

REGION TRANSPORTATION

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M. D. POTTHOFF	Chief Train Dispatcher	McCook

T. H. Lynch, - Superintendent Operations, Denver
J. A. Leeper, - Supt. Maintenance of Way, Denver
E. C. Gallagher, - Div. Maintenance Engineer, Denver

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T. I. McCANN	Trainmaster	Denver
J. E. LUTZENBERGER	Trainmaster	Trinidad
L. R. DYVIG	Trainmaster	Trinidad
L. TOMPKINS	Trainmaster	Greybull
J. W. HARTWIG	Trainmaster	Sterling
W. J. BELL	Trainmaster	Sterling
T. W. HAMILTON	Trainmaster	Cheyenne

A. W. Ricket, - Superintendent Operations, Gillette

D. D. HALL	Trainmaster	Gillette
R. J. LUEDDERS	Trainmaster	Gillette
K. E. ROBERTSON	Trainmaster	Gillette
G. L. HEIN	Trainmaster	Gillette
W. H. JACKSON	Asst. Trainmaster	Newcastle
A. W. MYDLAND	Trainmaster	Sheridan
L. G. SCHIPPER	Trainmaster	Sheridan
R. J. WOLFF	Trainmaster	Edgemont
P. B. SADAUSKAS	Trainmaster	Edgemont
B. D. ANDREW	Trainmaster	Guernsey
L. W. TAYLOR	Trainmaster	Guernsey

DENVER YARD

J. T. Bickmore - Superintendent Terminal Operations, Denver

B. HUNTER JR.	Asst. Supt. Terminal	Denver
.....	Trainmaster-Terminal	Denver
R. F. LOUKOTA	Trainmaster-Terminal	Denver
J. H. WILLIAMS, JR.	Trainmaster-Terminal	Denver
R. E. NEWLUN	Trainmaster-Terminal	Denver
S. L. KETCHUM	Trainmaster-Terminal	Denver

ALLIANCE YARD

F. D. Clifton - Superintendent Terminal Operations, Alliance
R. G. Bacon - Div. Maintenance Engineer, Alliance

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E. F. HATZENBUHLER	Manager Operating Practices	Alliance
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S. M. BARROW	Trainmaster-Terminal	Alliance
M. J. MARUNIAK JR.	Trainmaster-Terminal	Alliance
W. L. LINGBLOOM	Trainmaster-Terminal	Alliance
W. A. CUNNINGHAM	Trainmaster-Terminal	Alliance
J. L. HARDY	Trainmaster	Alliance
K. E. MADDEN	Trainmaster	Alliance
R. B. ALLRED	Trainmaster	Scottsbluff

Printed in U.S.A.



SOUTHERN REGION

DENVER DIVISION

TIMETABLE NO. 2

IN EFFECT AT 0001
Continental Mountain Time

Sunday
October 29, 1989

Including National Railroad Passenger Corporation (NRPC) Trains



Region Vice President
R. S. HOWERY

Division General Manager
R. H. NELSON

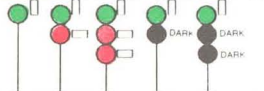

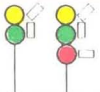

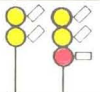

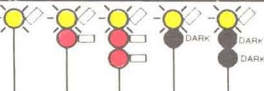
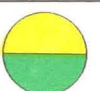
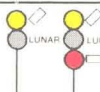
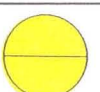
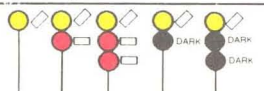
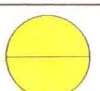
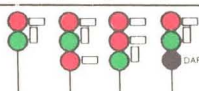
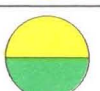
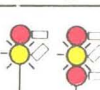
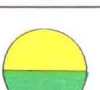
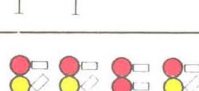
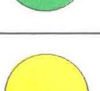
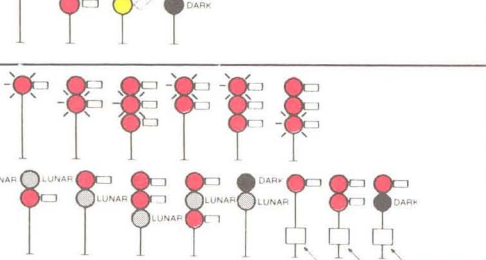

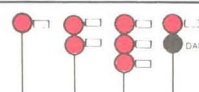

Vice President Service Design
W. A. HATTON

SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.




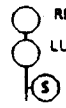





BLOCK AND INTERLOCKING SIGNALS

230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236			APPROACH	Proceed prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
237			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
239			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
241			RESTRICTED PROCEED	Proceed at restricted speed.
242			STOP	Stop.

SPECIAL INSTRUCTIONS

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

RULE	ASPECTS	NAME	INDICATION
248(B)	 LUNAR	TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
248(C)	 LUNAR	BLOCK INDICATOR	Block clear.
248(D)	 LUNAR	BLOCK INDICATOR	Block occupied.
248(E)	 RED LUNAR YELLOW	SPRING SWITCH INDICATOR	When lunar is not illuminated, stop and inspect spring switches per Rule 104(M).
248(G)	 LUNAR LUNAR	FAILED EQUIPMENT INDICATOR	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.
248(H)	 LUNAR LUNAR	FAILED EQUIPMENT INDICATOR	When flashing, no failed equipment has been detected.
248(I)	 LUNAR	SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)	 LUNAR	SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)	 GREEN	RESUME SPEED	End of slide fence restriction; resume speed.

GENERAL SIGNAL INSTRUCTIONS


In addition to Rule 227 of the General Code of Operating Rules, the following General Signal Instructions apply on Burlington Northern Railroad.


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.

Dwarf signals will display the same aspects and indications as high signals.

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

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
Trains over 100 Tons/OB	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 979026-979036	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 416 of the Air Brake 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.

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, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980.
	GP-18	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, 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	2030-2031, 2044, 2048-2049, 2054, 2057-2058, 2063.
	GP-20-C	2000-2005, 2007-2010.
	GP-30	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.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-X	2155-2189.
	GP-38-2	2078-2109, 2136, 2150-2154, 2255-2314, 2316-2369, HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2215, 2253.
	GP-35	2511, 2514, 2516, 2518, 2522-2524, 2526, 2528-2534, 2537, 2540-2543, 2551, 2555-2557, 2559-2560, 2570, 2572, 2576, 2579.
	GP-38-2B*	2601.
	GP-39-E	2750-2758, 2925-2940.
	GP-39-M	2800-2832, 2875-2880.
	GP-40	3000-3001, 3008-3012, 3019, 3022-3023, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-G	3075-3084.
	GP-40-M	3500-3523.

Group	Model	Locomotive Numbers
E	GP-40-2	3040-3064.
	GP-50	3100-3162.
	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.
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, 6240, HL 504-505.
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, 5330-5334, 5339-5362, 5364-5394, 5800-5801, 5806-5811, 5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5928, 5935, 5939-5944.
	SD-9	6241-6247.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6346-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900, 6905, 6907-6913, 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-40-G	7300-7309.
	SD-60	OWY 9000-9099.
		*Cabless.

4. Restrictions on Cars

Following equipment must be placed next ahead of caboose or at rear of caboosless 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 979026-979036.

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 caboosless 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.

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.

SPECIAL INSTRUCTIONS

7

RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on-track equipment.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE 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. Observe track center restrictions for 11 ft. 6 in. wide loads.	KILOGRAM	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. wide loads.	LIMA	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. 4 in. wide loads.	MIKE	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. 8 in. wide loads.	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. wide loads.	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. 4 in. wide loads.	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
GOLF	LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. 8 in. wide loads.	QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
HOTEL	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.	ROMEO	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.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.	SANDWICH	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.
JULIET	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	TANGO	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.
		UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
		VICTOR	This shipment must not be detoured or rerouted without further clearances.
		WHISKEY	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. Trackside 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.

200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals. **EXCEPTION:** When available, 163 degree Fahrenheit heat-indicating crayons may be used to test temperature of roller bearing journals when the outside temperature is below 32 degrees Fahrenheit.

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 axes 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 Division Engineer of Communications and Control Systems. 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.
"... (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, SECOND EDITION, effective October 29, 1989.

Air Brake and Train Handling Rules, Form 15338, Revised 10/29/89.

Train Dispatcher's Manual, Form 51545, Revised 10/29/89.

Operator's Manual, Form 15472, Revised 10/29/89.

Maintenance of Way Rules, Form 15125, Revised 10/29/89.

Safety Rules and General Rules, Form 15001, Revised 8/81.

Rules Governing the Handling of Hazardous Materials, effective October 29, 1989.

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

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 2

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- 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.
- T - Turntable or wye.
- U - Railroad crossing not protected by signals or gates.
- X - Crossover.
- X(2) - Multiple crossovers.
- Y - Yard limits.

Rule 10(E)- following paragraphs are added:

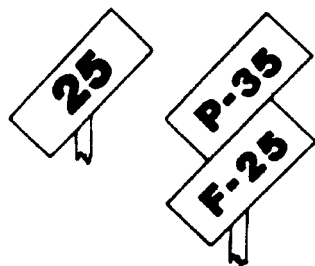
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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.

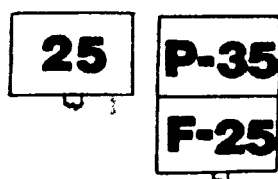
At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign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

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

ADVANCE WARNING SIGN



SPEED SIGN



Green

RESUME SPEED SIGN



NOTE:
Advance Warning Sign and
Speed Sign have yellow back-
ground and black letters and/or
numbers.

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 trains.

Rule 82. The following last paragraph is added:

In CTC territory, a reverse movement must not be made over a dual control switch without permission of the control operator.

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 by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. 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 104(M)(4)- second 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 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 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 with such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Track Warrant Form- Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

OK _____	COPIED BY _____	DISPATCHER _____
----------	-----------------	------------------

Printed in U.S.A.

