cars over 50 feet can not be turned on Wye.

## DENVER DIVISION

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## INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens	Name	Miles-Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>				<b>11th Subdivision</b>			
40850 Twin Mountain	5.5 west of Des Moines	70	West	C&S Jct.	3.8 west of Prospect Jct.		
<b>2nd Subdivision</b>				89309 Horton (Columbine Glass & Container Systems)	9.6 west of Prospect Jct.	21	East
20894 Pawnee	1.0 west of Pawnee Jct.	370	East		9.6 west of Prospect Jct.	25	East
20898 Moseley	2.7 west of Lodi	68	West	89311 Terrill	10.5 west of Prospect Jct.		
20899 American Beef	3.6 west of Lodi	38	East	89310 Sweetners	10.5 west of Prospect Jct.	17	East
20966 Eno	5.0 west of Barr	11	West	89311 Mount Oliver	11.8 west of Prospect Jct.	17	Both
20970 Ladora	2.5 west of Irondale	27	West	89313 Ball Metals	12.5 west of Prospect Jct.	10	West
20971 Commerce City	3.5 west of Irondale	35	East	89313 Boise	12.6 west of Prospect Jct.	14	West
84109 Old Hillrose	3.8 west of Union	50	East		12.8 west of Prospect Jct.	17	West
<b>3rd Subdivision</b>					13.2 west of Prospect Jct.	29	West
32007 Letan	0.2 west of South Alliance	60	Both		15.3 west of Prospect Jct.	39	Both
32028 Vance	6.1 west of Angora	70	East	89316 Golden Depot			
84071 Padroni	6.0 west of Buchanan	35	East	41142 Salvation Army and Birko Chem	1.9 west of Utah Jct.	11	East
84073 Ginther	7.8 west of Buchanan	6	West	41143 Westminster	2.8 west of Utah Jct.	12	Both
84078 Ackerman	14.9 west of Buchanan	25	West	41147 Homestead House	7.1 west of Utah Jct.	8	West
<b>4th Subdivision</b>				84315 Burns Jct.	0.7 west of Broomfield		
30369 Ginn	1.2 west of West Alliance	22	West	84322 Lafayette	7.7 west of Broomfield	23	Both
30380 Nida	5.7 west of Berea	35	West	41155 Rocky Mtn. Ind. Park	4.7 west of Broomfield	20	East
30390 Nonpareil	6.7 west of Hemingford	66	Both	41161 Valmont	11.5 west of Broomfield	6	West
30467 Area Wye	1.2 west of Provo	82	Both	41163 Artwell	12.4 west of Broomfield	17	Both
<b>5th Subdivision</b>				41172 IBM	4.6 west of Boulder	90	East
30541 Jerome	4.2 east of Upton	74	West		6.8 west of Boulder	20	West
30549 Colloid	2.1 west of Upton	48	Both	84344 Western Spur	6.5 west of Longmont	40	Both
30550 Bentley	3.5 west of Upton	38	Both	84347 Medberry	7.7 west of Longmont		
	1.0 east of Wyodak	55	Both	84347 Barnett	9.0 west of Longmont		
<b>6th Subdivision</b>				41192 Champion Home Builders	1.3 west of Berthoud	6	East
30640 Arvada	7.1 east of Kendrick	22	East	41207 Wickes	9.2 west of Loveland	10	West
30679 Verona	8.0 west of Ulm	90	Both	41207 McClellands	9.2 west of Loveland	5	West
30686 Arco	15.5 west of Ulm	11	Both	41209 Drakes	11.2 west of Loveland	12	Both
30692 Wakeley	3.1 west of Dutch	60	East	41211 Union Mfg. Co.	1.3 west of Ft. Collins	37	West
30707 Kleenburn	1.6 west of Kiewit	50	Both	41214 Black Hollow Spur	South of North Yard	40	East
30736 Wyola	6.2 west of Aberdeen	105	Both	41216 Busch Spur	3.3 west of North Yard	50	Both
30779 Reno	5.1 west of Dunmore	18	Both	41222 Wellington	11.3 west of Ft. Collins	10	East
30782 Hardin	8.7 west of Dunmore	90	Both	41224 Dixon	13.1 west of Ft. Collins	58	East
<b>7th Subdivision</b>				89503 Schumacher	3.3 west of Ft. Collins	7	East
32400 Geddes	5.3 west of Pulliam	17	West	89507 U. S. Steel	6.3 west of Ft. Collins	8	East
32405 Coors	2.5 west of Worland	28	Both	89507 Timnath	7.1 west of Ft. Collins	10	Both
32440 Magnet Cove	2.2 west of Greybull	112	Both	89509 Kerns	12.5 west of Ft. Collins	10	Both
32446 Strucco	7.7 west of Greybull	50	Both	89512 Windsor	19.4 west of Ft. Collins	10	Both
32473 Quality	7.0 west of Kane	24	Both	89515 Kodak	21.8 west of Ft. Collins	34	West
32479 Sage Creek Spur	2.4 west of Lovell	9	East	89519 Farmers	26.3 west of Ft. Collins	20	Both
<b>8th Subdivision</b>				89525 Greeley	31.7 west of Ft. Collins	30	Both
32207 Dave	1.6 west of Clayton	120	East	41257 Warren Missile Base	2.4 west of Cheyenne	60	East
<b>9th Subdivision</b>				41268 Silver Crown	12.0 west of Cheyenne	30	East
Heldt	2.7 west of Scottsbluff	15	West	41299 Farthing	5.7 west of Altus	40	West
32046 Simplot Spur	0.1 east of Bayard	3	East	89753 Murke Spur	0.5 west of Horse Creek	99	East
32056 Kelly Bean Spur	1.0 west of Minature	5	West	41334 Slater	9.0 west of Chugwater	22	Both
<b>10th Subdivision</b>				41357 MOBA	5.8 west of Wheatland West		
33114 Caballo	0.4 west of W. Caballo Jct.		Loop	Track No. 1		104	Both
33018 Belle Ayr	1.8 west of E. Belle Ayr Jct.		Loop	Track No. 2		15	West
Caballo-Rojo	0.7 from Rojo Jct.		Loop	Track No. 3		17	West
Cordero	2.7 west of W. Cordero Jct.		Loop	Track No. 4		34	East
33024 Coal Creek	2.1 east of Coal Creek Jct.		Loop	Track No. 5		24	East
33029 North Antelope	4.7 from Nacco Jct.		Loop	Track No. 6		18	Both
North American Car	0.1 east of Bill	124	Both	Track No. 7		20	Both
				Track No. 8		8	West
				Track No. 9		24	East
				<b>12th Subdivision</b>			
				33403 Black Thunder	0.1 east of Black Thunder Jct.		Loop
				33406 Jacobs Ranch	2.8 east of Black Thunder Jct.		Loop
				<b>13th Subdivision</b>			
				33303 Clovis Point	1.6 west of Lovis Point Jct.		Loop
				33306 Ft. Union	1.0 west of Fort Union Jct.		Loop
				33308 Buckskin	6.6 west of Eagle Butte Jct.	140	Both
				Buckskin Siding	3.3 west of Eagle Butte Jct.		Both
				33309 Eagle Butte	4.5 west of Eagle Butte Jct.		Loop
				33312 Rawhide	1.7 west of Eagle Butte Jct.		Loop
				<b>14th Subdivision</b>			
				33207 Countant Creek	6.8 west of Dutch	7	East
				<b>15th Subdivision</b>			
				85722 O'Donnell	2.5 west of Powell	17	Both



## RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Alliance Disprs. Office	1	Continuous
Billings Disprs. Office	2	Continuous
McCook Disprs. Office	1	Continuous
<b>Wayside Stations</b>		
Alliance Yard	1 road	Continuous
	2 yard forces	Continuous
	3 mechanical	Continuous
	4 Storehouse	Continuous
	4 Diesel Pit	Continuous
Belmont	1	Continuous
Crawford	1	Continuous
Ardmore	1	Continuous
Edgemont	1 road	Continuous
Edgemont	2 yard	Continuous
Newcastle	1	Continuous
Upton	1	Continuous
Donkey Creek	1	Continuous
Gillette	1	Continuous
Cordero Mine	1	Continuous
Reno	1	Continuous
Bill	1	Continuous
Casper	1	8:00 am-4:00 pm
Bridger Jct.	1	Continuous
Tunnel No. 3	1	Continuous
Guernsey	1 road	Continuous
	2 yard forces	Continuous
Torrington	1	Continuous
Scotts Bluff	1	Continuous
Bridgeport	1	Continuous
Sidney	1	8:00 am-4:00 pm
Peetz	1	Continuous
Huntsman	1	Continuous
Sterling	1	Continuous
Brush	1	Continuous
Wiggins	1	Continuous
Keenesburg	1	Continuous
Barr	1	Continuous
Denver	1	Continuous
	2 yard forces	
Golden	1	7:00 am-11:00 pm
Prospect	1	Continuous
Longmont	1	Continuous
Berthoud	1	Continuous
Ft. Collins	1	Continuous
Cheyenne	1	Continuous
Horse Creek	1	Continuous
Chugwater	1	Continuous
Wheatland	1	Continuous
Texline	1	Continuous
Clayton	1	Continuous
Des Moines	1	8:00 am-4:00 pm
		Mon. thru Fri.
Trinchere	1	Continuous
Trinidad	1	Continuous
Walsenburg	1	Continuous
Pueblo	1	Continuous
Beulah	2	8:00 am-5:00 pm
		Mon. thru Fri.
Huntley	2	Continuous
Gillette	2	Continuous
Echeta	2	Continuous
Arvada	2	Continuous
Clearmont	2	Continuous
Ulm	2	Continuous
Arno	2	Continuous
Decker	2	Continuous
Sheridan	2	Continuous
Parkman	2	Continuous
Lodge Grass	2	Continuous
Hardin	2	Continuous
Rowley (10 miles west)	2	Continuous
Greybull	2	Continuous
Casper	2	Continuous
Billings	2	Continuous
Laurel	2	Continuous

## TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdiv	Commercial
8-271-2313	Asst. Chief (Alliance)	(308) 762-4564
8-256-4434	Asst. Chief (Billings)	(406) 256-4434
8-284-2246	Asst. Chief (McCook)	(308) 345-2850
8-256-4445	6th, 14th Subs	(406) 256-4445
8-256-4447	7th, 15th Subs	(406) 256-4447
8-271-2314	4th Sub	(308) 762-4564
8-271-2316	5th, 10th, 13th Subs	(308) 762-4564
8-271-2322	8th, 10th, 12th Subs	(308) 762-4564
8-271-2317	3rd, 9th Subs	(308) 762-4564
8-284-2249	2nd Sub	(308) 345-5541
8-284-2240	11th Sub	(308) 345-5835
8-284-2248	1st, Sub	(817) 878-7366
(Pueblo to Trinidad)		
8-284-2260		
(Trinidad to Texline)		
8-284-2232		
(Texline to Amarillo)		

## LINE SEGMENT NUMBERS

## YARD LINE SEGMENTS

Line Segment	Yard
483	South Park Jct-Sheridan
494	Denver West Side Line
496	Jersey Cut Off
717	Greybull
739	Sheridan
760	Pueblo Welding Plant
890	Alliance
891	Alliance Shop
892	Edgemont
893	Guernsey
894	Casper
896	Scottsbluff
897	Newcastle
901	38th to 31st Street
903	Prospect Jct.
904	Market Street Line
905	Rice Yard
907	Sterling
908	Brush
952	Gillette

## OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
166	Rawhide Spur	9.5 to 12.9
167	Eagle Butte Spur	9.5 to 14.1
168	Buckskin Spur	9.4 to 17.3
171	Ft. Union Spur	6.0 to 8.5
172	Caballo Rojo Spur	17.5 to 23.0
173	Coal Creek Spur	0.0 to 5.8
175	North Antelope Spur	62.1 to 69.8
179	Burns Jct.-Lafayette	14.9 to 21.9
179	Longmont-Barnette	38.2 to 47.2
181	Deadwood Jct.-MP 3.0	0.6 to 3.0
187	Wallace-Sutherland	0.0 to 17.5
189	Belle Ayr Spur	14.8 to 20.0
190	Cordero Spur	21.1 to 24.7
191	Black Thunder Jct.-Jacobs Ranch	2.9 to 9.2
193	Black Thunder Spur	2.9 to 7.3
194	Caballo	14.6 to 20.8
196	Clovis Point Spur	3.0 to 6.2
314	Decker Mine	14.7 to 17.8
317	East Decker Mine	14.4 to 20.3
318	Moran Jct to Jones Jct	825.8 to 209.6
320	Nerco	14.7 to 28.7
480	Ft. Collins-Laporte	74.4 to 79.0
481	Ft. Collins-Greeley	74.4 to 98.8
482	C&S-Golden	4.9 to 14.4
495	Black Hollow Jct.-Black Hollow	77.1 to 79.5

