J.	D.	Yeager — Division	Superintendent
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J. 2. 104801	Pittolon Superniteilueilt	
C. P. EVANS	Asst. Supt. Transportation	Alliance
J. E. UOUGHMAN	Asst. Supt. Transportation	Gilletto
J. A. PINKEPANK	Asst. Supt. Administration	Allianca
L. J. DEMOPOULOS	ARRI SUNT RODOWS Maintenance	Allianca
L. H. IATLOH	Asst. Subt Roadway Maintenance	Alliance
J. W. MILLER	Chief Disnatcher	AMenco
C. P. MAIZENBUHLER	Trainmaster	Allianca
G. L. SHIME	Trainmaster	Allience
A. D. UNUSS. JR	Trainmaster	Allianca
E. B. MAMEH	. Trainvaaster	Guernanu
A. C. WILKOWSKI	Trainmakter	Guamanu
D. A. IURNER	Irainmaster	Edgemont
N. C. SPHADLIN	Trainmester	CHAHA.
W. G. LONINGHEN	I rainmaster	Sterling
U. L. BAINTER	Road Foreman	Allience
W. H. WASSERBERGER	Road Foreman	Alliance
D. L. THEMBLAY	Road Foreman	Edgemont
D. W. HILL	Road Foreman	Gillette
C. E. GRANKE	Trainmaster-Road Foreman	Sterling

### **ALLIANCE YARD**

W. T. REILLY	Terminal Superintendent	Allianca
1. N. DIOSEN	Terminal Trainmacter	Allianon
J. W. HARTWIG	Terminal Trainmaster	Allenon
G. A. LAVALLEY	Terminal Trainmaster	Alliance
M. J. ARITA	Terminal Trainmaster	Aliance
J. C. KLAUS	Asst. Terminal Trainmaster	Alliance

### **COLORADO DIVISION**

### J. C. Pohl-Division Superintendent

K. D. WALTON	Asst. Supt., Transportation	McCook
U. M. SHAFEH	Asst. Supt Administration	Cerver
S. K. KLUTHE	Asst. Supt. Roadway Maintenance	Denver
I. H. COX	Trainmaster	Denver
C. W. WILSON	Trainmaster	McCook
H. HODGSON	Trainmaster-Agent	Golden
J. P. HULLAND	Trainmaster	Chevenne
H. NICHOLAS	Trainmaster-Agent	McCook
H. H. HANCOCK	Road Foreman	McCook
R. E. CHRISTENSEN	Road Foreman	Denver
K. R. MATZIÇK	Road Foreman	Denver
M. D. POTTHOFF	Chief Dispatcher	McCook
	•	

### **DENVER YARD**

D. K. WATTS	.Terminal Superintendent	Denver
C. E. WENDT	Asst Terminal Superintendent	Demice
G. A. WHITE	.Terminal Trainmaster	Denver
I. I. MCCANN	.Terminal Trainmaster	Denver
L. E. HAHN	.Terminal Trainmaster	Denver
R. F. LOUKOTA	.Terminal Trainmaster	Denver
J. B. WRIGHT	.Terminal Trainmaster	Denver
R. R. FAY	.Terminal Trainmaster	Denver

### FORT WORTH DIVISION

### T. H. Lynch-Division Superintendent

W. A. GIBSON	Asst. Supt. Transportation	Fort Worth
J. N. LOCKLIN		Fort Worth
C. L. BHOTHERT	ION	Fort Worth
B. G. GILBERT	Chief Dispatcher	Fort Worth
S. P. MALLURY.	Trainmaster	Houston
J. W. WOOD		Teague
L. D. TACKITT	Trainmaster	Wichita Falls
J. I. IHOMPSON	NTrainmaster	Amerillo
F. R. GULLEDGE	Trainmaster	Trinidad
W. D. LINGBLOO	JMTrainmaster-Road Foreman	Trinidad
J. E. SMILH		Teame
N. H. LAHSEN	Road Foreman	Wichita Ealla
C. N. JACKSON	Road Foreman	Amerika
D. L. UMRISTIAN	Trainmaster-Agent	Wichite Falle
E. S. HUFFMAN.	Asst. Trainmaster-Agent	Gaiveeton
L. W. TAYLOR	Asst. Trainmaster-Agent	Amerillo
E. H. HENDRICKS	SAsst. Trainmaster-Agent	Lubbook

### FORT WORTH—IRVING TERMINAL

K. S. PETERSON E. A. CHESTER	Terminal Superintendent	Fort Worth Fort Worth
D. L. STULL	Asst. Terminal Trainmaster	Fort Worth
M. H. EVANS	Trainmaster-Road Foreman	Fort Worth
R. L. MCWILLIAMS	Asst. Trainmaster-Agent	Fort Worth

Printed in U.S.A

# BURLINGTON NORTHERN RAILROAD CO. DENVER REGION

ALLIANCE, COLORADO AND FORT WORTH DIVISIONS

# TIMETABLE AND SPECIAL INSTRUCTIONS NO. 2

IN EFFECT AT 12:01 A.M. Central Standard Time Mountain Standard Time

Sunday, October 30, 1983

including National Railroad Passenger Corporation (NRPC) Trains

Vice President
And General Manager
W. L. ARNTZEN

Assistant

General Manager

E. M. MARTIN

Vice President
Transportation—System

E. H. HARRISON

	st Subdivi			Distance From Ravenna	Mile Post Location	Line Segment	Station Numbers	Length of Siding in Feet	Rule 6(A) Signs	
	RAVENNA 0.6	r R	2MT	0.0	127.7		30126		BKRT	
	WEST RAVENNA		7	0.6	128.3			4		
	9.5 HAZARD			10.1	137.8		30137	5,585		
	6.7 LITCHFIELD			16.8	144.5		30143			
	10.5	r	2MT	**						
	MASON 10.1			27.3	155.0		30152			
	<b>BERWYN</b> 9.9		03.600	37.4	165.1					
	FAIR		2MT	47.3	175.0					
	1.3	BK		48.6	176.3		30175	7,933	BK	
	8.4 MERNA			57.0	184.7		30183	6,124		
+	10.9			67.9	195.6	15.5	30194	6,049		
	9.9 LINSCOTT			77.8	205.5		30206	0,042		
4	8.9	r	2MT	77.0	203.3		30200			
	DUNNING			86.7	214.4					
	9.5 HALSEY			96.2	223.9		30224			
	11.4	Г	2MT							
	NATICK 7.3			107.6	235.3	4	30234			
СТ	THEDFORD 6.5			114.9	242.6	4	30241	8,124		
C	NORWAY		249.1 121.4		30249					
	8.5 SENECA	г	2MT	129.9	257.6		30256	13.4		
	WEST SENECA			131.6	259.3					
	8.0 MULLEN			139.6	267.3		30267			
	12.0	Г	2MT							
	HECLA 14.6			151.6	279.3				30277	
	WHITMAN 13.0	35.6	293.9 166.2 306.9 179.2	30292	6,795					
	HYANNIS			179.2	306.9		30305	7,353	1900	
	ASHBY			186.8	314.5		30314			
	10.3		2MT	10-3						
	BINGHAM 9.1	-		197.1	324.8		30323			
	ELLSWORTH 1.9			206.2	333.9		30333	8,737		
1	WEST ELLSWORTH	Г	2MT	208.1	335.8					
	8.2 LAKESIDE			216.3	344.0		30341			
	6.5 ANTIOCH			222.8	350.5		30349	14,115		
	BIRDSELL			231.2	358,9		30358			
	EAST ALLIANCE	г	2MT	236.7	364.4					
	ALLIANCE	J		237.9	365.6		30364	100	BKRT	

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

BN Radio Channel No. 1 in service on these Subdivisions.