Rule 620-is changed to read:

620. RIDING ENGINE: When practicable, crew members on head end of freight trains must ride in control compartment of the controlling locomotive but not more than six people may ride in the control compartment. When riding the head end, the conductor will, when practicable, ride in the control compartment.

Rule 627(5)-is changed to read:

(5) Freight car with bad order tags indicating that car is safe to move may be handled to nearest repair point.

14. Maintenance of Way Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

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-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.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Track Warrant Form- Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

OK _____	COPIED BY _____	DISPATCHER _____
----------	-----------------	------------------

Printed in U.S.A.

15. Safety Rules and General Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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-following paragraph is added:

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 411-are cancelled. BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16404 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

I-10 Vehicles operating within Intermodal or Automobile Facilities shall not exceed 15 MPH unless otherwise posted. Slower speeds are required as conditions warrant to prevent accidents.

I-13 Loading/unloading operation and rail car movement is to be expected at all times on Intermodal or Automobile Facilities.

I-14 All personnel must exercise extreme care during loading/unloading operations. Those personnel whose duties require them to be close to the load/unload operations must keep hands and bodies clear of loading devices, intermodal equipment or railcar and its connection to prevent injury.

I-15 Personnel must stand clear of tractors and trailers when such equipment is being coupled or uncoupled.

I-22 Tracks must not be entered or cars must not be coupled or moved within an Intermodal or Automobile Facility without proper designated authority.

To prevent access to the Facility:

a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or

b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailing position 150 feet from the Facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Derail must not be placed on a main track.

I-32 All accidents, injuries and hazardous material incidents, must be reported immediately to proper designated authority. Required forms must be completed and submitted before leaving property.

Rule 564-following paragraph is added:

Sexual harassment of any type is prohibited while on duty or on Company property. Employees who feel they have been sexually harassed must contact their immediate supervisor or divisional/regional Director of Human Resources or Corporate Director of Employee Relations.

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. 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.

17. Helper Behind Caboose

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

18. 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.

19. Certificate of Rules Examination

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

20. Dumping Toilets

Dumping of toilets is prohibited when:

- Passing through limits of Track Bulletin Form B
- Passing by any location where any person is known to be present on railroad right of way
- In tunnels and snowsheds
- Passing over bridges
- At stations
- 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.

21. 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 Maintenance of Way Rules, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

22. 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.

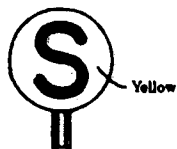
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

23. Physical Examinations

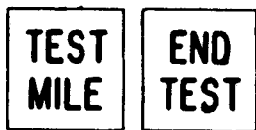
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

24. **Roadway Signs-** Except as shown, roadway signs have white background and black letters and/or numbers.

ROADWAY SIGNS



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle
Rule 15(I)

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



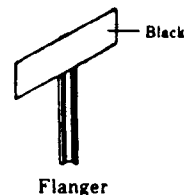
Fouling Point



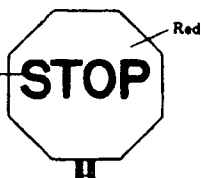
Derail
Rule 104(L)



Westward Siding or
Eastward Siding
Rule 105(A)



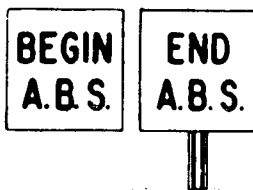
Flanger



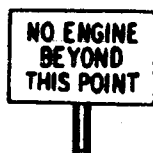
Stop
Rules 98 and 98(B)



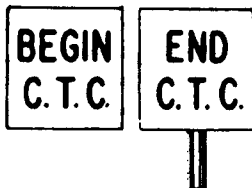
White letters on reflective red
background, or black letters
on white background.



Begin and End ABS



No Engine Beyond This Point



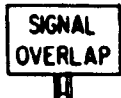
Begin and End CTC



No Clearance



One Mile Draw Span
Rule 98



Signal Overlap
Rule 303

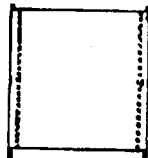


End of Overlap
Rule 303



Track Flag

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



Track Flag



Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



End Double Track

SPECIAL INSTRUCTIONS

25. 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

150
140
130
120
110
100

90 X
80 X
70 X
60 X
50 X
40 X
30 XXXXXXXXXXXX
20 XXXXXXXXXXXX

e. LEN
f. SPH

LEN
SPH

LEN
SPH

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X XX
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XX
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S S SS
D

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XXXXXX XX XXXXX
XX
XX
LL S

C=CAU D=DAN E=EXP 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	MIC	Messenger in Charge
COM	Combustible	MRE	Mechanical Refrigeration
DAN	Dangerous	NPR	No Placards Required
DEV	Loading Devices Required	ORM	Other Regulated Material
DNH	Do Not Hump	PBC	Perishable in Box Car
DNS	Do Not Separate	POG	Poison Gas
EW	Excessive Weight	RE	Rear Ender
EXP	Explosive	RII	Rejected in Interchange
HFR	Home For Repairs	RM	Radioactive
HIV	High Value	Sxx	Speed in Miles Per Hour (xx is MPH.)
HTR	Heater(s) in Car	SPD	Speed Restriction
HWI	High Wide	UOS	Unload From One Side Only
IRM	Incentive Rate Movement	WI	Waive Inspection
L01-L09	BN Local Yard Use Only	ZIP	Expeditor Trains Only

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from Texline
				Office Calls	Rule 6	
	40788		452.9	Z	TEXLINE BKY	0
	40790		454.2		1.2 SIXELA Y	1.2
			347.2			
4,973.	40799		337.6		9.6 CLAYTON	10.8
8,955	40807		330.4		7.2 ROYCE	18.0
8,627	40825		315.6		14.8 GRENVILLE	32.8
8,363	40837		300.1		15.5 GRANDE	48.3
7,349	40844		292.5	MS	7.6 DES MOINES	55.9
7,323	40854		284.5		8.0 FOLSOM	63.9
7,587	40865		272.3		12.2 ALPS	76.1
8,099	40874		263.1		9.2 BRANSON	85.3
8,527	40886		251.0		12.1 TRINCHERE	97.4
7,888	40903		235.2		15.8 BARELA	113.2
8,126	40917	477	220.2		15.0 BESHOR	128.2
7,085	40924		213.9		6.3 EAST TRINIDAD Y	134.5
	40924		211.8	DA	2.1 TRINIDAD IBKY	136.6
8,126	40924		208.0		3.8 WEST TRINIDAD Y	140.4
7,735	40939		196.1		11.9 LUDLOW	152.3
8,078	40946		189.7		6.4 LYNN	153.7
7,851	40957		180.1		9.6 MAYNE	168.3
6,100	40965		171.6		8.5 WALSENBURG JYX	176.8
	40981		154.7	DT	16.4 LASCAR X	193.2
	40993		143.5		11.5 CEDARWOOD X	204.7
4,530	41013		124.8		18.9 SOUTHERN JCT. JY	223.6
4,235	41014		122.5	2MT	2.3 MINNEQUA Y	225.9
			121.2		1.3 SALT CREEK JCT. JY	227.2
					2.7	

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		PUEBLO	J	TWC	229.9
				114.4			

BETWEEN PUEBLO AND SOUTH DENVER ATSF - DRGW JOINT TIMETABLE GOVERNS.

41134	477	4.1	2MT	SOUTH DENVER	IJMY		344.3
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BN Radio Channel No. 1 in service Pueblo to Trinidad.
BN Radio Channel No. 2 in service Trinidad to Texline.
BN Radio Channel No. 2 in service at Commanche Power Plant.

Train Dispatcher Calls-Clayton-42, Des Moines-43,
Trinchere-44, Trinidad-45, Walsenburg-46, Minnequa-47.

1. Maximum Speeds Permitted - Zone-Between

	Freight
Texline and Southern Jct.	49 MPH.
MP 297.0 and MP 171.7 - Trains over 100 Tons/OB	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	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 618.3 and MP 618.6 Between Pueblo Jct. and Pueblo Yard on ATSF	10 MPH.
Item 1A, Applies to loaded or empty C6 hoppers and other designated equipment in train.	

2. Bridge, Engine and Heavy Car Restrictions-

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

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

3. TWC Instructions-

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

Texline-Westward trains must obtain track warrant.

At Texline crews will call the dispatcher at McCook to receive the Track Warrant.

Trinidad-Eastward and Westward trains must obtain track warrant.

DRGW Jct. Walsenburg and Southern Jct.- Computerized track warrant control is in effect on the westward track. When track warrant authority, item 2, 3, or 4, is issued on the westward track, the westward track will be designated on the track warrant as "Main" track.

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.

Eastward trains must obtain track warrant showing track bulletins in effect between Walsenburg and Trinidad from BN train dispatcher at McCook.

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.

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

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

5. CTC-in effect between Des Moines and East Trinidad.

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.

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. Two Main Track-

At South Denver.
Between Southern Jct. and Salt Creek Jct.
North Main Track, Southern Jct. to Salt Creek Jct.-
Rule 93 in effect and authority for movement by ATM 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 ATM at Pueblo.
On North Main Track at MP 124.1 and on South Main Track at MP 124.3, Eastward trains when operating on Eastward Main 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.
Westward signal at MP 122.1 on North Main Track is a Distance signal to the ATSF Minnequa District at Salt Creek Jct.
No. 4 track extending from MP 122.9 Minnequa to crossover east end of Minnequa Yard is known as Minnequa Siding.
Track just South of South Main Track extending from crossover East End Minnequa Siding to MP 124.2 is Southern Jct. Siding.
Trains will not use Minnequa or Southern Jct. Sidings without authority of ATSF ATM 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, East Trinidad, West Trinidad, Beshoar, Barela, Trinchere, Branson, Alps, Folsom, Des Moines, Grande, Grenville and Royce and other sidings in emergency when authorized by train dispatcher and be governed by his instructions.

Loaded coal trains may be operated through yard tracks at Trinidad and Texline 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 clearance 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 necessary.