## BALLAST PITS

Line Segment	Yard
750	Sheridan
899	Guernsey

## DENVER DIVISION

35

DENVER DIVISION SPECIAL PROJECT RECOLLECTABLE CODES -  
SEPTEMBER 1988

LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST TO	DESCRIPTION	"J" & "O" CODES
N/A			TELEPHONE MAINTENANCE MERIDAN LAND & MINERAL CO. BN17286	O85YN000003
N/A			WATER SERVICE FOR GREAGER MERCANTILE CO, INC. AT 3377 FOX ST. DENVER, CO	O85CO000004
N/A			WATER SERVICE FOR BRANDON CO, INC. AT 3381 FOX ST. DENVER, CO	O85CO000005
N/A			WATER SERVICE FOR HOYT & SWEET AT 3383 FOX ST. DENVER, CO	O85CO000006
0004	422.9		EXTRAORDINARY OR UNUSUAL EXPENSE FOR M/O INTERLOCKER	J3088
0005	235.3		M & O OF MAINLINE TURNOUT, CONNECTING TRACK AND INDUSTRY TRACK AT SODIUM, WY	J4026
0005	241.5		M & O OF MAINLINE TURNOUT, CONNECTING TRACK AND INDUSTRY TRACK AT POWDER RIVER, WY	J4025
0166	9.5	12.9	MAINTENANCE & INSPECTION OF TRACK SERVING RAWHIDE MINE	O85AN000010
0167	9.51	14.1	MAINTENANCE & INSPECTION OF TRACK SERVING EAGLE BUTTE MINE	O85AN000008
0168	9.41	17.3	MAINTENANCE & INSPECTION OF TRACK SERVING BUCKSKIN MINE	O85AN000003
0171	6.0	8.5	MAINTENANCE & INSPECTION OF TRACK SERVING FORT UNION MINE	O85AN000011
0172	17.5	23.0	MAINTENANCE & INSPECTION OF TRACK SERVING CABALLO ROJO MINE	O85AN000015
0173	25.9	31.7	MAINTENANCE & INSPECTION OF TRACK SERVING COAL CREEK MINE	O85AN000005
0175	62.1	69.8	MTCE OF SIGS NO ANTELOPE SPUR	O85AN000001
0175	62.1	69.8	TRACK MTCE NO ANTELOPE SPUR	O85AN000014
0175	62.1	69.8	TRACK INSP NO ANTELOPE SPUR	O85AN000012
			MAINTENANCE AND INSPECTION OF TRACKS SOUTH ANTELOPE MINE	O87AN000162
0186	14.94	24.5	M&O OF TRK, SIDINGS, CTC, SIGNALS, BRIDGES & COMMUNICATIONS INCL SOUTHERLY CONNECTION (XOVER TRK) TO CABALLO MINE & SOUTHERN LEGS OF BELLE AYR MINE SPUR	J3093
0186	14.94	24.5	M&O OF ALL SWITCHES FROM THE MAIN LINE INCL SOUTHERLY CONNEC- TION (XOVER TO TRK) CABALLO MINE, AND SIDING SWITCHES	J3094
0186	14.94	24.5	REPAIRS TO TRKS, BRDGS, SIGS & OTHER FACILITIES DAMAGED BY C&NW DERAILMENT	J3096
0186	14.94	117.7	MTCE & OPRN OF MICROWAVE SIGHTS AT RENO AND WRIGHT, WY	J3079
0186	24.5	117.7	MTCE & OPRN OF ALL TRKS, SWITCHES BRIDGES, CULVERTS & CTC SIGNALS	J3076
0186	24.5	117.7	REPAIRS TO TRKS, BRDGS, SIGS & OTHER FACILITIES DAMAGED BY C&NW DERAILMENT	J3086
0186	42.5	107.3	MTCE & OPRN OF SECTION AND SIGNAL BUILDINGS	J3080
0189	14.79	20.0	MAINTENANCE AND INSPECTION OF TRACK & CLEANING SWITCHES FOR BELLE AYR SPUR	O85AN000002
0190	21.06	28.0	MAINTENANCE & INSPECTION OF TRACK SERVING CORDERO MINE	O85AN000007
0191	0.0	3.0	MTCE & OPRN OF TRACKS	J3078
0191	0.0	3.0	REPAIRS TO TRKS BRIDGES SIGS & OTHER FACILITIES DAMAGED BY C&NW DERAILMENT	J3087
0191	3.0	9.2	MAINTENANCE & INSPECTION OF TRACK SERVING JACOBS RANCH MINE	O85AN000009
0193	2.9	7.3	MAINTENANCE & INSPECTION OF TRACK SERVING BLACK THUNDER MINE	O85AN000013
0194	14.5	20.8	MAINTENANCE & INSPECTION OF TRACK SERVING CABELLO MINE	O85AN000004