WESTWA	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Alliance			d Subdivi AIN LINE STATIONS Office Calls	n
R	BKRT		30364		365.6	0.0		J	ALLIANCE 0.3	
1					365.9	0.3			EMERSON	
	J	and the			366.2	0.6			THIRD STREET	
					1		2MT		2.9	- CTC
					369.1	3.5			WEST ALLIANCE	
		9,860	30374		375.6	10.0			BEREA 9.0	
		10,948	30383		384.6	19.0		HN	HEMINGFORD	
			30399	4	400.3	34.7			MARSLAND	
		10,227	30409		409.7	44.1			BELMONT	
	BR		30422		422.9	56.8	2MT	со	CRAWFORD	
	Α				423.1	57.0			CNW CROSSING	
			30436		437.3	71.2			JODER	
		7,724	30449		450.3	84.2	- 1		ARDMORE	
		14,167	30457		458.8	92.7			8.5 RUMFORD 6.4	
			30466		465.2	99.1			PROVO	
	BKRT		30475		476.1	110.0	2МТ	MR	10.9 EDGEMONT	

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

	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Edg- emont		3rd Subdivn MAIN LINE STATIONS Office Calls
R	BKRT		30475		• 476.1	0.0	2.53	MR EDGEMONT
	JT		30476		476.7	0.6	2MT	DEADWOOD JCT.
			30483	4	484.3	8.2		7.6 MARIETTA
		8,143	30494		495.8	19.7		DEWEY 11.3
					507.1	31.0	42.75	OWENS
						3.4	2MT	6.8
					513.9	37.8		SPENCER 5,4
					519.3	43.2		EAST NEWCASTLE
			30519		520.7	44.6		NC NEWCASTLE
					520.8	44.7		WEST NEWCASTLE
		8,146	30527		528.0	51.9		PEDRO 7.4
		8,296	30534		535.4	59.3		OSAGE
				4	547.2	71.1		EAST UPTON
		9,976	30548		548.1	72.0		RO UPTON
		10170			550.2	74.1	2MT	WEST UPTON
		3,296	30555		556.3	80.2		THORNTON
		ara-			562.0 85.9	S.7 KARA		
							2MT	7.0
		10.14929	30568		569.0	92.9		MOORCROFT 12.5
		141/1	30581	10000	581.5	105.4	9.54	ROZET
	JT		30587		586.5	110.4	2MT	DONKEY CREEK
	JT		30588		587.9	111.8		CAMPBELL
		123	30589		591.3	115.2		WYODAK
					595.3	119.2		EAST GILLETTE
	BKRTY		30596		597.2	121.1		X GILLETTE

W E S T W A	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Dead- wood Jct.	4th Subdiver BRANCH LIN STATIONS Office Calls	
RD	JTY	West of the	30476	2.750.17	0.6	0.0	DEADWOOD JCT.	СТС
1	Т		85015		16.0	15.4	MINNEKAHTA	
		2,358	85022		22.1	21.5	6.1 LIEN	
	2.16	Control of the Contro	85032		32.3	31.8	10.3 PRINGLE	
197		856	85044	181	44.5	44.0	12.2 CUSTER	
	TY		85060		60.4	59.9	HILL CITY	
		777	85081		82.1	81.6	21.7—ROCHFORD	4-16
		664	85098		98.6	98.1	16.5 — ENGLEWOOD	
	Y		85103		102.9	102.4	4.3 KIRK	
	BKRTY		85107		106.9	106.4	DEADWOOD	

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

W E S T W A	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Black Thunder Jct.	5th Subdivi MAIN LINE STATIONS Office Calls	
R D J	j		33403	191	3.0	0.0	BLACK THUNDER JCT. To Black Thunder 0.1 To Jacobs Ranch 2.8	стс
	JT		33142		0.7	2.3	RENO JCT.	
	JT		10.00		0.0	3.0	RENO	

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

	Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bridger Jct.	Direct Control	6th Subdivi	
	J				127.3	0,0		BJ BRIDGER JCT.	
	J			14.00	126.2	1.1		0RIN JCT.	
	J				123.6	3.7		FISHER JCT.	
	nd dods	100			123.2	4.1		EAST FISHER	
		The second			120.3	7,0	2MT	WEST FISHER	
					107.3	20.0	- 0.0	13.0	
					107.3	20.0	2MT	EAST WALKER	
					102.4	24.9		WEST WALKER	
			33182		87.9	39.4		14.5 EAST BILL	
							2MT	5.2	
					82.7	44.6		WEST BILL 15.0	
					67.7	59.6		EAST LOGAN	
	J				65.4	61.9		EAGLE JCT	
X					63.0	64.3		WEST LOGAN	
	J			100	62.0	65.3		NACCO JCT. To North Antelope 4.7	
	Sept.			186	47.4	79.9		EAST RENO	
	JT		33142		42.5	84.8	2МТ	4.9 RENO	CT
			Section 1		40.6	86.7	15)55	WEST RENO	
		13,395			31.4	95.9		9.2 ANTELOPE	
	JT				26.2	101.1		5.2 COAL CREEK JCT. To Coal Creek 2.1	
	J				23.8	103.5		EAST CORDERO JCT. To Cordero 2.2	
	er desa Magazin				21.1	106.2		WEST CORDERO JCT. To Cordero 2.2	
1000000		14,200			19.2	108.1		1.9	
	J				17.3	110.0	7 24 1) 8	ROJO JCT. To Caballo Rojo 0.7	
	J		33115	ar visiga	16.4	110.9		E. BELLE AYR JCT. To Belle Ayr 1.8	
	Jack	Principals	12 A 15		15.4	111.9		E. CABALLO JCT.	
No. of the last of			33114		14.7	112.6		W. CABALLO JCT. To Caballo 0.4	
		12,099			9.3	118.0		5,4 WHITETAIL 9,3	
	J		30587		0.0	127.3		DONKEY CREEK	

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

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Third Street		7th Subdiver MAIN LINE STATIONS Office Calls	1
J				0.3	0,0		THIRD STREET To Alliance 0.5	
				3.0	2.7		PRAIRIE	
				4.6	4.3	2MT	SOUTH ALLIANCE	
	8,745	32014		13.1	12.8		8.5 BONNER	
	7,132	32022		20.3	20.0		7.2 ANGORA	
JT 🐣		32034		33.8	33.5		NORTHPORT 0.6	
АЈТ				34.4	34.1		UP CROSSING To West Northport 0.7	
	7,400	84003		36.5	36.2		BR BRIDGEPORT	
	7,122	84011	21	44.2	43.9		7.7 ALDEN	стс
	7,342	84023		56.4	56.1		DALTON 5.9	
		84028		62.3	62.0		GURLEY 6.9	
T	8,355	84035		69.2	68.9		HUNTSMAN 6.2	
		84042		75.4	75.1		NY SIDNEY	
	7,242	84050		83.0	82.7		LORENZO	
	8,995	84056		90.0	89.7		PEETZ 8.3	
	7,122		gt ale.	98.3	98.0		BUCHANAN 6.0	
		84071		104.3	104.0		PADRONI 7.8	
				112.1	111.8		EAST STERLING	
BJKRTY		84081		115.1	114.8		ST STERLING	

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

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Guern- sey		9th Subdiv MAIN LINE STATIONS Office Calls	The second second
BKRTY		32129		95.0	0.0	DT	GR GUERNSEY	
	7,166	32133		100.0	5.0		STOKES	
JT		32137		103.3	8.3		WENDOVER 7.7	
	7,153	32145		111.0	16.0		CASSA 8,6	
		32153		119.6	24.6		GLENDO	CTC
	7,329			122.0	27.0		ELKHORN	
	7,083	32162		129.2	34.2		7.2 BONA 4.0	
J	6			133.2	38.2		BRIDGER JCT.	
Y	5,628	32167	5	134.4	39.4		ORIN 6.6	
	4,030	32175		141.0	46.0		FOSTER	
	6,334	32182		148.8	53.8		DOUGLAS	
	5,539	32192		158.6	63,6		0RPHA 12.9	
	4,054	32205	1 340	171.5	76.5		CLAYTON 6.7	
	5,492	32212		178.2	83.2		GLENROCK	
	5,695	32225		192.0	97.0		FRY 5.7	157
Y	4,084	32231		197.7	102.7		BROOKHURST	
BKRTY		32236		202.2	107.2		CS CASPER	

BN Radio Channel No. 2 in service at Guernsey.