12. Rule 93- Yard limits in effect between MP 125.1 and Minnequa on South Main track, Salt Creek Jct. on North Main track.**13. The following Track Side Warning Detectors protect bridge, tunnels, or other structures-** None.**Other Track Side Warning Detector Locations-**

MP 184.7
MP 217.5
MP 245.1
MP 290.1
MP 319.0

14. 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. Applies to South Main Track.

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.

15. Air Brake and Train Handling Rules-Rule 612(E) Additional Requirements:

Sidings at which these requirements must be exceeded are as follows:

Minimum of 20 on each end at:

MP 330.4	Royce, NM
MP 315.6	Granville, NM
MP 292.5	Des Moines, NM
MP 272.3	Alps, NM
MP 263.1	Branson, CO
MP 251.0	Trinchere, CO
MP 220.2	Beshoar, CO
MP 208.0	Trinidad, CO (West Pass)
MP 189.7	Lynn, CO
MP 180.1	Mayne, CO

16. Signal overlap-Between Walsenburg and Trinidad MP 171 and MP 211. Trains holding main track for meeting opposing trains must not pass signal overlap signs before arrival of opposing trains.**17. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
40850 Twin Mountain	5.5 west of Des Moines	70	West

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

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

	84105	21	138.6	UNION	J	23.5
7,376	84109		141.2	NEW HILLROSE		26.1
			148.0	6.8		
				BRUSH JCT.	JT	32.9
				To East Brush .9		
				2.0		
N7,308 S7,112	20891		150.0	BU BRUSH CENTER	BJKT	34.9
			454.9	1.5		
			456.5	WEST BRUSH		36.4
				1.5		
	20894	2	458.0	PAWNEE JCT.	J	37.9
				6.5		
6,220	20900		464.3	FT. MORGAN		44.4
7,920	20904		468.5	4.1		
7,312	20915		478.9	BIJOU		48.5
7,133	20924		489.1	10.5		
7,048	20932		495.7	WIGGINS	CTC	59.0
7,101	20941		505.4	10.1		
6,146	20949		513.0	CREST		69.1
7,191	20954		518.5	6.3		
7,613	20960		524.5	ROGGEN		75.4
7,656	20968		531.7	9.9		
				KEENESBURG		85.3
				7.6		
				HUDSON		92.9
				5.5		
				TONVILLE		98.4
				6.0		
				BARR		104.4
				7.4		
				IRONDALE		111.8
				4.9		
				SAND CREEK	I	116.7
				4.3		
				W 31st ST. YARD	BIKT	121.0
				0.3		
				23rd STREET	AJY	121.3
				0.6		
				19th STREET	IJXY	121.9
				0.3		
				CHERRY CREEK	Y	122.2
				1.9		
				SOUTH PARK JCT	JXY	124.1
				1.9		
				SOUTH DENVER	IY	126.0
	41134		4.1			

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. Maximum Speeds Permitted - Zone-Between

	Passenger	Freight
Union and South Denver.....		60 MPH.
Trains over 100 tons O/B		50 MPH.
Empty coal trains		60 MPH.
Union turnout		15 MPH.
New Hillrose-Through turnouts and on sidings		25 MPH.
MP 149.5 and MP 149.9		20 MPH.
Brush Center and South Denver	79 MPH.	
East Brush and Brush Jct.	25 MPH.	25 MPH.
Crossover switch MP 150.0, MP 454.9 Brush Center	20 MPH.	20 MPH.
MP 506.0 and MP 506.7	60 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.
On siding 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. TWC Instructions-

TWC is in effect between UP MP 59.1 at Sterling and CTC Union.

Sterling-Westward BN and UP trains will receive track warrant and
track bulletins via fax machine at Sterling. To report clear on track
warrant at CTC Union, crew member must contact McCook West
Train Dispatcher.

Eastward BN and UP trains must contact McCook West Train Dis-
patcher via BN Radio Channel No. 1 prior to arrival at Union. Crew
member must obtain authority before fouling the limits of the switch at
Union.

Brush Center-At Brush Center Track Warrants and track bulletins will
be faxed to trains by McCook Relay Office.

Denver-Eastward trains must obtain track warrant between Denver
and Sterling and between East Brush and McCook on the Nebraska
6th Subdivision.

Maintenance of Way- Between Sterling and Union track warrant
authority will be issued to permit occupancy of main track when train
location line-up is not in effect or will not permit movement.

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

5. CTC-in effect between Union and 31st Street Yard.

Rule 350 (B):

Brush Center-MP 149.8 and MP 149.9.
Roggen-East end and West end of Elevator Track.

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

7. Local crossing ordinance-Ladora -member of crew will protect switching movements over highway No. 2.

8. Two Main Track-

Between 31st St. Yard and South Denver.

9. 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.

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.

10. 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 MP 521.9

11. 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.

12. Federal Railroad Administration (FRA) Excepted Track All Subdivisions Item 6-Market Street Line between York Street and MP 6.15.

13. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
20894 Pawnee	1.0 west of Pawnee Jct.	370	East
20898 Moseley	4.1 west of Pawnee Jct.	68	West
20899 Excel	4.7 west of Pawnee Jct.	38	East
20966 Eno	5.0 west of Barr	11	West
20970 Ladora	2.5 west of Irondale	27	West
20971 Commerce City	3.5 west of Irondale	35	East
84109 Old Hillrose	3.8 west of Union	50	East

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Third Street	EASTWARD
					Office Calls	Rule 6		
				0.3	THIRD STREET To Alliance 0.5	J	0.0	
				3.0	2.7 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	BJKTY	114.8	

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

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

1. Maximum Speeds Permitted - Zone-Between

Freight

Third Street and Sterling:	
MP 0.7 and MP 3.0-Sterling Main	25 MPH.
MP 3.0 and MP 112.2	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.
Over all UP Dual Control switches	15 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, Applies to loaded or empty C6 hoppers in train.	

2. Bridge, Engine and Heavy Car Restrictions- None

3. TWC Instructions- None.

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

5. CTC- in effect between Third Street Alliance and Sterling.

Two main tracks- MP 3.0 and MP 4.6.

Rule 350(B)-

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

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

Other Track Side Warning Detector Locations-

MP 39.4 MP 61.5
MP 85.9 MP 104.5

7. Northport- BN crews operating on UP trackage at Northport, Nebraska must comply with instructions from UP Officers or supervisors and must comply with UP Timetable Special Instructions.

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.

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

When trains equipped with "End of Train Devices" are delivered to the UP at Northport and are left unattended, handbrakes are to be applied on the 10 head cars.

When trains are delivered to the Union Pacific at Northport, the Engineer will remove the Head End Device from the lead or controlling Burlington Northern locomotive and place it on the Union Pacific lead or controlling locomotive at Northport.

8. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
32007 Letan	0.2 west of South Alliance	60	Both
32028 Vance	6.1 west of Angora	40	East
84071 Padroni	6.0 west of Buchanan	35	East
84073 Ginther	7.8 west of Buchanan	6	West
84078 Ackerman	14.9 west of Buchanan	25	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from East Alliance
				Office Calls	Rule 8	
			364.4	2MT	EAST ALLIANCE X(2)	0.0
	30364		365.6	J	ALLIANCE BKT	1.2
			365.9		EMERSON	1.5
			366.2		THIRD STREET J	1.8
			369.1	2MT	WEST ALLIANCE	4.7
9,860	30374		375.6		BEREA	11.2
10,948	30383		384.6		HEMINGFORD	20.2
	30399		400.3		MARSLAND	35.9
10,227	30409		409.7		BELMONT X	45.3
	30422		422.9	2MT	CRAWFORD BX	58.0
			423.1		CNW CROSSING AX	58.2
	30436		437.3		JODER	72.4
7,724	30449		450.3		ARDMORE	85.4
14,167	30457		458.8		RUMFORD	93.9
	30466		465.2		PROVO	100.3
	30475		476.1	2MT	MR EDMONT BKT	111.2

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

1. Maximum Speeds Permitted - Zone-Between

Freight

Alliance and Edgemont- Trains up to 100 Tons/OB	50 MPH.
MP 365.6 and MP 366.2	10 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 409.4 and MP 412.8	30 MPH.
MP 412.8 and MP 414.1	20 MPH.
MP 414.1 and MP 423.0	25 MPH.
Over CNW Crossing	25 MPH.
MP 466.2 and MP 469.4	40 MPH.
Through turnout MP 475.2	10 MPH.
MP 469.4 and MP 475.8	45 MPH.
Edgemont between east and west Highway crossings, head end of train	25 MPH.
Through turnouts: Marsland MP 400.3	35 MPH.
Joder MP 437.3	35 MPH.
Provo MP 465.2	35 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-

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

3. TWC instructions- None.

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

5. CTC- in effect between Alliance and Edgemont

Two Main Tracks:

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

Crossovers- At other than stations:

MP 403.9 two MP 425.5
MP 408.4 MP 432.8 two
MP 419.8 two MP 466.9 two
MP 423.1 MP 473.6 two
MP 423.6

Rule 350(B):

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

Moveable Point Frog-

When dual control switches at the following locations are operated by hand, the switch machine which operates the switch points and the switch machine which operates the moveable point frog, must both be operated.

Rules 315 and 315A apply.

Marsland MP 400.3
Joder MP 437.3
East Ardmore MP 449.5
West Ardmore MP 451.7
East Rumford MP 458.1
West Rumford MP 461.0
Provo MP 465.2

Dual Control Deraill-

Belmont Siding MP 408.4

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. Handling 80-foot or Longer Cars- (See Handling 80-foot 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.)

8. 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.

9. CNW Crossing- Absolute signal for automatic interlocking governs the track beyond the interlocking limits. General Code Rules 312(1) and 312(3) apply.

10. Crawford-

All Eastward trains using helpers on Crawford Hill will have the helper consist coupled directly to the west end of the caboose for the movement on Crawford Hill, with the following exceptions:

- Any train that has a caboose equipped with friction bearing journals will have the helper consist cut in ahead of the caboose.
- When an Eastward coal train is powered by a three (3) unit SD-60 or 4 unit LMX consist, the Crawford helpers will cut in ahead of the caboose.