DENVER DIVISION SPECIAL PROJECT RECOLLECTABLE CODES -  
SEPTEMBER 1988

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
0196	3.0	6.0	MAINTENANCE & INSPECTION OF TRACK SERVING CLOUIS POINT MINE	O85AN000006
0314	14.7	17.8	MAINTENANCE AND INSPECTION OF TRACKS, XINGS & SWITCHES WEST DECKER COAL CO. BN 5730	O85YN000008
0317	14.4	20.3	MAINTENANCE AND INSPECTION OF TRACKS, XINGS & SWITCHES EAST DECKER COAL CO. BN 9216	O85YN000005
0320	14.7	28.7	MAINTENANCE AND INSPECTION OF TRACK, XINGS & SWITCHES SPRING CREEK COAL CO. BN 12184	O85YN000007
0330	42.22		MAINTENANCE OF SIGNALS, CODY, WY DICK JONES TRUCKING CO. BN Q-16009 AND Q57554	O85RM000001
0476	4.10	??	M&O CONSOLIDATED CORRIDOR I/B MAIN SO. DENVER(INCL. 711' XOVER 16TH TO 19TH STS) O/B MAIN BR # .27 SO. DENVER, SWS. 16TH ST.(INCL RENNICK LEAD) BN 24527	J3005
0476	36.0		MTCE OF SIGNALS ON SPUR TRKS	O85CO000001
0476	71.28		MTCE OF SIGNALS SWALLO ROAD	O85CO000002
0476	119.3	120.5	M&O OF JOINTLY OWNED TRACKAGE (UP) INCLUDING SPUR TRACK CON- NECTIONS AT CHEYENNE, WY	J3153
0476	119.4		M&O OF XING SIGNALS LOCATED AT 16TH STREET AND REED AVE. IN CHEYENNE	J3150
0476	119.4		M&O OF XING SIGNALS LOCATED AT 17TH THRU 24TH STREETS IN CHEYENNE	J3151
0476	119.4		M&O OF JOINTLY OWNED TRACKAGE BETWEEN UP CONNECTION AT 16TH ST TO AND INCL TRK 11 CHEYENNE YARD (TRANSFER TRK 4)	J3152
0476	119.4		M&O OF JOINTLY OWNED TRACKAGE KNOWN AS CAMP CARLIN NEAR CHEYENNE, WY	J3154
0477	0.0	4.1	M&O CONSOLIDATED CORRIDOR I/B MAIN SO. DENVER(INCL. 711' XOVER 16TH TO 19TH STS) O/B MAIN BR # .27 SO. DENVER, SWS. 16TH ST.(INCL RENNICK LEAD), BN 24527	J3005
0477	124.35	171.6	MTCE & OPRN MAIN LINE TRACK	J3050
0477	171.31	171.8	MTCE & OPRN POWER SWITCHES AND MANUAL CONNECTIONS	J3055
0477	171.6		MTCE & OPRN XING SIGNALS ON MAIN & RUSSELL STREETS	J3065
0900			LABOR AND MATERIAL FOR INSPCT- ING AND SERVICING AT&SF LOCOMO- TIVES AT 23RD ST ROUNHOUSE IN DENVER	J3020
0901			SALARIES AND FRINGE BENEFITS OF BN 38TH ST YARDMASTER (T/R 432-140 POS 002 202 302) BN 24527	J3006
0935			MTCE & OPRN REMACO SPUR TRACKAGE	J3010
0935			COST OF UTILITIES AND ENGINE RENT ON THE REMACO INDUSTRIAL SPUR	J3010
0935			WAGES OF DEMURRAGE CLERK (21%) T/R 452-144 POS 013 & YD CLERK (84%) T/R 452-142 POS 004 FOR WORK PERFORMED FOR RE- MACO INDUSTRIAL SPUR	J3010
0935			WAGES OF YDMEN & YD ENGINEMEN FOR SWITCHING JOINT TRKGE ON REMACO INDUSTRIAL SPUR	J0108
0935			WAGES OF YDMEN & YD ENGINEMEN FOR SWITCHING NON-JOINT TRKGE ON REMACO INDUSTRIAL SPUR	J0109
0935			WAGES OF YDMEN & YD ENGINEMEN FOR NON-PRODUCTIVE TIME ON RE- MACO INDUSTRIAL SPUR TRACKAGE	J0110

## CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Safety and Medical Officer ..... Overland Park, Kansas  
 Dr. Hi. E. Newby, Associate Chief Medical Officer ..... Ft. Worth, Texas

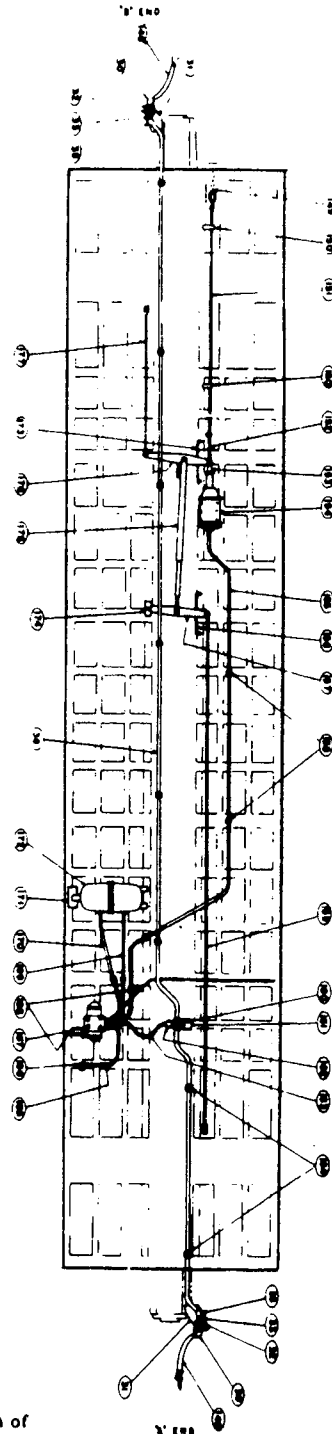
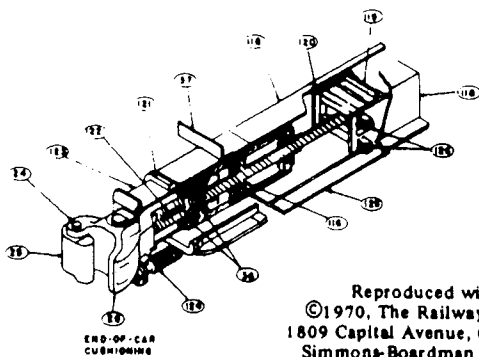
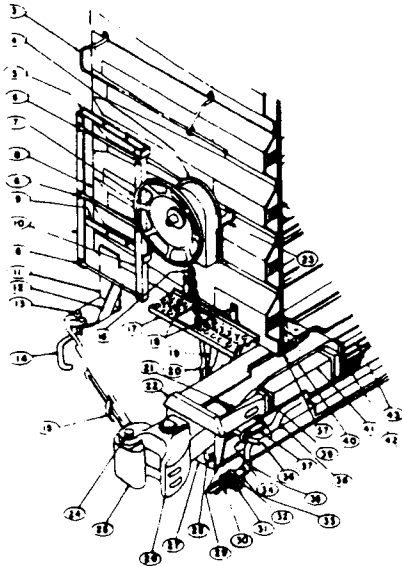
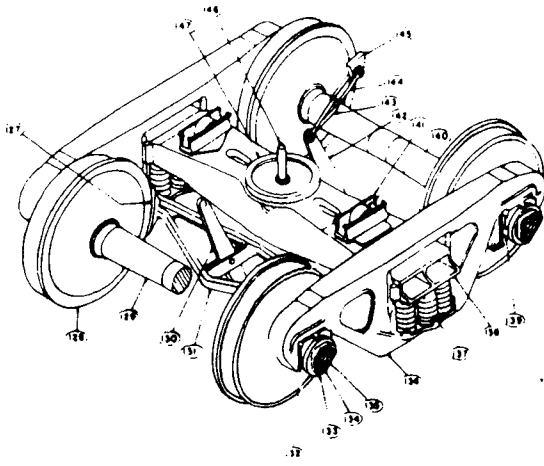
## MEDICAL EXAMINERS AND LOCAL SURGEONS