WE STWA	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Northport		8th Subdiver MAIN LINE STATIONS Office Calls	)
R	JT		32034		0.0	0.0		NORTHPORT	
1	JT				0.4	0.4		WEST NORTHPORT To Up Crossing 0.7	ζ.,
			32036		3.4	3.4	2MT	3.0 DegRAW	4.7
					10.0	10.0		EAST BAYARD	
	T		32046		11.8	11.8		BAYARD 4.1	
		7,182			15.9	15.9		BRADLEY	
			32056		21.8	21.8		MINATARE	
		7,148			24.7	24.7		WINTERS	
	BKRT		32065		30.8	30.8		SB SCOTTSBLUFF	
		7,167	32072		36.8	36.8		JANE	
	T		32074	5	40.2	40.2		3.4 MITCHELL	СТС
		7,284			44.6	44.6		ENTERPRISE	
			32080		46.5	46.5		1.9 MORRILL	
					53.7	53.7		7.2 HENRY	
		7,554			57.3	57,3		3.6 STUART 4.9	
			32096		62.2	62.2		TORRINGTON	
		7,115			69.6	69.6		7.4 TEXAS	
			32106		71.7	71.7		2.1 LINGLE	
		7,238			80.0	80.0		GRATTAN	
			32116		82.0	82.0		FORT LARAMIE	
				¥.1	91.2	91.2		EAST GUERNSEY	
	BKRTY		32129		95.0	95.0	DT	GR GUERNSEY	

TEASTWARD

95.0 BN Radio Channel No. 2 in service at Guernsey.

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Campbell	10th Subdiv MAIN LINE STATIONS Office Calls	n
JT		30588		0.0	0.0	CAMPBELL	
	7,650			1.3	1.3	FORTIN	
J			188	3.0	3.0	CLOVIS POINT JCT. To Clovis Point 1.6	СТС
J				6.0	6.0	FT. UNION JCT. To Ft. Union 1.0	
j		33309		9.5	9.5	EAGLE BUTTE JCT. To Rawhide 1.7 To Eagle Butte 4.5 To Buckskin 6.6	

BN Radio Channel No. 1 in service on these Subdivisions.

# INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

	Name	Miles — Location	Capacity Cars	Switch Opens		Name	Miles — Location	Capacity Cars	Switci Openi
30132 30159 30166 30214 30361 30360	1st Subdivision Sweetwater Ansley Old Berwyn Old Dunning Swepco RMC Koester's	5.5 west of Ravenna 4.9 east of Berwyn 2.5 west of Berwyn 1.1 west of Dunning 4.1 east of Alliance 5.6 east of Alliance 0.8 east of East Alliance	11 109 28 26 81 189 42	West West Both Both Both Both	33114 33018 33024 33029	6th Subdivision Caballo Belle Ayr Caballo-Rojo Cordero Coal Creek North Antelope North American Car	0.4 west of W. Caballo Jct	124	Loop Loop Loop Loop Loop Both
30369 30380 30390 30467	2nd Subdivision Ginn Nida Nonpareil Area Wye	1.2 west of West Alliance 5.7 west of Berea	33 35 66 82	West West Both Both	32007 32028 84072 84073 84078	7th Subdivision  Letan	0.2 west of South Alliance 6.1 west of Angora 1.6 west of Padroni 1.8 west of Padroni 7.1 west of Padroni	60 70 30 6 25	Both Both Both West Both
30503 30514 30532 30538 30541 30549 30550	3rd Subdivision Clifton Old Spencer Energy Spur Clay Jerome Colloid Bentley Minturn	3.0 east of Owens 1.0 west of Spencer 4.6 west of Pedro 4.3 west of Osage 4.2 east of Upton 2.1 west of Upton 3.5 west of Upton 1.0 east of Wyodak	74 21 27 62 74 48 38 55	Both East West West Both Both Both	32040 32046 32056 32068 32088 32111	8th Subdivision Atkins Simplot Spur Kelly Bean Spur Heldt Henry Beet Track Barnes  9th Subdivision	2.4 west of Degraw 0.1 east of Bayard 1.0 west of Minature 3.0 west of Scottsbluff 3.6 east of Stuart 2.4 east of Grattan	21 3 5 35 26 22	West East West West Both Both
85027 85093 85102 85104 85105 85177 85178	4th Subdivision Loring	5.4 west of Lien	65 8 71 8 11 1 42	East West East East Both West East	32187 32207 33303 33306 33308 33309	Morton Dave  10th Subdivision Clovis Point Ft. Union Buckskin Buckskin Siding Eagle Butte	5.1 west of Douglas	29 96 140	Loop Loop Loop Both Loop
33403 33406	5th Subdivision Black Thunder	0.1 east of Black Thunder Jct. 2.8 east of Black Thunder Jct.		Loop Loop	33312	Rawhide	1.7 west of Eagle Butte Jct		Loop

# LINE SEGMENT NUMBERS

	YARD LINE SEGMENTS		OTHER ROAD LINE SEGMENTS
Line Segment 890 891 892 893 894 895 896 897 907 952  Line Segment 898 899	Yard Alliance Alliance Shop Edgemont Guernsey Casper Deadwood—Lead Scottsbluff Newcastle Sterling Gillette  BALLAST PITS  Yard Lien Guernsey	Line Segment 166 167 168 171 172 173 175 182 183 189 190 191 193 194	Rawhide Spur Eagle Butte Spur Buckskin Spur Ft. Union Spur Caballo Rojo Spur Coal Creek Spur North Antelope Spur Kirk—Fantail Lead—Fantail Belle Ayr Spur Cordero Spur Black Thunder Jct.—Jacobs Ranch Black Thunder Spur Caballo Clovis Point Spur

# COLORADO DIVISION

			FIRST CLASS							FIRST CLASS	
			5			i		1st Subdivn		6	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	NRPC Daily	Line Segment	Mile Post Location	Distance From Hastings		MAIN LINE STATIONS Office Calls		NRPC Dally	V
BIKR		20592	1:32ам		156.2	0.0	2MT	HN HASTINGS		As 4:14AM	4
BJKRT		20594			158.0	1.8		GAINES			1
		20598			162.6	6.4		4.6 JUNIATA			1
	6,930	20607			171.0	14.7		KENESAW			1
	6,755	20614			178.7	22.4		7.7			1
	7,290	20624			188.3	32.0	ĺ	M MINDEN			1
	7,460	20634			197.8	41.6		9.6			1
	3,500	20640		1	204.4	48.1	]	6.5 ——— FUNK	1		
ВЈКТ	W8,490 E4,300	20647	s 2:22		211.0	54.7		HD HOLDREGE		s 3:24	
	7,105	20654		2	218.3	62.1		7.4 ATLANTA			1
	3,855	20663		_	226.9	70.6		8.5	СТС		١
J		20667			231.5	75.5		OXFORD JCT.	1		١
BKRT	7,655	20670			234.0	77.7		RD OXFORD			
	6,740	20677			241.8	85.5		7.8 EDISON			
	3,835	20684			248.3	92.2		ARAPAHOE			
	6,780	20690			254.3	98.1		HOLBROOK			
	6,740	20698			262.6	106.5	!	CAMBRIDGE			
	3,660	20706			270.3	114.3		7.8 ————————————————————————————————————	1		
	6,720	20712			276.3	120.2		5.9 INDIANOLA	1		
BKRT	7,875	20724	As 3:32AM		287.8	131.8		MC McCOOK	7	2:13ам	