If an Eastward coal train is powered by a consist comprised of three (3) SD 60's plus one (1) high horsepower locomotive or two (2) SD 60's plus two (2) high horsepower locomotives, the Crawford Helpers may push against the caboose, keeping in mind all previous instructions.

Burlington Northern Air Brake and Train Handling Rule No. 527(B) states that the automatic brake valve cut out valve must be in the out position and the automatic brake valve handle and independent brake valve handle in the release position when helper locomotives are coupled behind or ahead of cabooses, or rear car of train. This will allow the train sentry alertness control to operate as intended.

The train sentry alertness control must not be defeated by placing the automatic brake valve handle in the suppression position during helper locomotive operation.

It will be the responsibility to the conductor to inform the dispatcher where the helper consist will be added to the train. This can be accomplished via the operator at Edgemont.

The helper crew will place the portable draw bar blocks on each end of the caboose they are shoving against.

The conductor and rear brakeman of trains being shoved will ride on the helper consist if the helpers are attached behind the caboose.

The train dispatchers will not authorize a train that is being shoved with the helpers behind the caboose through the crossovers at MP 419.8.

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
30369 Ginn	1.2 west of West Alliance	22	West
30380 Nida	5.7 west of Berea	35	West
30390 Nonpareil	6.7 west of Hemingford	66	Both
30467 Area Wye	1.2 west of Provo	60	Both

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Edge- mont	EAST WARD
					Office Calls	Rule 8		
		30475		476.1	MR EDGEMONT	BK	0.0	
					0.6			
		30476		476.7	2MT DEADWOOD JCT. To MP 3.0	TX	0.6	
					7.6			
		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	2MT SPENCER		37.8	
					5.4			
		30518		519.3	EAST NEWCASTLE		43.2	
					1.4			
		30519		520.7	NC NEWCASTLE		44.6	
					0.1			
		30522		521.5	WEST NEWCASTLE		44.7	
					6.5			
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	2MT RO UPTON		72.0	
					2.1			
		30550		550.2	WEST UPTON		74.1	
					6.1			
		30555		556.3	THORNTON		80.2	
					5.7			
		30562		562.0	2MT 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	2MT 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	BKTY	121.1	

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

1. Maximum Speeds Permitted - Zone-Between

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.
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

Marietta	MP 484.3	
Owens	MP 507.1	
Spencer	MP 513.9	
East Upton	MP 547.2	
Thornton	MP 556.3	
Kara	MP 562.0	
Moorcroft	MP 568.9	
Rozet	MP 581.4	35 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-

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

Moorcroft- Engines not allowed on scale at South Dakota Cement.

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

3. TWC Instructions- None.**4. Rule 99-** When flagging is required, distance will be 2 miles.**5. CTC-** in effect between Edgemont and Gillette.**Two Main Tracks:**

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

Crossovers - At other than stations:

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

Rule 350(B)

Edgemont City Track Osage Chip Track
Marietta Back Track Upton Back Track
Dewey Back Track Moorcroft Back Track
Bently Back Track Moorcroft Stock Track
Black Hills Power and Light

Moveable Point Frog-

When dual control switches at the following locations are operated by hand, the switch machine which operates the switch points and the switch machine which operates the moveable point frog, must both be operated.

Rules 315 and 315A apply.

Marietta MP 484.3
Owens MP 507.1
Spencer MP 513.9
East Upton MP 547.2
Thornton MP 556.3
Kara MP 562.0
Moorcroft MP 568.9
East Rozet MP 576.5

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. Industrial Track-Trackage between Deadwood Jct. and MP 3.0 is industrial trackage. Rule 105 applies.**8. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
30541 Jerome	4.2 east of Upton	35	West
30549 Colloid	2.1 west of Upton	48	Both
30550 Bentley	3.5 west of Upton	38	Both
Minturn	1.0 east of Wyodak	55	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Gillette
				Office Calls	Rule 6	
	30596		597.2	X GILLETTE	BKTY	0.0
				9.2		
8,965	30605		606.4	ORIVA		9.2
				15.0		
12,854	30620		621.4	ECHETA		24.2
				9.8		
12,587	30630		631.4	LARIAT		34.0
				16.9		
12,759	30647		648.0	KENDRICK		50.9
				12.5		
11,787	30659		660.5	CLEARMONT		63.4
				11.1		
12,744	30670		671.8	ULM		74.5
				18.5		
19,573	30689		690.4	DU DUTCH	JT	93.0
				8.3		
	30697		698.6	SA SHERIDAN	BKT	101.3
				9.1		
3,078	30705		706.3	KIEWIT		109.4
				8.2		
14,333	30713		714.9	RANCHESTER		117.6
				9.2		
7,100	30723		724.1	RK PARKMAN		126.8
				6.8		
7,065	30730		731.0	ABERDEEN		133.6
				19.4		
7,681	30749		750.2	GT LODGE GRASS		153.0
				9.9		
7,001	30759		760.1	BENTEEN		162.9
				15.0		
7,004	30775		775.0	DUNMORE		177.9
				17.6		
7,327	30791		792.7	ROWLEY		195.5
				21.3		
8,396	30812		813.9	ANITA		216.8
				11.9		
	30825		825.1	MORAN JCT.	J	228.7
				To Jones Jct. 1.4		
				3.4		
	30828		829.3	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.

MRL Dispatcher calls-Huntley and Laurel-31 or 32.

**1. Maximum Speed Permitted-
Zone-Between**

	Freight
MP 599.8 and MP 615.1	45 MPH.
MP 615.1 and MP 615.4	35 MPH.
MP 615.4 and MP 619.5	45 MPH.
MP 619.5 and MP 620.0	45 MPH.
MP 638.2 and MP 646.0	45 MPH.
MP 667.0 and MP 676.2	40 MPH.
MP 676.2 and MP 696.6	50 MPH.
MP 696.6 and MP 698.8	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	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 turnouts and on sidings at following locations:	
Clearmont, Lodge Grass, Dutch, Rancheater, Parkman, Aberdeen, Benteen and Anita	35 MPH.
Oriva, Echeta, Lariat, Kendrick, Dunmore, Rowley	25 MPH.
All other sidings and turnouts	10 MPH.
All elevator and industry tracks	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:

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.

The helper crew will place the portable draw bar blocks on each end of the caboose they are shoving against.

3. TWC Instructions-

Sheridan-All crews transporting under pay 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.

Trains departing Sheridan destined MRL 1st Subdivision, in addition to obtaining 6th Subdivision track bulletins, will obtain MRL 1st Subdivision track bulletins.

4. Rule 99- Flagging distance against Westward 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 eastward trains is 2.2 miles.

5. CTC- CTC in effect between Gillette and Huntley.**Rule 350(B)-**

Reeves Concrete Spur
Reno
Back Track at Wyarno

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 Spur-End of track MP 2.1. Car stop in place.**10. Kiewit Siding-**Private track except when loading coal trains obtain permission from Big Horn Coal Co. before occupying.**11. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
30605 Oriva-Gas Track	Oriva	3	East
30628 Echeta-Back Track	Echeta	8	Both
30630 Lariat-Back Track	Lariat	8	Both
30640 Arvada	7.1 east of Kendrick	22	East
30647 Kendrick-Back Track	Kendrick	8	Both
30659 Clearmont-Stock Track	Clearmont Both	26	
30670 Ulm-Back Track	Ulm	5	Both
30678 Verona	8.0 west of Ulm	81	Both
30686 Arno	15.5 west of Ulm	11	Both
30692 Wakeley	3.1 west of Dutch	60	East
30707 Kleenburn	1.6 west of Kiewit	50	Both
30713 Ranchester-Elevator	Ranchester	12	East
30723 Parkman-Back Track	Parkman	12	East
30730 Aberdeen-Back Track	Aberdeen	12	Both
30736 Wyola	6.2 west of Aberdeen	7	West
30759 Benteen-Back Track	Benteen	7	East
30779 Reno	5.1 west of Dunmore	10	West
30782 Hardin	8.7 west of Dunmore	90	Both
30791 Rowley-Back Track	Rowley	6	East
30812 Anita-Back Track	Anita	6	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS	Office Calls	Rule 6	Distance from Northport
	32034		0.0	NORTHPORT	JT		0.0
			0.4	WEST NORTHPORT To UP Crossing 0.7	JT		0.4
	32036		3.4	DEGRAW			3.4
			10.1	EAST BAYARD			10.0
	32046		11.8	BAYARD	T		11.8
7,182			15.9	BRADLEY			15.9
	32056		21.8	MINATARE			21.8
7,148			24.7	WINTERS			24.7
	32065		30.8	SB SCOTTSBLUFF	BKT		30.8
7,167	32072		36.8	JANE			36.8
	32074	5	40.2	MITCHELL	T	CTC	40.2
7,284			44.6	ENTERPRISE			44.6
	32080		46.5	MORRILL			46.5
	32088		53.7	HENRY			53.7
7,554			57.3	STUART			57.3
	32096		62.2	TORRINGTON			62.2
7,115			69.6	TEXAS			69.6
	32106		71.7	LINGLE			71.7
7,238	80.0			GRATTAN			80.0
	32116		82.0	FORT LARAMIE			82.0
			91.2	EAST GUERNSEY			91.2
	32129		95.0	GR GUERNSEY	BKTY		95.0
7,166	32133		100.0	STOKES			100.0
4,667	32137		103.3	WENDOVER	JT		103.3
19,553	32145		111.0	CASSA			111.0
6,770	32153		119.6	GLENDO		CTC	119.6
7,329			122.0	ELKHORN			122.0
7,083	32162		129.2	BONA			129.2
			133.2	BRIDGER JCT.	J		133.2

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

BN Radio Channel No. 2 in service at Guernsey.

1. Maximum Speeds Permitted- Zone-Between

	Freight
Northport and Bridger Jct.-	50 MPH.
Northport and Guernsey- Trains over 100 tons/OB.....	50 MPH.
Northport Wye	25 MPH.
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.
Guernsey and MP 101.7	25 MPH.
MP 101.7 and MP 115.0	35 MPH.
MP 125.2 and MP 127.5	35 MPH.
Wendover-West and East Legs of Wye.....	10 MPH.
Glendo Siding.....	10 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.