\* Alliance Medical Center ..... Alliance  
 \* Box Butte Medical Center ..... Alliance  
 Copsey Clinic ..... Alliance  
 Dr. John H. Post ..... Bridgeport  
 \* Central Nebraska Medical Clinic ..... Broken Bow  
 Dr. Leon Books ..... Broken Bow  
 Dr. Don Grinstead ..... Casper  
 Dr. Robert D. Hanlon ..... Chadron  
 \* Cheyenne Internal Medicine & Neurology ..... Cheyenne  
 Dr. J. Kennedy ..... Colorado Springs  
 Curtis Medical Center ..... Curtis  
 Dr. Dennis R. Wicks ..... Custer  
 Dr. Steven Fisher ..... Custer  
 Dr. J. F. Prinzing ..... Denver  
 \* Drs. C. Goldstein/R. K. Lee ..... Denver  
 Douglas Clinic ..... Douglas  
 Community Health Care Clinic ..... Edgemont  
 Dr. R. H. Pike ..... Ft. Collins  
 \* Drs. Arthur Sands/H. Dupper ..... Ft. Collins  
 \* Family Practice Clinic ..... Fort Morgan  
 \* Family Medical Care ..... Gillette  
 Dr. Richard Heiss ..... Greybull  
 Dr. John J. Ruffing, Jr. ..... Hemmingford  
 Dr. M. L. Songer ..... Holyoke  
 Dr. T. R. Jacobson ..... Hot Springs  
 Southern Hills Family Physicians ..... Hot Springs  
 Laurel Medical Center ..... Laurel

Dr. J. C. Freudenburg ..... Longmont  
 Dr. J. T. Brown ..... Loveland  
 Dr. E. L. King ..... Manhattan  
 Mayville Clinic ..... Mayville  
 Dr. D. F. Prince ..... Minden  
 Dr. Lanny B. Reimer ..... Newcastle  
 Dr. Iffat Ali ..... Oxford  
 \* Family Doctors ..... Pueblo  
 \* Ronan Medical Clinic ..... Ronan  
 Dr. Milton Johnson ..... Scottsbluff  
 Dr. J. Willoughby ..... Sheridan  
 Dr. Michael Strahan ..... Sheridan  
 \* Dr. S. Thickman/S. Tenney ..... Sheridan  
 Dr. J. J. Batty ..... Sheridan  
 Dr. William M. Williams ..... Sheridan  
 Dr. R. J. Fillion ..... Sterling  
 Dr. H. T. Willson ..... Thermopolis  
 \* Torrington Medical Group ..... Torrington  
 \* Drs. D. McFarlane/J. Jiminez ..... Trinidad  
 Dr. F. Visconti ..... Trinidad  
 Dr. Joseph Jiminez ..... Trinidad  
 Dr. Sally Febec ..... Trinidad  
 \* Trinidad Medical Center ..... Trinidad  
 L. B. Reimer (Satellite Clinic-Newcastle) ..... Upton, Wy  
 Dr. J. M. Sierra ..... Walsenburg  
 Dr. Joseph Villalon ..... Walsenburg  
 \* Wheatland Medical Clinic ..... Wheatland