Para de la companya d	Lagar Section	Section 1	GLASS GLASS 5			Cistorica From MrScok		2n N		bdlvr LINE ws		FIRST CLASS 6 AMPC Daily
BKET	7,876		1.029573		287.8	0.0		мс	1	00K		ar I:10ab
	6,765 - 7,220	20733			209.0	11.2			1.0	IRTOON 0.2		
	6,845	20745			309.3 321.1	21.4 33.2			1	NTON I.S NTTON		
	6,800	20767	30.40	ent.	330.7	42.8				.6 <del></del>	+ 4	
	7,310	20715			339.1	51.2		+		TELMAN	4	
- 1 A	7,080	20785	7 B 4 7 7		349.5	61.7		-	<u> </u>	0.5 RK8	-	
and the second	6,925	20792			361.1	73.2			THE HAI	I.) Gler		Sur Colo
	9,170	20013		u je je je	377.5	19,5			W	6.4 Ray	7 1	
	6,460	20821			385.6	97.0	5		R	4 200		
	7,190	20828			392.2	104.2			. Ed	.2 CLEY	7	
1960 1971 (1980)	6,765	20841	74		404.8	116.8			- Y1	LG IMA	- 44	
100	6,635	20850	100		414.0	126.4			CAL	.6 HOUN		100
	6,725	20859	1 V		423.0	135.1			PLA	TNER S		
BKRT	8,290	20867	ı 4:35		430.8	142.9		AK		RON		• 11:16
	4,250	20873	1.0		437.7	149,7			<b>XI</b>	NIA .3		AND THE RES
Programme and the second secon	5,780	20880		2	444.3	156.0			PR	HEO J	-1	
Л	1000	200 200			453.1	165.8			EAST	BRUSH		100
BJKRT	N7,287 S7,117	20891	47.4		454.9	166.9		BÚ	100	CENTER	сте	
List?	TA.			4 F. C.	456.5	168.4				enven 5		
<b>.</b> )		20894			458,0	169.9		777		.5 SE JCT. 2		
	4,035	20895			459.1	171.1				2 <del></del> 901		
	6,560	20900	s 5:05		464.3	176.4		JN	FT. M	ORGAN		10:45
	7,925	20904	4.00		468.5	180.5				JOU		
	7,291	20915			478.9	191.0	ļ.,		Wie	0.5 GINS		
	7,375	20924			489.1	201.1			0	).1 <b>es</b> r .3		90.2
	7,057	20932			495.7	207.4				IGEN		
(8) (4)	7,121	20941		347	505,4	217.3				SBURG		
	6,152	20949	100	100 miles	513.0	224.9				90N .5		
1,42,10	7,191	. 20954			518.5	230.4			TON	VILLE 0		
110	7,610	20960			524.5	236.4			a.	An .		
ti est	7,905	20968			531.7	243.8		1000	HO	DALE		
1		20973			536,9	248.7				CREEK		32.7
BKRTU		20977			541.2					it in		
DAKIU		20711		476	0.3	253.0		W	3101 8	T. YARD 2	52	
BIJKR	1 4	20979	аз 7:00ам		0.0	254.2			DEN	ER UD		9;20гм
JXY	1005		· 基	477	2.2	256.4	DT			PARK JCT		
TY .			225 A		4.1	258.3				9 DENVER		

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

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

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# COLORADO DIVISION

A W T S T W	<b>88</b>		Status Mentions	Line Segment	Location	Distance From Denver U.D.	3rd Subdivn MAIN LINE STATIONS Officials
A R D	BUKKY	7	4)137		0.0	0.0	DENVES UP
1	JRUY		41138	ar villa	1,0	1.0	DT CX PROSPECT
	JRTY		41139		1.1	2.4	JERSEY CUT OFF
	NY .		41140		3.4	3.4	UTAH JCT.
	4.0g 1880	3,800	41146		9.0	9.0	SEMPER 5.0
	ж	5,005	41151		14.0	14.0	OM BROOMFIELD
	MY	3,825	41168		31.4	28.1	BR BOULDER
		2,195	41175	a de	38.2	34.9	HIWOT
	BJRTY	4,345	41180		43.6	40.3	MN LONGMONT
	- 1. Table	1,910	41186	40	.49.2	46.0	HIGHLAND
		2,515	41191		54.5	51.2	BERTHOUD
	BRTY	3,950	41197		60.7	51.4	S LOVELAND
	BJKMRTY		41211		74.4	71.1	FO FT. COLLINS
	Y	5,712	41213		76.5	73.3	NORTH YARD
	JY		41214	476	77.2	73.9	BLACK HOLLOW JGT. To Black Hollow 9.0
-		7,169	41228		91.7	88,4	BULGER 5.0
	JR		41233		96.7	93.4	PLATTE RIVER
		4,860	41236		99.6	96.4	NORFOLK 13.3
-		3,820	41249		113.0	109.7	SPEER 6.4
	BKRTUY		41256	90.	119.4	116.1	DI CHEYENNE
L		8,428	41276	1	138.8	135.8	FEDERAL 13.3
		3,795	41289		152.4	149.1	HORSE CREEK
		4,518	41294	g/1	157.0	153.7	ALTUS
	3,645	2,945	41299		162.7	159.4	FARTHING 5.8
	3.756	3,895	41307		170.0	166.8	LAMBERT 18.6
	. 1	8,351	41325		188.7	185.4	CHUGWATER
		3,830	41339		202.6	199.3	BORDEAUX
	BR	5,851	41351		214.3	211.2	ND WHEATLAND
	JRY		41357		220.5	217.2	MOBA 10.5
		4,520	41367		230.6	227.7	DWYER
	JRTY	7,205	32137		240.8	237.5	WENDOVER CTO

Pade (S(A) Signal	Length Of Skiling In Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Holdrage	5th Subdivn BRANCH LINE STATIONS Office Color
BJKRTY	77.000	20647		0.8	0.0	HD HOLDREGE CTO
		82007	100	8.0	7.9	LOOMIS
	16	82015		15.5	15.4	BERTRAND
		82021	4 4 4 A	21.8	21.8	SMITHRELD 6.6
		82028		28.4	28.4	ELWOOD
		82039		39.5	39.5	EUSTIS 10.6
	Selface of	82049		50.1	50.1	FARKAN 12.1
		82061		62.2	62.2	MOOREFIELD
BKRTY		82071		72.3	72.3	CU CURTIS
		82077	Nagara da P	78.8	78.8	MAYWOOD 9.3
		82087		88.2	88.1	WELLFLEET
		82103		104.1	104.0	DICKENS
BJRY		82113	180	113.9	113.9	WA WALLACE To Sutherland 17.5
e Again	ز و دو دی اوا د	82119		120.4	120.5	GRAINTON 5.7
		82125		126.3	126.2	ELSIE 8.2
		82133	300 (1) 100	134.4	134.4	MADRID 9.6
BRY	7,439	82143		144,0	144.0	G GRANT
		82153	1975 1975	154.2	154.2	BRANDON 7.3
		82160		161.5	161.5	VENANGO 8.7
eta ia		82169		170.3	170.2	AMHERST 9.7
BKRY	ng të	82179	200	179.9	179.9	HK HOLYOKE
		82188		189.1	189.1	PAOL
		82196		197.5	197.5	HAXTUN 11.4
		82208		208,9	208.9	FLEMING 20.5
BJKRTY		84081		229,4	229.4	ST STERLING CTC