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. TWC Instructions-

Guernsey-Wendover -Track warrants will be received at Guernsey, over the signature of the train dispatcher at McCook for movement at Wendover on the 11th Subdivision.

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

5. CTC- in effect between Northport and Bridger Jct.

Two Main Tracks: MP 0.4 - MP 3.4.

Rule 350(B)

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	

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

Other Track Side Warning Detector Locations-

MP 20.5	MP 82.9
MP 42.3	MP 131.0
MP 65.9	MP 153.5

Moveable Point Frog-

When dual control switches at the following locations are operated by hand, the switch machine which operates the switch points and the switch machine which operates the moveable point frog, must both be operated.

Rules 315 and 315A apply.

East Elkhorn	MP 121.2
West Elkhorn	MP 122.7

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

8. Northport- BN crews operating on UP trackage at Northport, Nebraska must comply with instructions from UP Officers or supervisors and must comply with UP Timetable Special Instructions.

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.

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

When trains equipped with "End of Train Devices" are delivered to the UP at Northport and are left unattended, handbrakes are to be applied on the 10 head cars.

When trains are delivered to the Union Pacific at Northport, the Engineer will remove the Head End Device from the lead or controlling Burlington Northern locomotive and place it on the Union Pacific lead or controlling locomotive at Northport.

9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
Heldt	2.7 west of Scottsbluff	15	West
32046 Simplot Spur	0.1 east of Bayard	3	East
32056 Kelly Beah Spur	1.0 west of Minature	5	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS		Distance from Bridger Jct.
				Office Calls	Rule 6	
			133.2	BRIDGER JCT.	J CTC	0.0
			1.2			
5,628	32167		134.4	ORIN	Y	1.2
			14.4			
6,600	32182		148.8	DOUGLAS		15.6
			9.8			
6,000	32192		158.6	ORPHA		25.4
			12.9			
4,510	32205		171.5	CLAYTON		38.3
			6.7			
5,492	32212		178.2	GLENROCK		45.0
			24.0			
	32236		202.2	CS CASPER	8KTY	69.0
			11.1			
5,726	32247		213.0	BISHOP		80.1
			10.6			
4,100	32257		223.9	BUCKNUM		90.7
			17.6			
5,661	32275		241.5	POWDER RIVER		108.3
			10.7			
3,616	32286		252.5	LOX		119.0
			8.3			
4,650	32294		260.4	ARMINTO		127.3
			13.5			
3,660	32307		273.8	MADDEEN		140.8
			10.1			
4,249	32318		284.1	LYSITE	TWC	150.9
			7.1			
3,928	32325		290.4	GATE		158.0
			13.4			
	32338		303.9	SHOBON	JY	171.4
			0.5			
6,884	32339		304.0	BONNEVILLE	Y	171.9
			10.8			
5,027	32349		314.7	PIPER		182.7
			8.0			
4,345	32358		323.2	DORNICK		190.7
			8.7			
2,687	32366		331.7	MINNESELA		199.4
			4.4			
4,750	32370		336.0	THERMOPOLIS		203.8
			7.1			
3,290	32377		343.1	LUCERNE		210.9
			4.9			
3,622	32382		348.0	KIRBY		215.8
			5.5			
2,117	32388		353.6	CHATHAM		221.3
			6.3			
3,650	32394		359.9	PULLIAM		227.6
			8.5			
3,516	32403		368.4	WORLAND		236.1
			7.8			
1,082	32411		376.7	DURKEE		243.9
			11.1			
3,464	32422		387.2	MANDERSON		255.0
			8.9			
3,078	32431		396.2	BASIN		263.9
			7.8			
2,534	32438		403.9	B GREYBULL	BKY	271.7
			11.5			
4,192	32450		415.3	SPENCE		283.2
			6.6			

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cont'd. 8th Subdiv MAIN LINE STATIONS		Distance from Bridger Jct.
				Office Calls	Rule 6	
3,696	32456		422.0	HIMES		289.8
				9.8		
3,654	32466		431.7	KANE		299.6
				9.9		
4,894	32476		441.7	LOVELL		309.5
				5.4		
4,440	32481		447.2	COWLEY		314.9
				5.8		
4,075	32487		452.9	DEAVER		320.7
				6.3		
4,780	32493		458.9	FRANNIE	JTY TWC	327.0
				6.1		
2,033	32500		465.2	WARREN		333.1
				10.8		
5,613	32511		476.1	WADE		343.9
				10.7		
2,323	32521		486.8	EAST BRIDGER		354.6
				6.9		
5,000	32528		493.7	FROMBERG		361.5
				5.9		
3,152	32534		499.6	EDGAR		367.4
				6.5		
5,291	32541		506.1	SILESIA		373.9
				9.5		
	30855		515.6	KD LAUREL	JY	383.4

BN Radio Channel No. 1 in service Bridger Jct. to Casper.

BN Radio Channel No. 2 in service Casper to Laurel.

Dispatcher Radio Call-in Code 51 or 52 in service on this Subdivision.

1. Maximum Speeds Permitted - Zone-Between

	Freight
Bridger Jct. and Laurel	49 MPH.
Bridger Jct. and Laurel-Trains over 100 Tons/OB	30 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.

Item 1A, All Subdivisions applies to loaded or empty C6 hoppers and other designated equipment in train.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Worldand- 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.

3. TWC- TWC is in effect between Bridger Jct. and Laurel.

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99- Flagging distance is 2.0 miles.

5. CTC- In effect at Bridger Jct.

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-

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

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

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. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
32207 Dave	1.6 west of Clayton	120	East
32400 Geddes	5.3 west of Pulliam	17	West
32405 Coors	2.5 west of Worland	28	Both
32440 Magnet Cove	2.2 west of Greybull	112	Both
32446 Stucco	7.7 west of Greybull	50	Both
32466 Baroid	2.0 west of Kane	70	Both
32473 Quality	7.0 west of Kane	24	Both
32479 Sage Creek Spur	2.4 west of Lovell	9	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 8	Distance from Frannie
4,780	32493		0.8	FRANNIE	JTY	0.0
1,668	86514		14.5	GARLAND		14.5
1,742	86519	330	19.5	POWELL		19.5
1,911	86525		25.5	RALSTON	TWC	25.5
	86542		42.7	CODY	8KTY	42.4

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

**1. Maximum Speeds Permitted-
Zone-Between**

	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	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.

O'Donnell-Siding.

3. TWC Instructions-

TWC is in effect between Frannie and Cody.

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99- Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.0 mile.

5. CTC- None.

6. Cody- Cars over 50 feet can not be turned on Wye.

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
85722 O'Donnell	2.5 west of Powell	17	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 8	Distance from Bridger Jct.
			127.3	BJ BRIDGER JCT.	J	0.0
			126.2	ORIN JCT.	J	1.1
			123.6	FISHER JCT.	J	3.7
			123.2	EAST FISHER		4.1
		2MT	120.3	WEST FISHER		7.0
			117.7	SHAWNEE JCT.	J	9.6
			107.3	EAST WALKER		20.0
		2MT	102.4	WEST WALKER		24.9
			93.2	EAST BILL		34.1
		2MT	85.5	EAST CNW JCT.	JX	41.8
			82.7	WEST BILL		44.6
			80.8	WEST CNW JCT.	J	46.5
			72.5	EAST LOGAN	X	54.8
		2MT	65.4	CONVERSE JCT.	J	61.9
			63.0	WEST LOGAN		64.3
			62.0	NACCO JCT. To North Antelope 4.7	J	65.3
			47.4	EAST RENO		79.9
		2MT	42.5	RENO	JTX(2)	84.8
			40.6	WEST RENO		86.7
			31.4	ANTELOPE		95.9
			26.2	COAL CREEK JCT. To Coal Creek 2.1	JT	101.1
			24.5	SUNEDCO JCT.	J	102.8
			23.8	EAST CORDERO JCT. To Cordero 2.2	J	103.5
			21.1	WEST CORDERO JCT. To Cordero 2.2	J	106.2
			19.2	HAIRE		108.1
			17.3	ROJO JCT. To Caballo Rojo 0.7	J	110.0
			16.4	East BELLE AYR JCT. To Belle Ayr 1.8	J	110.9
			15.4	East CABALLO JCT.	J	111.9
		2MT	14.7	West CABALLO JCT. To Caballo 0.4	JX	112.6
			0.0	DONKEY CREEK	J	127.3

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

1. Maximum Speeds Permitted-**Zone-Between****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 Bill all 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-

The helper crew will place the portable draw bar blocks on each end of the caboose they are shoving against.

The conductor and rear brakeman of trains being shoved will ride on the helper consist if the helpers are attached behind the caboose.

3. TWC Instructions- None.**4. Rule 99-** When flagging is required, distance will be 2 miles.**5. CTC-** in effect between Bridger Jct. and Donkey Creek.**Two Main Tracks:**

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

Crossovers- At other than stations:

MP 8.2 MP 67.8 MP 88.0

Rule 350(B)-

Antelope Back Track Bill Back Track
 Reno Pocket Track Logan Back Track
 Walker Back Track Logan Stub Track

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

MP 45.2-Main 1 and 2
 MP 59.4 MP 98.0
 MP 72.8 MP 112.4

7. All coal Mines-Trains will notify Train Dispatcher before leaving mine property.**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 train personnel 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.**12. South Antelope Mine (Converse Jct.)-**

Trains will load clockwise and stop short of scales until advised by mine personnel.