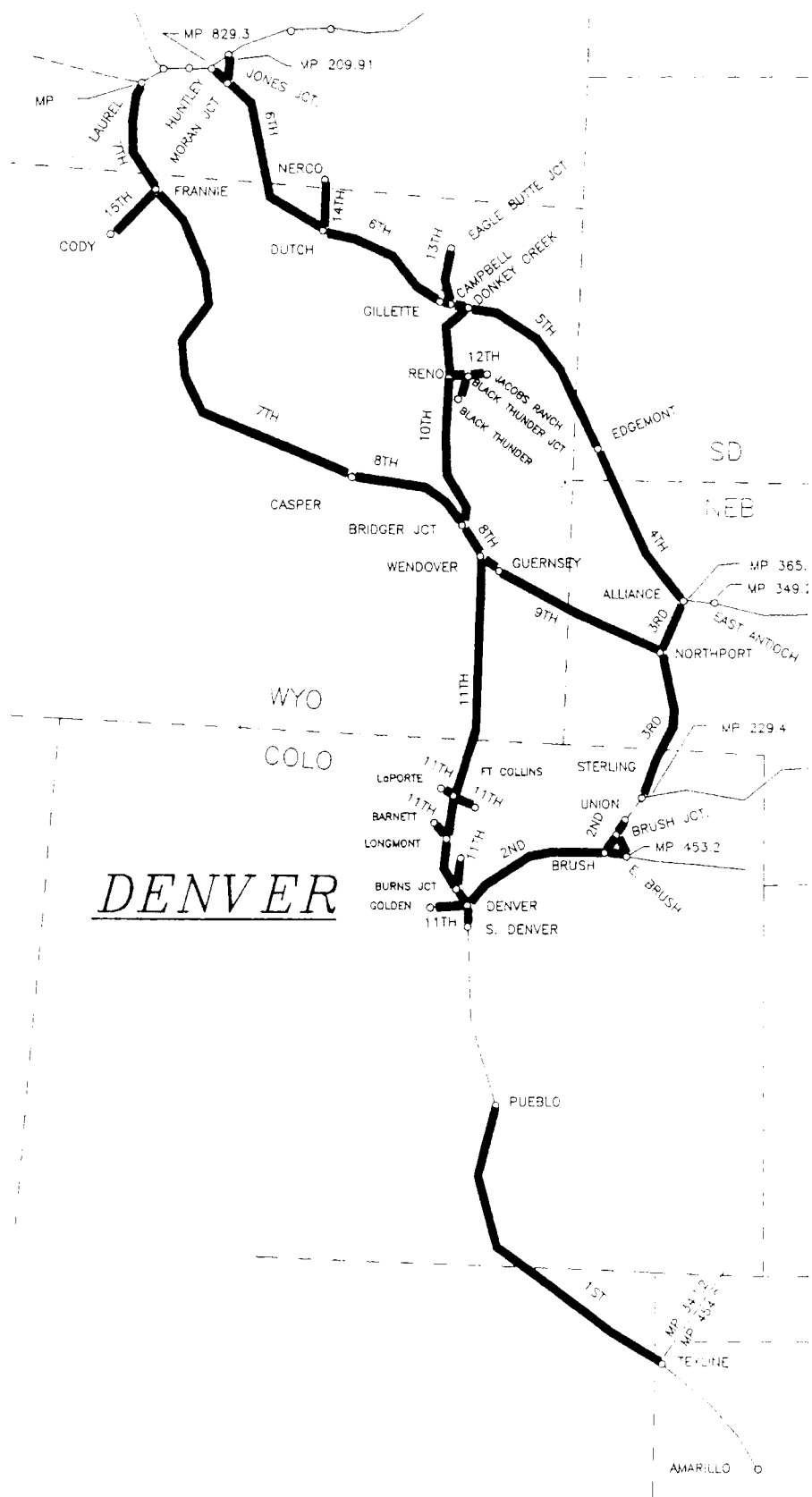
\* Indicates that two or more physicians are authorized to perform Burlington Northern industrial examinations.

# CAR CHART



3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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SCHEDULED TIMES FOR NATIONAL RAILROAD PASSENGER CORPORATION (NRPC) TRAINS  
 TO BE USED FOR INFORMATION PURPOSES ONLY  
 EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN

WEST WARD ↓	1005 NRPC Daily	STATION	1006 NRPC Daily	↑ EAST WARD
	DENVER DIVISION 2nd SUBDIVISION			
		EAST BRUSH 10.6		
	s0615	FT. MORGAN	s2245	
	DENVER DIVISION 11th SUBDIVISION			
	s0810	DENVER UD	2120	

**PERFORM SWITCHING IN A MANNER  
WHICH WILL AVOID DAMAGE TO  
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

**TRACK BULLETIN FORM B**

The engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of Track Bulletin Form B No \_\_\_\_\_, line No \_\_\_\_\_. My location is MP \_\_\_\_\_ on (specify track), over."

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman \_\_\_\_\_ (name) \_\_\_\_\_ (or Gang No. \_\_\_\_\_) using train order (track bulletin) No. \_\_\_\_\_ line No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

- (a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:  
 "\_\_\_\_\_ (train) \_\_\_\_\_ may pass red flag located at MP \_\_\_\_\_ (or enter limits) on (specify track) without stopping, over."

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:  
 "\_\_\_\_\_ (train) \_\_\_\_\_ may proceed through the limits at \_\_\_\_\_ MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (c) To require train or engine to move at a speed less than restricted speed, the following speed will be added:  
 "\_\_\_\_\_ (train) \_\_\_\_\_ proceed at restricted speed but not exceeding \_\_\_\_\_ MPH (adding, if necessary, 'until reaching \_\_\_\_\_ MP '), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.