WESTWA	Length Nate of B(A) Siding Signs in Feet	Stellion Line Numbers Segment	Mile Distance Post From Location Starting	4th Su MAIN STATIO	LINE
R D I	BJKRTY	84081 21	115.1 0,0	ST STEI	ILING CTC

BETWEEN STERLING AND UNION UPRR RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

10 1 Sec. 19	84105	138.6 23.5		
7,256	84109 21	141.2 26.1	NEW HI	LLROSE CTC
91	5.44	148.0 32.9		AUCT.
BJKRT	20891	150.0 34.9	BU BRUSH	O CENTER

WESTWA	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Orleans Jct.	6th Subdivn BRANCH LINE STATIONS Office Coals
R D	JT		81199		0.2	0.0	ORLEANS JCT. CTC
1 [	J		82603		3.0	2.9	FLYNN
			82607		7.0	7.1	8TAMFORD
			82613		13.5	13.6	6.5 HOLLINGER
			82620		20.3	20.3	BEAVER CITY
			82628		28.2	28.2	7.9 HENDLEY
			82635		35.7	35.7	WILSONVILLE
L			82646		45.8	45.8	10.1 LEBANON
			82653	177	52.8	52.8	7.0 — DANBURY
L			82669		69.0	69.0	16.2 TRAER
L			82675		75.6	75.7	6.7
L			82686		85.9	85.9	10.2 LUDELL 5.2
			82691		91.1	91.1	A ATWOOD
			82695		95.0	95.0	BLAKEMAN 6.5
L			82701		101.5	101.5	BEARDSLEY 8.2
			82709		109.7	109.7	McDONALD 8.6
L			82718		118.3	118.3	BD BIAD CITY
L	KRT		82734		133.9	133.9	S ST. FRANCIS

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

WESTWAR	Rule 6(A) Signs	Length of Skiling in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Red Cloud	7th Subdivn BRANCH LINE STATIONS Office Calls
R	BKRTY		81147		195.3	0.0	RC RED CLOUD
i			81154		202.3	7.0	7.0
			81160		208.2	12.9	5.9 RIVERTON
			81170		218.7	23.4	FRANKLIN
			81180	19	228.6	33.3	NAPONEE
			81185		233.2	37.9	REPUBLICAN
			81193		241.0	45.8	7.9
	TY		81198		247.1	51.4	5.6 ORLEANS
	JT		81199		247.8	51.7	ORLEANS JCT.
	J		20667		257.4	61.8	OXFORD JCT.

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

W E S T W	Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Flynn	8th Subdivn BRANCH LINE STATIONS Office Casts
RD	J		82603		3.3	0.0	FLYNN CTC
1			82818	176	17.5	14.2	LONG ISLAND
	Y		82828		27.7	24.4	10.2 ALMENA
					29.6		2.1
	JRY		82830		308.6	26.5	ALMENA JCT.
			82777		310.6	28.5	CALVERT
	BKRY	10,544	82839	133	318.0	35.9	7.4 ————————————————————————————————————
	Y	3,132	82786		319.0	36.8	LAU
					325.9		7.0
	JR		82847		47.3	43.8	ORONOQUE 4.8
			82852	470	52.0	48.6	REAGER
			82857	176	57.4	54.0	NA NORCATUR
			82868	[	68.7	65.2	KANONA
Į	BKRT		82877		78.0	74.6	BN OBERLIN

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

W E S T W A	Dut SA Signs	Length of Siding In Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cultreri- 200	9th Subdivn BRANCH LINE STATIONS Office Code
R D	J		20735		0.7	0.0	CIABERTSON CTC
1	F-76 (-1)		82917	178	17.7	17,7	PALISADE
	7 T		82924		24.9	24.9	HAMLET
	ar a		82932		32.5	32.5	7.6 WAUNETA
	<b></b>	- A-1672	82948		49.1	49.1	16.6 IMPERIAL

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

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hastings	10th Subdivn BRANCH LINE STATIONS Office Calls
BKR		20592	876	0.0	0.0	HN HASTINGS CT

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

WESTW			Um		Distance Front Broom-			bdivn   LINE  ns			Langth: Sading	essen Number	Line Segment	1/8 <sub>1</sub> Post	Claimine From FL Collins	BRA	i Subi Nei i Saigh	LINE
A R				14.1	0.0	Том	BROOM 0.		W A A R	BJKMRTS		4(2))		74.4	0.0	fo	FT, COLLI	1
D L			476	14.9			0.	7	R'D D J			89507		81.2	7.1		TIMEATH	Processor III
		84315		14.9	0,7		BURNS	JCT.		in not	The second	89509	481	83.6	9,5		2.4 KERNS 3.0	
		84322		21.9	1.7	: 1	LA FAY	ETTE		лу	2,000	89512	7.70	86.6	12.5	WR	Minbsol	
U	Y	** B4326		26.2	12.0	4-	ER 6,	<b>5</b>	4	(1) (1) (1)		89519		93,4	19,4		FARMERS	
- 24		84332	179	32,1	18,0		IDAHO			JRTY	1	89525		98.6	24.8		OREELEY	
J	U	84337		37.6	23.4	1	GREAT W	T.										
1		64398		38,2	24.0	MN	LONG	7		in the	100	T.		i. i	14 115	441	h Sub	diso
2.57		4345 6248		45.0	31.7	24	MEOR	E State of the Sta	W E S		Length					ALC: NO SECURE OF SECURE	NEH I	STORESTANDS TO SHOW
	Product Benjama	54348	10000	48.6	34.3	1	t.Yo	100	T W	Fluide 8(A) Signa	of Siding in Feet	Station Numbers	Line Segment	Post Location	Distance From Lead/Se		STATIONS	
	A 1 2	[				19	th Cii	bdlvn	∏ , Ä R	BJKTY	1,000	37.0	1	151.3	1-1-1	71		
W E	Lon					100000000000000000000000000000000000000	The second of the second	LLINE		TY	7 3 X 3 X	89150 89164	479	137.2	14.1		LEADVILLI 14 I	

**COLORADO DIVISION** 

W E S T W A	285	igan Ing Station Feet Numbers Se	Mile Line Post green Location	Distance E	2th Súbdi RANCH LI STATIONS Olice Case	VN.
R D	JRUY	41138 4	76 1.0	0.0	CX PROSPECT	A R

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BETWEEN PROSPECT AND C. & S JCT., BN TRAINS AND ENGINES OPERATE OVER D. & R.G.W. TRACKS AND ARE GOVERNED BY RULES AND TIMETABLE OF D. & R.G.W.

JY .		4.9 3.8	C. A S. JC	Ti.
<b>Y</b> 1   1   1   1   1   1   1   1   1   1	89307 482	7.6 6.5	ARVADA	46
CASE TO A TO PARK TO BE THE PROPERTY OF THE PARK TO SEE THE PA	89311	11.8 10.5	TERRILL	
BKY	89316	14.4 15.3	GOLDEN	

BN Radio Channel No. 1 in service on these Subdivisions.