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. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
33114 Caballo.....	0.4 west of W. Caballo Jct.		Loop
33018 Belle Ayr	1.8 west of E. Belle Ayr Jct.		Loop
Caballo-Rojo	0.7 from Rojo Jct.		Loop
33024 Cordero	2.7 west of W. Cordero Jct.		Loop
33029 Coal Creek.....	2.1 east of Coal Creek Jct.		Loop
North Antelope	4.7 from Nacco Jct.		Loop
North American Car	0.1 east of Bill	124	Both

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv MAIN LINE STATIONS		Distance from Denver U.D.	EASTWARD
					Office Calls	Rule 6		
		41137		0.0	Denver UD	BIJK	0.0	
				0.8	23rd STREET	AY	0.8	
		84301		1.0	PROSPECT JCT. To Golden 15.3	IJXY	1.0	
		41140		3.4	UTAH JCT.	IJY	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	LONGMONT To Barnett 9.0	BJTY	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	JTUY	71.1	
	7,295	41213	476	76.5	NORTH YARD	BKY	73.3	TWC
	7,216	41228		91.7	BULGER		88.4	
		41233		96.7	PLATTE RIVER JCT.	J	93.4	
	4,988	41236		99.6	NORFOLK		96.4	
	3,942	41249		113.0	SPEER		109.7	
		41256		119.4	CHEYENNE	BKTY	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		185.4	
	3,942	41339		202.6	BORDEAUX		199.3	
	5,832	41351		214.3	WHEATLAND	B	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	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. Maximum Speeds Permitted- Zone-Between

	Freight
Denver UD and Wendover	49 MPH.
Trains over 100 Tons/OB	30 MPH.
All sidings	10 MPH.
Through Denver Union Terminal Limits	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.
MP 13.9 and MP 43.3	30 MPH.
MP 44.8 and MP 49.7	40 MPH.

MP 54.0 and MP 54.7	30 MPH.
MP 54.7 and MP 58.3	40 MPH.
MP 58.3 and MP 62.0	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

MP 74.7 and MP 96.8	35 MPH.
MP 96.8 and MP 99.0	40 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 238.0	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.

Prospect Jct. to Golden

Prospect Jct. and C&S Jct. over electric lock switch at
MP 2.0 on D&RGW RR 20 MPH.
Utah Jct. on D&RGW RR over failed equipment detector
and Interlocking Plant

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

Broomfield and Lafayette 10 MPH.

Longmont and Barnett 10 MPH.

Longmont Yard - GW No. 1 and GW No. 2 5 MPH.

Ft. Collins and LaPorte 10 MPH.

Ft. Collins and Greeley 20 MPH.

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.

Loveland- ONE (1) locomotive is allowed on the GW Lead when
either picking up or setting out to the Great Western Railway.

Black Hollow Spur-Locomotives in Group I must not be operated.

3. TWC Instructions-

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.

Wendover-Track warrants will be received at Guernsey, over the
signature of the train dispatcher at McCook for movement at Wen-
dover on the 11th Subdivision.

Rule 405-In effect at Longmont, North Yard, Cheyenne and Wheat-
land. 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.

Maintenance of Way- Track warrant authority will be issued to permit
occupancy of main track when train location line-up is not in effect or
will not permit movement.

4. Rule 99- When flagging is required between Utah Jct. and Wen-
dover the distance will be as follows:
Utah Jct. to MOBA 1.5 miles
MOBA to Wendover 2.0 miles

5. CTC-None.

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

9. Prospect Jct.- The normal position for the crossover from the Westward main track to the D&RGW Westward 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.:

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.

10. 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.

11. Boulder-

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

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

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

12. 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.

13. 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.

14. 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 Broomfield-

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.

15. 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.

16. Rawhide Power Plant-

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.

17. 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.

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

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

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

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

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.

19. 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.

20. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
C&S Jct.	3.8 west of Prospect Jct. on D&RGW track		
89309 Horton (Columbine Glass & Container Systems)	9.6 west of Prospect Jct.	21	East
89311 Terrill	9.6 west of Prospect Jct.	25	East
89310 Sweetners	10.5 west of Prospect Jct.	17	East
89311 Mount Olivet	11.8 west of Prospect Jct.	17	Both
89313 Ball Metals	12.5 west of Prospect Jct.	10	West
89313 Boise	12.6 west of Prospect Jct.	14	West
Coors Bulk Plant	12.8 west of Prospect Jct.	17	West
Coors End Plant	13.2 west of Prospect Jct.	29	West
89316 Golden Depot	15.3 west of Prospect Jct.	39	Both
41141 Western Paving	Clear Creek	35	Both
41142 Salvation Army and Birko Chem	1.9 west of Utah Jct.	11	East
41143 Westminster	2.8 west of Utah Jct.	12	Both
41147 Homestead House	7.1 west of Utah Jct.	8	West
84315 Burns Jct.	1.3 west of Broomfield		
84322 Lafayette	7.7 west of Broomfield	23	Both
41155 Rocky Mtn. Ind. Park	4.7 west of Broomfield	20	East
41161 Valmont	11.5 west of Broomfield	6	West
41163 Artwell	12.4 west of Broomfield	17	Both
41172 IBM	4.6 west of Boulder	90	East
Niwot	6.8 west of Boulder	20	West
84344 Western Spur	6.5 west of Longmont	40	Both
84347 Medberry	7.7 west of Longmont		
84347 Barnett	9.0 west of Longmont		
41192 Champion Home Builders	1.3 west of Berthoud	6	East
41207 Wickes	9.2 west of Loveland	10	West
41207 McClellands	9.2 west of Loveland	5	West
41209 Drakes	11.2 west of Loveland	12	Both
41211 Union Mfg. Co.	1.3 west of Ft. Collins	37	West
41214 Black Hollow Spur	South of North Yard	40	East
41216 Busch Spur	3.3 west of North Yard	50	Both
41222 Wellington	11.3 west of Ft. Collins	10	East
41224 Dixon	13.1 west of Ft. Collins	58	East
89503 Schumacher	3.3 west of Ft. Collins	7	East
89507 U. S. Steel	6.3 west of Ft. Collins	8	East
89507 Timnath	7.1 west of Ft. Collins	10	Both
89509 Kerns	12.5 west of Ft. Collins	10	Both
89512 Windsor	19.4 west of Ft. Collins	10	Both
89515 Kodak	21.8 west of Ft. Collins	34	West
89519 Farmers	26.3 west of Ft. Collins	20	Both
89525 Greeley	31.7 west of Ft. Collins	30	Both
41257 Warren Missile Base	2.4 west of Cheyenne	60	East
41268 Silver Crown	12.0 west of Cheyenne	30	East
41299 Farthing	5.7 west of Aitua	40	West
89753 Murke Spur	0.5 west of Horse Creek	99	East
41334 Slater	9.0 west of Chugwater	22	Both
41357 MOBA	5.8 west of Wheatland West		
Track No. 1		104	Both
Track No. 2		15	West
Track No. 3		17	West
Track No. 4		34	East
Track No. 5		24	East
Track No. 6		18	Both
Track No. 7		20	Both
Track No. 8		8	West
Track No. 9		24	East

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	
		191	3.0	BLACK THUNDER JCT. To Black Thunder 0.1 To Jacobs Ranch 2.8	J	0.0
	33142		0.7	RENO JCT.	JT	2.3
			0.0	RENO	JT	3.0

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

**1. Maximum Speeds Permitted-
Zone-Between**
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. TWC Instructions- None.
4. Rule 99- When flagging is required, distance will be 1 mile.
5. CTC- in effect between Black Thunder Jct. and Reno.
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. Industrial Track- 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. Trains must notify train dispatcher before leaving mine property.
9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
33403 Black Thunder	0.1 east of Black Thunder Jct.		
33406 Jacobs Ranch	2.8 east of Black Thunder Jct.		Loop Loop

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

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

**1. Maximum Speeds Permitted-
Zone Between**
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. TWC Instructions- None.
4. Rule 99- When flagging is required, distance will be 2 miles.
5. CTC- in effect between Campbell and Eagle Butte Jct.
6. Industrial Track- 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 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.
12. All Coal Mines- Trains must notify Train Dispatcher before leaving mine property.
13. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
33303 Clovis Point	1.6 west of Clovis Point Jct.		Loop
33306 Ft. Union	1.0 west of Fort Union Jct.		Loop
33308 Buckskin	6.6 west of Eagle Butte Jct.		Loop
	Buckskin Siding	140	Both
33309 Eagle Butte	4.5 west of Eagle Butte Jct.		Loop
33312 Rawhide	1.7 west of Eagle Butte Jct.		Loop

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

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

**1. Maximum Speeds Permitted-
Zone-Between**
Freight

Dutch and Nerco	30 MPH.
Dutch-On west leg of Wye	25 MPH.
On east leg of wye to west crossover at Dutch Center	25 MPH.
Loop Track West Decker	10 MPH.
Loop Track East Decker	5 MPH.
Loop Track	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.

The helper crew will place the portable draw bar blocks on each end of the caboose they are shoving against.

3. TWC Instructions- TWC is in effect between MP 16.6 and MP 22.6.

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99- Flagging distance is 2.0 miles.

5. CTC- in effect between Dutch and MP 14.7.

Rule 350(B)- Countant Creek.

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. All Coal Mines- Trains must notify Train Dispatcher before leaving mine property.

10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
33207 Countant Creek.....	6.8 west of Dutch.....	7	East

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Alliance Disprs. Office	1	Continuous
McCook Disprs. Office	1	Continuous
Wayside Stations		
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	2	Continuous
Des Moines	2	8:00 am-4:00 pm
		Mon. thru Fri.
Trinchere	2	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
Laurel	2	Continuous

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdiv	Commercial
8-271-2482	Chief Sheridan Line	(308) 762-4564
8-271-2246	Asst. Chief South	(308) 762-4564 ext. 2246
8-271-2482	Chief South	(308) 762-4564
8-271-2313	Asst. Chief (Alliance)	(308) 762-4564 ext. 2313
8-284-2246	Asst. Chief (McCook)-2nd Sub	(308) 345-2850
8-284-2247	Asst. Chief (McCook)-1st & 11th Subs	(308) 345-2496
8-271-2319	6th, 14th Subs	(308) 762-4564 ext. 2319
8-271-2317	8th, 9th Subs	(308) 762-4564 ext. 2317
8-271-2314	4th Sub	(308) 762-4564
8-271-2316	5th, 10th, 13th Subs	(308) 762-4564
8-271-2322	10th, 12th Subs	(308) 762-4564
8-271-2317	3rd, 7th 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	(308) 345-3006
(Pueblo to Trinidad)		(308) 345-1384
8-284-2260		
(Trinidad to Texline)		
8-284-2232		

LINE SEGMENT NUMBERS

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 SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1989

LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST TO	DESCRIPTION	"J" & "O" CODES
0004	422.9		Extraordinary or unusual expense for M/O interlocker Crawford, NE	J 3088	0191	2.9	9.2	Maintenance & inspection of track serving Jacobs Ranch Mine	O85AN000009
0005	235.3		M/O of mainline turnout, connecting track & industry track at Sodium, WY	J 4026	0191	2.9	9.2	Test track scale, Kerr McGee Coal Corp, Jacobs Ranch Mine	O85AN000091
0005	241.5		M/O of mainline turnout, connecting track & industry track at Powder River, WY	J 4025	0193	2.9	7.3	Maintenance & inspection of track serving Black Thunder Mine	O85AN000013
0166	9.5	12.9	Maintenance & inspection of track serving Rawhide Mine	O85AN000010	0193	2.9	7.3	Test track scale, Atlantic Richfield Co, Black Thunder Mine	O85AN0000131
0166	9.5	12.9	Test track scale, Carter Mining Co, Rawhide Mine	O85AN0000101	0194	14.5	20.8	Maintenance & inspection of track serving Caballo Mine	O85AN000004
0167	9.51	14.1	Maintenance & inspection of track serving Eagle Butte Mine	O85AN000008	0194	14.5	20.8	Test track scale, Carter Mining Co, Caballo Mine	O85AN000041
0167	9.51	14.1	Test track scale Amax Coal Co, Eagle Butte Mine	O86AN000081	0196	3.0	6.2	Maintenance & inspection of track serving Clovis Point Mine	O85AN000006
0168	9.41	17.3	Maintenance & inspection of track serving Buckskin Mine	O85AN000003	0196	3.0	6.2	Test track scale, Kerr McGee Coal Corp, Clovis Point Mine	O85AN000061
0168	9.41	17.3	Test track scale, Triton Coal Co., Buckskin Mine	O85AN000031	0314	14.7	17.8	Maintenance & inspection of tracks, xings & switches West Decker Coal Co, BN 5730	O85YN000008
0171	6.0	8.5	Maintenance & inspection of track serving Ft. Union Mine	O85AN000011	0317	14.4	20.3	Maintenance & inspection of tracks, xings & switches East Decker Coal Co, BN 9216	O85YN000005
0172	17.5	23.0	Maintenance & inspection of track serving Caballo Rojo Mine	O85AN000015	0320	14.7	28.7	Maintenance & inspection of track, xings & switches Spring Creek Coal Co, BN 12184	O85YN000007
0172	17.5	23.0	Test track scale, Mobile Coal Producing Inc., Rojo Caballo Mine	O85AN000161	0330	42.22		Maintenance of signals, Cody, WY Dick Jones Trucking Co, BN Q-16009 & Q-57554	O85RM000001
0173	0.0	5.8	Maintenance & inspection of track serving Coal Creek Mine	O85AN000005	0476	4.10		M/O consolidated corridor I/B main So Denver (incl 711' xover 16th to 19th Sts) O/B Main Br. 27 South Denver, switches 16th St (incl Rennick Lead) BN 24527	J 3005
0173	0.0	5.8	Test track scale, Atlantic Richfield Co, Coal Creek Mine	O85AN000051	0476	36.0		Maintenance of signals on spur tracks International Business Machines, BN 7393	O85CO000001
0175	62.1	69.8	Maintenance of signals No. Antelope Spur	O85AN000001	0476	71.28		Maintenance of signals Swallo Road, City of Fort Collins	O85CO000002
0175	62.1	69.8	Track maintenance No. Antelope Spur	O85AN000014	0476	119.3	120.5	M/O of jointly owned trackage (UP) including spur track connections at Cheyenne, WY	J 3153
0175	62.1	69.8	Track inspection No. Antelope Spur	O85AN000012	0476	119.4		M/O of xing signals located at 16th St and Reed Avenue in Cheyenne	J 3150
0175	62.1	69.8	Test track scale, North Antelope Coal Co, Antelope Mine	O85AN000141	0476	119.4		M/O of xing signals located at 17th thru 24th Sts in Cheyenne	J 3151
0186	62.3		Test track scale Rochelle Coal Co., Rochelle Mine	O85AN000151	0476	119.4		M/O of jointly owned trackage btwn UP connection at 16th St to & incl Track 11 Cheyenne Yard (Transfer Track 4)	J 3152
0186	65.4		Maintenance & inspection of tracks South Antelope Mine	O87AN000162	0476	119.4		M/O of jointly owned trackage known as Camp Carlin near Cheyenne, WY	J 3154
0186	14.94	24.5	M/O of track, sidings, CTC, signals, bridges & communications incl southerly connection (xover track) to Caballo Mine & southern legs of Belle Ayr Mine Spur	J 3093	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 Switches 16th St (incl Rennick Lead) BN 24527	J 3005
0186	14.94	24.5	M/O of all switches from the main line incl southerly connection (xover track) to Caballo Mine & siding switches	J 3094	0477	118.5	118.5	M/O of Pueblo Junction interlocker	J 3066
0186	14.94	24.5	Repairs to tracks, bridges, signals & other facilities damaged by C&NW derailment	J 3096	0477	124.35	171.6	M/O of N/B M/L track btwn Walsenburg & Southern Jct in Walsenburg, CO	J 3050
0186	14.94	117.7	M/O of microwave sights at Reno & Wright, WY	J 3079	0477	171.31	171.8	M/O power switches & manual connections at Walsenburg, CO	J 3055
0186	24.5	117.7	M/O of all tracks, switches, bridges, culverts & CTC signals	J 3076	0477	171.6	171.60	M/O of station in Walsenburg, CO, bill has been flat rated	J 3060
0186	24.5	117.7	Repairs to tracks, bridges, signals & other facilities damaged by C&NW derailment	J 3086	0477	171.6	171.60	M/O of station in Walsenburg, CO, bill has been flat rated	J 3061
0186	24.5	117.7	Wages of chief dispatcher, Asst chief dispatchers & disp clerk at Alliance, NE T/R 421-102, Pos 001, 002, 003 & 004; T/R 712-110, Pos 010, 011, 201, 210, 301 & 310 for control of line Shawnee Jct to Coal Creek Jct, WY	J 3082	0477	171.6		M/O xing signals on Main & Russell Sts, Walsenburg, CO	J 3065
0186	24.5	117.7	Wages of trick disps at Alliance, NE T/R 712-110, Pos 009, 209 & 309 is billable & Pos 004, 204 & 304 for control of line Shawnee Jct to Coal Creek Jct, WY	J 3084	0901			Labor & material inspecting & servicing ATSF locomotives at 23rd St roundhouse, Denver CO	J 3020
0186	42.5	107.3	M/O of section & signal buildings at Bill and Reno, WY	J 3080	0901			Salaries & fringe benefits of BN 38th St yardmaster T/R 432-140, Pos 002, 202, 302, BN 24527	J 3006
0186	123.6	126.2	Extraordinary or unusual expense for M/O of trackage, bridges & culverts, signals & related apparatus from Orin Jct to Fisher Jct. Bill is flat rated	J 3081	0935			M/O Remaco Spur trackage in Denver, CO	J 3010
0189	14.79	20.0	Maintenance & inspection of track & cleaning switches for Belle Ayr Spur	O85AN000002	0935			Cost of utilities & engine rent on the Remaco Industrial Spur in Denver, CO	J 3010
0189	14.79	20.0	Test track scale, Amax Coal Co, Belle Ayr Mine	O85AN000021	0935			Wages of yardmen & yard enginemen for switching joint trackage on Remaco Industrial Spur in Denver, CO	J 0108
0190	21.1	24.7	Maintenance & inspection of track serving Cordero Mine	O85AN000007	0935			Wages of yardmen & yard enginemen for switching non-joint trackage on Remaco Industrial Spur in Denver, CO	J 0109
0190	21.1	24.7	Test track scale, Cordero Mining Co., Cordero Mine	O85AN000071	0935			Wages of yardmen & yard enginemen for non-productive time on Remaco Industrial Spur trackage in Denver, CO	J 0110
0191	0.0	3.0	M/O of tracks from E & W Reno Jct to Black Thunder Jct, WY	J 3078					
0191	0.0	3.0	Repairs to tracks, bridges, signals & other facilities damaged by C&NW derailment	J 3087					