# LINE SEGMENT NUMBERS

	DENVER TERMINAL LINE SEGMENTS		OTHER YARD LINE SEGM	IENTS
Line Segment 483 484 494	Yard South Park Jct-Sheridan South Denver-Conners Denver West Line Jersey Cut Off	Line Segment 906 908	Yard McCook Brush	
496 900 901 902 903	19th Street TOFC 38th to 31st Street Coach Prospect	Line	OTHER ROAD LINE SEGM	
904 905	Market Street Line DUT-So. Denver	Segment 162 187 480 495	Limits Kenesaw Wallace-Sutherland Ft. Collins-Laporte Black Hollow JctBlack Hollow	Mileposts 0.0 to 2.4 0.0 to 17.5 74.4 to 79.0 77.1 to 86.1

# INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

	Name	Miles—Location	Capacity Cars	Switch Opens		Name	Miles — Location	Capacity Cars	Sw Op
	1st Subdivision				41353	Curtis	2.4 west of Wheatland	26	W
	Cargill	0.7 west of Heartwell	54	Both	41357	MOBA	5.8 west of Wheatland	20	W
0619	Koller	4.3 west of Heartwell	16	Both	11.55.	MODAL	Track No. 1	104	n
0621	Minden Beef	6.3 west of Heartwell			ĺ		Teach No. 1	104	B
0628			21	Both			Track No. 2	15	W
0643	Motala	4.4 west of Minden	32	Both			Track No. 3	17	W
	Wac	2.6 west of Funk	18	West			Track No. 4	34	E
0650	Clyde	3.0 west of Holdrege	14	East			Track No. 5	24	E
0717	Red Willow	4.6 west of Indianola	15	Both	l		Track No. 6	18	В
	On a Cub allulators				1		Track No. 7	20	B
	2nd Subdivision						Track No. 8	8	l W
729	Perry	4.6 west of McCook	31	Both			Track No. 9	24	E
780	Doane	5.0 west of Benkelman	32	Both				l	İ
0802	Sanborn	5.1 west of Haigler	43	Both		4th Subdivision			l
834	Schramm	6.2 west of Eckley	- 11	Both	84109	Old Hillrose	3.8 west of Union	60	B
846	Hyde	5.7 west of Yuma	12	Both					
853	Otis	3.3 west of Calhoun	59	Both		5th Subdivision			
894	Pawnee	1.0 west of Pawnee Jct	370	East		Kansas-Nebraska	1.6 west of Holdrege	10	- 1
398	Moseley	2.7 west of Lodi	68	West		Coop. Equity Mill	1.7 west of Holdrege	5	1
399	American Beef	3.6 west of Lodi	38	East		Hayward	0.4 west of Loomis	6	]
109	Vallery	4.5 west of Bijou	70	West		Gentlemen Power Plant	17.6 from Wallace	Loop	l i
16	Lambert	1.3 west of Wiggins	45	Both	82201	Dailey	5.0 west of Haxtun	19	lı
37	Tampa	5.4 west of Roggen	150	Both		•			
966	Eno	5.0 west of Barr	130	East		6th Subdivision			
770	Ladora				82657	Marion	4.5 west of Danbury	17	١
71	Commerce City	2.5 west of Irondale	27	West	82662	Cedar Bluffs	9.5 west of Danbury	25	1
7/1	Commerce City	3.5 west of Irondale	35	East	82728	Wheeler	9.6 west of Bird City	32	Ê
	3rd Subdivision					9th Subdivision		İ	
41	Clear Creek (Western				82908	Beverly	9.1 west of Culbertson	17	١,
	Paving) Wye	1.1 west of Utah Jct	50	Both	82941	Enders	9.4 west of Wauneta	40	]
42	Gold Bond	1.9 west of Utah Jct	11	East	02771	Linders	3.4 West of Wauneta	40	I
43	Westminster	2.8 west of Utah Jct	12	Both		11th Subdivision	ļ		
47	Homestead House	1.5 west of Semper	8	West	84344	Western Spur	6.5 west of Longmont	30	
56	Louisville	5.7 west of Broomfield	6	West	84347	Barnett			1
61	Valmont	11.5 west of Broomfield	6	West	07377	Darmott	1.1 west of Medberry	20	1
62	Sloss Jct	11.8 west of Broomfield	22	West		12th Subdivision			
63	Atwell	12.4 west of Broomfield	17	Both	89306	Blue River Contractors	1.5 west of C&S Jct	15	,
72	IBM	4.6 west of Boulder	90	East	89309	Horton (Columbine Glass	1.9 west of Arvada		
75	MKP Associates	3.4 west of Niwot	17	East	0/30/	& Container Systems)	1.9 west of Arvada	21	I
92	Small	1.2 west of Berthoud	10	East	89310	Sweetners		25	
-	Champion Home Builders	1.3 west of Berthoud	6	East	89311		2.8 west of Arvada	17	I
94	Champion	2.8 west of Berthoud	11	East	89311	Mount Olivet	3.3 west of Arvada	17	E
07	Wickes	9.2 west of Loveland	10	West		Ball Metals	4.9 west of Arvada	10	V
07 07	McClellands	9.2 west of Loveland			89313	Boise	5.0 west of Arvada	14	V
09	Drakes		5	West		Coors Bulk Plant	5.2 west of Arvada	17	V
11		11.2 west of Loveland	12	Both		Coors End Plant	5.5 west of Arvada	29	V
	Union Mfg. Co	1.3 west of Ft. Collins	37	West	89316	Golden Depot	14.4 west of Prospect	39	E
22	Wellington	11.3 west of Ft. Collins	10	Both			<b>_</b>		
24	Dixon	13.1 west of Ft. Collins	58	East		13th Subdivision			
57	Warren Missile Base	2.4 west of Cheyenne	60	East	89503	Schumacher	3.8 west of Timnath	7	E
68	Silver Crown	12 west of Cheyenne	30	East	89507	U.S. Steel	0.8 west of Timnath	8	E
53	Murke Spur	0.5 west of Horse Creek	99	East	89515	Kodak	2.4 west of Windsor	34	v
34	Slater	9.0 west of Chugwater	22	Both					