CHIEF MEDICAL OFFICERS

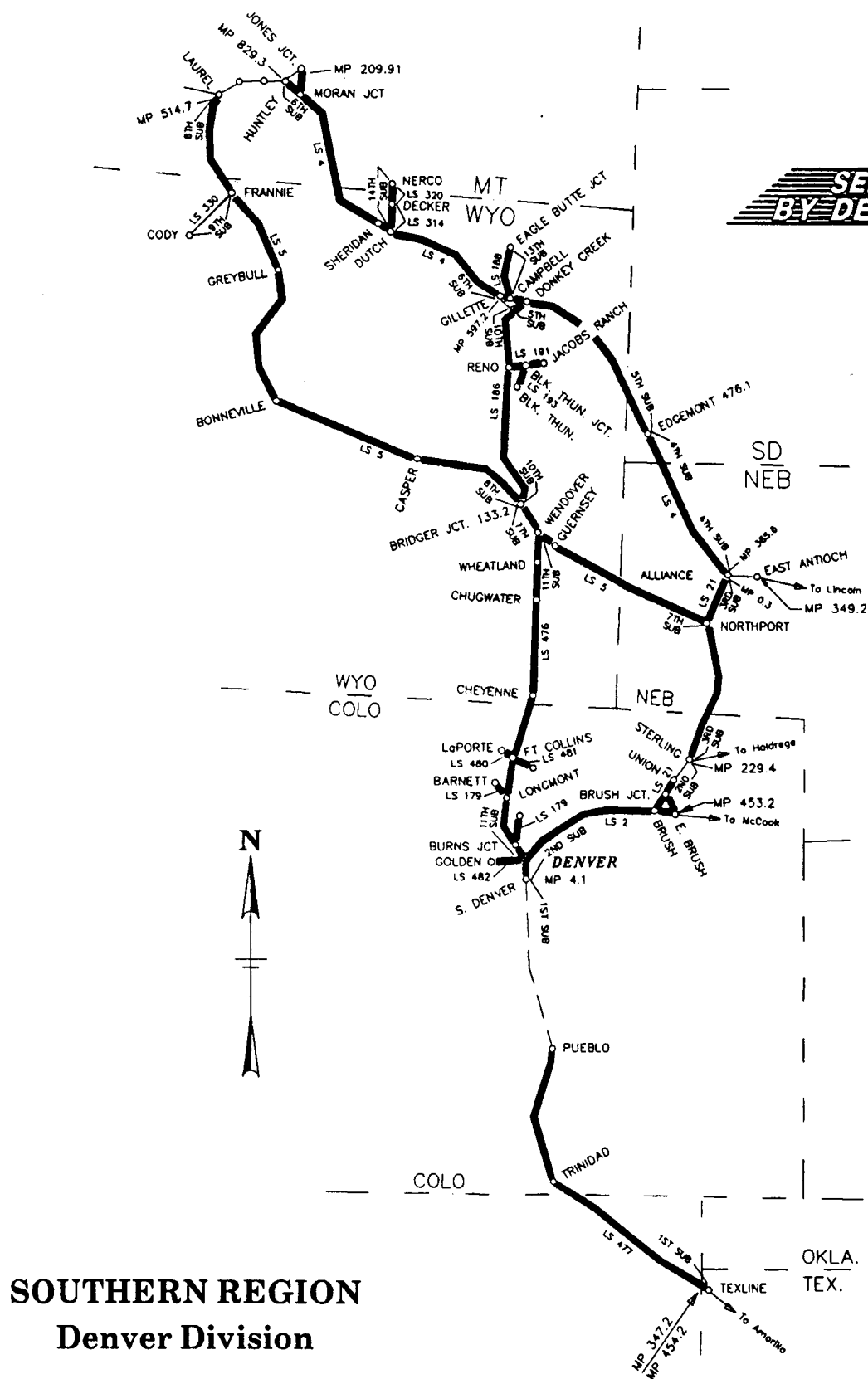
Dr. Thomas V. Mears, Chief Safety and Medical Officer Overland Park, Kansas
 Dr. Hi. E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS (Denver Division)

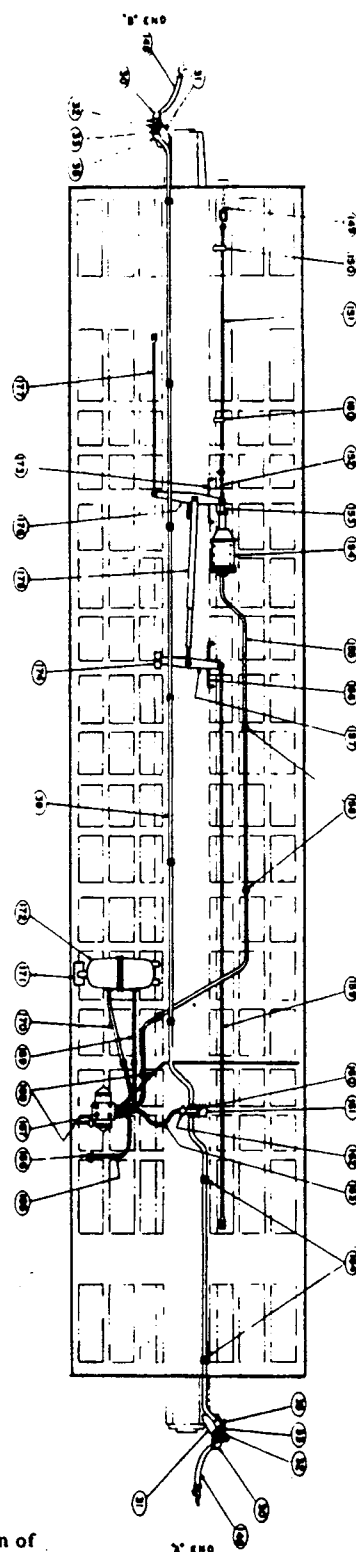
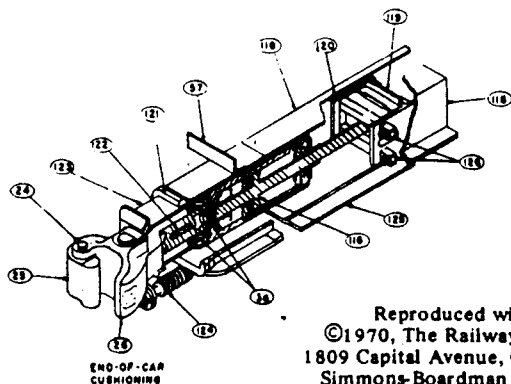
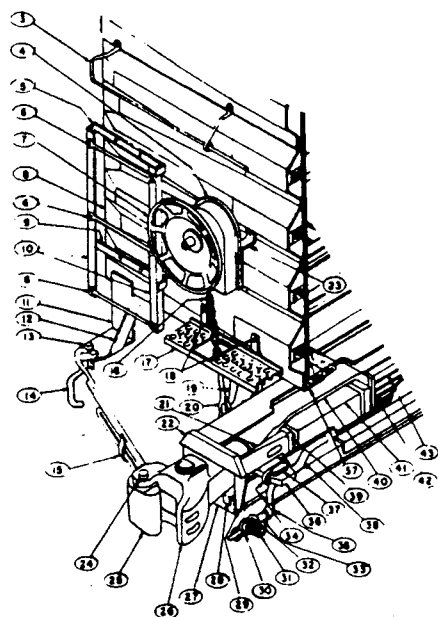
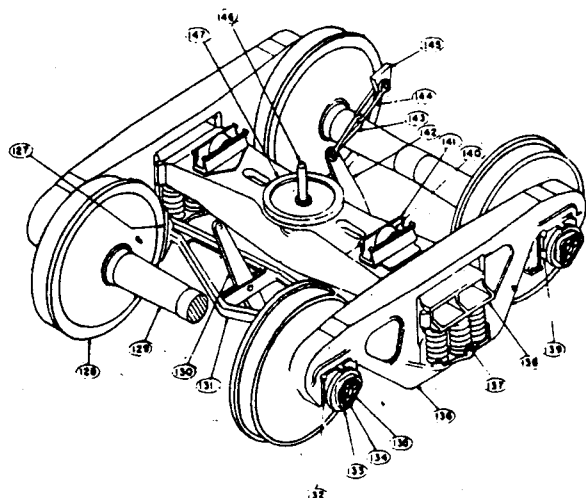
* Alliance Medical Center	Alliance	Laurel Medical Center	Laurel
* Box Butte Medical Center	Alliance	Dr. J. C. Freudenburg	Longmont
Copsey Clinic	Alliance	Dr. E. L. King	Manhattan
Dr. Kenneth Stout	Benkelman	Mayville Clinic	Mayville
Dr. John H. Post	Bridgeport	Dr. D. F. Prince	Minden
* Central Nebraska Medical Clinic	Broken Bow	Dr. Lanny B. Reimer	Newcastle
Dr. Leon Books	Broken Bow	* Family Doctors	Pueblo
Dr. Don Grinstead	Casper	* Ronan Medical Clinic	Ronan
Dr. Robert D. Hanlon	Chadron	Dr. Milton Johnson	Scottsbluff
* Cheyenne Internal Medicine & Neurology	Cheyenne	Dr. J. Willoughby	Sheridan
Dr. Mark Van Wormer	Clayton	Dr. Michael Strahan	Sheridan
Dr. J. Kennedy	Colorado Springs	* Dr. S. Thickman/S. Tenney	Sheridan
Curtis Medical Center	Curtis	Dr. J. J. Batty	Sheridan
Dr. Dennis R. Wicks	Custer	Dr. William M. Williams	Sheridan
Dr. Steven Fisher	Custer	Dr. R. J. Fillion	Sterling
Dr. J. F. Prinzing	Denver	Dr. H. T. Willson	Thermopolis
* Drs. C. Goldstein/R. K. Lee	Denver	* Torrington Medical Group	Torrington
Douglas Clinic	Douglas	* Drs. D. McFarlane/J. Jiminez	Trinidad
Community Health Care Clinic	Edgemont	Dr. F. Visconti	Trinidad
Dr. R. H. Pike	Ft. Collins	Dr. Joseph Jiminez	Trinidad
* Drs. Arthur Sands/H. Dupper	Ft. Collins	Dr. Sally Febec	Trinidad
* Family Practice Clinic	Fort Morgan	* Trinidad Medical Center	Trinidad
* Family Medical Care	Gillette	L. B. Reimer (Satellite Clinic-Newcastle)	Upton, Wy
Dr. Richard Heiss	Greybull	Dr. J. M. Sierra	Walsenburg
Dr. John J. Ruffing, Jr.	Hemmingford	Dr. Joseph Villalon	Walsenburg
Dr. T. R. Jacobson	Hot Springs	* Wheatland Medical Clinic	Wheatland
Southern Hills Family Physicians	Hot Springs		

Indicates that two or more physicians are authorized to perform Burlington Northern Industrial examinations.

* Note: Refer to other division timetables to locate closer doctors.



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, 1/4"
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, 1/4"
170. Emergency reservoir pipe, 1/4"
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		
	s0604	FT. MORGAN	s2239	
DENVER DIVISION 11th SUBDIVISION				
	s0750	DENVER UD	2120	

The following letters placed next to the time indicate:

s - regular stop

f - flag stop to receive or discharge traffic

**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

**SAFETY IS OF THE FIRST
IMPORTANCE IN THE
DISCHARGE OF DUTY**

TRACK BULLETIN FORM B

The engineer must attempt to contact employee 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."

(1) 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.

(2) 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.

(3) 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 employee in charge as prescribed by example (1) above.