12							10111	110		DIVIS	PIOIS								
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Galves- ton		ST SUDDIVIOUS STATIONS Office Calls		T W E E A S T T W W A	Rule 6(A) Signs	Length of Siding In Feet	Station Numbers	Line Segment	Mile Post Location	Distance From T&P Jct.	2	STAT	ubdiv I LINE FIONS • Calls	
Y	Ì	40000	492		0.0	G	Z GALVESTON FRT.	T	AR	Y				0.0	0.0			IP JCT.	T
BETWEEN	GALVESTO	N FREIG	HT YARD	AND NEW	SOUTH Y	ARD HO	48.2 USTON A.T.S.F. RY. F	LLES.	] D [	Y				0.5	0.5			H STREET	$\perp$
	E AND SPE	T	TRUCTION	NS GOVER	Г	н	A NEW SO. YD.	T	٦	Y		ļ		0.9	0.9			MPTON 1.1	4
BKRY	<u></u>	40050			48.2		HOUSTON 11.5		]	Y				2.0	2.0			MP 2 0.5	AE
	NEW SOU			N AND BEI	LT JCT. HI	BAT RW	Y. RULES, TIMETABLE	AND		Y		ļ		2.5	2.5			RIO 3.6	-
ITY		40061		57.4	59.7	N.	K BELT JCT.		]	BKRTY		40341	:	6.1	6.1		FR NOR	TH YARD	
Y	3,366	40064		64.9	67.2		ROSSLYN 5.7			IY	6,477	40345		9.1	9.1		GN SA	3.0 AGINAW	1
Y	9,141	40070		70.6	72.9		CASEY 14.2	_]		Y				11.0	11.0			1.9 WP 11	1
	5,368	40085		84.8	87.1	CI					6,394	40354		19.0	19.0			8.0 ——— ONDALE	1
	5,945	40096		96.8	99.1		KAREN 9.4				6,283	40370		34.6	34.6	1		15.6	1
A	2,730	40105		106.2	108.5	L	DOBBIN				6,098	40376		40.3	40.3		CA DE	5.7 ——— ECATUR	1
	7,536	40110		110.5	112.8		SIMMONS 14.8	ABS			7,300	40387		50.8	50.8	1		10.5	1
		40125		125.3	127.6		SHIRO 5.2			<u> </u>	6,693	40399		63.8	63.8			13.0	AE
	6,390	40130		130.5	132.8		SINGLETON 21.3			A	2,507	40404		68.5	68.5			4.7	1
	6,260	40151	400	151.8	154.1	N:					6,390	40415	485	79.1	79.1			10.6 ———	1
	6,360	40168	492	168.5	170.8		FLYNN 16.1 ——	_			7,081	40425	700	90.2	90.2			11.1	1
	6,092	40185		184.6	186.9		NEWBY 8.6				6,269	40441		105.5	105.5	1		15.3 JOLLY	1
	2,720	40193		193.2	195.5		DONIE 11.1			Y	23,111	40444		110.6	110.6	1		5.1	1
BKRTY		40204		204.3	206.6	DO			1									3.5	1
- DRIVE	1000						18.1	_	1	BKRTUY		40449		114.1	114.1	2MT	W WICH	ITA FALLS	
IY	4,056	40222		222.4	224.7	-	STREETMAN 17.3	-		J		40458		118.4	118.4			4.3 ——— LEY JCT.	+
	ļ	40240		239.7	242.0	C	CORSICANA 1.9	-			6,681	40460		124.3	124.3			5,9 —— VA PARK	1
Y	6,280	40242		241.6	243.9		NORTH CORSICANA 17.1	ABS			6,614	40471		135.9	135.9			11.6	1
	5,951	40259		258.7	261.0		BARDWELL 12.2					40476		140.3	140.3			4.4 ———	1
KRY	4,474	40271		270.9	273.2	н					6,577	40483		148.1	148.1			7.8 ——— ARROLD	-
1		40272		271.6	273.9		JTD. JCT.		]		10,555	40499		163.3	163.3	1		15.2 ERNON	СТ
BETWEEN GOVERN.	JTD JCT. A	ND END	OT MK&T	RR. RULE	S, TIMETA	BLE AN	D SPECIAL INSTRUCT	ONS		ı	6,650	40514		178.7	178.7	1		15.4	1
		40299			302.1		ENDOT 2.6	T	1	Т		40527		191.8	191.8		-	13.1 ——— UANAH	1
	ENDOT AN	D NORTH	JCT. MP	RR. RULE	S, TIMET		D SPECIAL INSTRUC	TIONS								2MT	-	4.9	4
GOVERN.	1				304.7		NORTH JCT.	<u>T</u>	1	J	6 400	40532		196.7	196.7			3.8	4
BETWEEN	NORTH JC	T. AND P	EACH YAS	RD OKT PI		TIMETA	BLE AND SPECIAL	1	1	<u> </u>	6,488	40536		200.5	200.5			11.2 ———	-
INSTRUCT	ONS GOVE	RN.		OKT N	,			т	1	DIVETT	6,575	40547		211.7	211.7			RKLAND 8.5	1
	PEACH YAI	40336	İ		337.1		PEACH YD. 4.1	<u> </u>	_	BJKRTY	L	40556		220.2	220.2		RS CH	LDRESS	

W E S Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Childress	3rd Subdivn MAIN LINE STATIONS Office Calls
BJKRTY		40556	<u> </u>	220.2	0.0	RS CHILDRESS
1	6,499	40563		227.8	7.6	7.6 CAREY
JY	7,280	40572		236.7	16.5	ESTELLINE
						15.2 ABS
	7,528	40586		251.9	31.7	SI MEMPHIS
	9,141	40599		263.1	42.9	HEDLEY
	7,890	40613		275.7	55.5	CLARENDON
	7,562	40623		288.6	68.4	ASHTOLA
	7,066	40639		304.5	84.3	15.9 MALDEN
	4,026	40643	1	307.9	87.7	CLAUDE
	7,310	40653	485	317.7	97.5	9.8 KASOTA
	3,535	40656		320.5	100.3	WASHBURN
BIKRTY		40671	1	335.7	115.5	AR AMARILLO
	8,992	40682		347.3	127.1	GENTRY
	8,400	40691		359.2	138.8	BODEN
	7,493	40708		371.7	151.4	TASCOSA
	7.587	40723	1	388.1	167.8	CHANNING
	8,076	40738	]	403.7	183.4	HARTLEY
ITY	7,536	40753	]	417.4	197.2	JC DALHART
	7,562	40770	]	434.5	214.6	17.4 GUY
	4,050	40777	]	441.8	221.6	7.0 PERICO
BKRY		40788		452.9	232.7	Z TEXLINE

E E		الشفا		4		a, it.		4th Subdivn MAIN LINE				
AS ST TW	2835 86	Barro In Fact	Station Humbers	Line Segment	Me Post Location	Distance From Texano		STATIONS Office Calls				
AR	BKRY		40788	1	348.4	8,0		Z JEKUNE				
DΙ	γ		40790		347.2	1.2		1.2 BIXELA				
		2,960	40799		337.6	10.8		CY CLAYTON				
		8,606	40807		330.4	18,0		HOYCE				
		8,484	40825		315,6	32.8		14.8 GRENVILLE				
		8,280	40837		300.1	48.3		15.5 GRANDE				
		7,517	40844		292.5	55.9		MS DES MOINES				
	4	7,300	40854		284.5	63,9		FOLSOM				
	1	8,700	40865		272.3	76.1		12.2 ALPS				
		8,472	40874		263.1	85.3		9.2 BRANSON				
		8,665	40886		251.0	97.4		TRINCHERE				
		8,225	40903	477	477	477	477	235.2	113.2		BARELA	
	**	8,516	40917		220.2	128.2		SEBHOAR	ABS			
	BKRY		40924		211.8	136.6		B.4 DA TRINIDAD				
		7,740	40939		196.1	152.3		LUDLOW				
		8,436	40946		189.7	158.7						
		8,017	40957		180.1	168.3		9.6 MAYNE				
	JΥ	6,100	40965		171.6	175.8		WN WALSENBURG				
	N 125 - 446 W	E2,954 W2,965	40981	3	1	155,2	193.2		16.4 LASCAR	1		
		W3,115	40993		143,7	204.7	DT	11.5 CEDARWOOD				
	JRY	4,530	41013		124.8	223.6		19,3 SOUTHERN JCT.				
	Y	4,235	41014		122.5	225.9	2MT					
	JY				121.2	227.2	1	SALT CREEK JCT.				

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

41020	477   118	5 229.9	R PUE	uo l

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

IMY 41134 477 4.1 344.3 DT SOUTH DENVER
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BN Radio Channel No. 1 in service on these Subdivisions.

1	4						FORT WO	RTH	DIVIS	SION
WESTWAR	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Estelline	5th Subdivin BRANCH LINE STATIONS Office Calls	† W E E A S S T T W W A	Rule 6(A) Signs	Length of Siding in Feet
D L	JY		40572		236.7	0.0	ESTELLINE	ARRD	BJKRTY	
1		7,454	88722		258.6	21.7	TAMPICO	DI	Y	
			88732	486	268.9	32.2	TURKEY			
		6,739	88742		279.2	42.5	QUITAQUE	l		
					306.4		27.1	W		
L	JY		88769		306.4	69.6	STERLEY	S	Rule	Length of
L		2,557	89026	487	332.7	95.9	PG PETERSBURG	w	6(A) Signs	Siding in Feet
	UY	2,541	89044		349.6	112.9	KITALOU	Ŕ	J	
	BKRTY		89054		360.0	123.3	BU LUBBOCK	[		

TE ST WA	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Childress	8th Subdivn BRANCH LINE STATIONS Office Calls
A R R D	BJKRTY		40556	489	220.2	0.0	RS CHILDRESS
Dİ	Y		88530	409	252.0	31.8	WELLINGTON

1	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Acme	9th Subdivn BRANCH LINE STATIONS Office Calls
	J		96729	1050	728.8	0.0	ACME
			96766	1059	766.1	37.3	PH PADUCAH

V	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sterley	BRA	Subdivn NCH LINE STATIONS Office Cals
3	ΙΥ		88769		306.4	0.0		STERLEY
	BKRTY		88787	400	324.3	17.9	CG	PLAINVIEW
			88801	486	337.5	31.2		EDMONSON
		2,563	88815		351.6	45.2		HART
	RTY		88831		367.6	61.2	DM	DIMMITT

Rule 6(A) Signs	Length of Siding In Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bliss	10th Subdivn MAIN LINE STATIONS Office Calls
	4,432	94700		699.9	0.0	BLISS
A		94701	1046	700.5	0.6	CARROLLTON
Y		94704		704.2	4.3	GRIBBLE
BKRTY	2,497	40312		710.7	10.8	IR IRVING

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Valley Jc1.	7th Subdivn BRANCH LINE STATIONS Office Calls
J		40458		0.0	0.0	VALLEY JCT.
	1,522	88227		27.3	25.7	DUNDEE
	2,498	88252		51.9	50.3	24.6 SEYMOUR
	1,796	88263	400	63.4	61.8	BOMARTON
	1,045	88271	490	70.5	68.9	GOREE
	1,787	88276		75.8	74.2	5.3 MUNDAY
	1,800	88297		96.9	95.3	HASKELL
BKRTY		88313		112.7	111.1	S STAMFORD
BKRTY		88351		151.3	149.7	A ABILENE

BN Radio Channel No. 1 in service on these Subdivisions.

# LINE SEGMENT NUMBERS

### YARD SEGMENT NUMBERS

Line Segment	Limits	Mileposts
760	Pueblo Welding Plant	
761	Fort Worth	
762	Wichita Falls	
763	Houston Industrial Area	
764	Dallas Union Station	
765	Amarillo	
766	Childress	
767	Teague	
792	Amarillo Rock Island Yard	
793	Saginaw Rock Island Interlocker	
794	West Texas Power Company Oklaunion	
1146	Irving	
1147	Fort Worth	

### OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts		
1046	Irving to Fort Worth	710.7 to 741.8		
1053	Irving to East Dallas	710.7 to 723.5		

# INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

	Name	Miles—Location	Capacity Cars	Switch Opens		Name	Miles — Location	Capacity Cars	Swit Ope
40062	1st Subdivision Oak Forrest	2.4 east of Rosslyn	37	Foot	40532	Georgia Pacific	0.3 east of Acme	15	Ea
40062	Acme Brick Co	0.2 west of Rosslyn	27 10	East West		3rd Subdivision		1	1
40065	Ryder				40559	Moyer	3.9 west of Childress	90	Ea
40065	Mabry	1.1 west of Rosslyn	4	West	40606	Lelia Lake	7.2 west of Hedley	50	W
		1.5 west of Rosslyn	13	West	40632	Goodnight	7.7 west of Ashtola	40	E
10066	North Houston Ind. Park	1.7 west of Rosslyn	290	Both	40761	Bolin	8.2 west of Dalhart		
40068	Cont'l. Carbon and Coastal				40767	Ware		15	В
	Fence	2.1 east of Casey	44	West	40/0/	ware	3.7 cast of Guy	16	E
10069	Manufacturers Warehouse	1.7 east of Casey	14	West		4th Subdivision			1
10069	Hudson	1.9 east of Casey	44	West	40850	Twin Mountain	5.5 west of Des Moines	70	
10069	Chgo Br Iron	1.2 east of Casey	110	East	40939	Ludlow Industrial		70	N W
10071	HP&L Co	1.4 west of Casey	60	East	40939	Ludiow industrial	1.9 west of Ludlow	84	В
10071	Chem Spray	1.7 west of Casey	7	West		5th Subdivision			ŀ
10072	Houston Shell	2.1 west of Casey	60	West	88764	South Plains			_
0075	Deco	3.4 west of Casey	20	Both	89007		5.1 east of Sterley	45	B
0078	Louetta	6.4 east of Tomball	71	Both		Lockney	6.6 west of Sterley	77	B
0081	Orr	3.6 east of Tomball	60	East	89017	Barwise	10.4 west of Lockney	39	E
0091	Ventura	5.5 east of Karen	69	Both	89036	Heckville	7.8 east of Kitalou	11	V
0119	Richards	6.3 east of Shiro	41	Both		CAL Code district			l
0125	Grimes	4.4 east of Singleton				6th Subdivision			1
10141			12	West	88777	Cereal	7.6 west of Sterley	16	E
	TMPA	12.4 east of North Zulch	100	Both	88790	Occidental Chemical	3.7 west of Plainview	23	В
0141	Iola	10.4 east of North Zulch	50	East	88791	Wasson	3.8 west of Plainview	15	E
0159	Normangee	7.8 west of North Zulch	14	Both	88795	Boone	7.4 west of Plainview	6	V
0183	Koch (MP Tfr)	1.3 east of Newby	12	East	88796	Wright	8.4 west of Plainview	10	В
0185	Southwest Car Parts	0.1 east of Newby	100	West	88798	Edmonson Coop	1.4 east of Edmonson	13	N W
10185	Nucor Steel	0.8 east of Newby	95	Both	88888	Grisham	7.2 west of Edmonson	14	В
0191	Houston Light & Power	2.2 east of Donie	20	Both	88813	Hilburn	1.9 east of Hart	20	l v
0214	Kirvin	10.4 west of Teague	6	West	88816	Custom Farm Supply	8.7 east of Dimmitt	5	l w
0225	Superock	3.3 west of Streetman	50	West	88822	Roy	8.1 east of Dimmitt	12	B
0231	Navarro	9.1 west of Streetman	25	West	88827	Red Barn	5.2 east of Dimmitt	4	N
0249	Emhouse	6.8 west of North Corsicana	50	West	88829	Goodpasture	2.2 east of Dimmitt	18	W
					1000		2.2 dust of Dimmitt	10	ı "
	2nd Subdivision					7th Subdivision			i
0350	Hicks	2.9 west of MP 11	8	West	88214	Holliday	12.6 west of Valley Jct	21	В
0361	Rhome	6.4 west of Avondale	51	Both	88285	Weinert	9.2 west of Munday	34	В
0395	Sunset	4.2 east of Fruitland	7	East	88327	Anson	14.1 west of Stamford	30	Ē
0431	Henrietta	5.8 west of Dickworsham	27	East	88341	Fina	10.0 east of Abilene	21	Ē
0490	Oklaunion	6.8 west of Harrold	12	Both	88343	North Abilene	8.3 east of Abilene	60	B
0490	West Texas Power	6.9 west of Harrold		West	88345	Lanius	5.9 east of Abilene	15	E
0490	West Texas Utilities	11.8 west of Harrold	150	West			The state of reducing	1.5	, ac
0496	Vernon Grain Inc.	3.3 east of Vernon	35	Both				i	

### ALL SUBDIVISIONS

### 1. Speed Restrictions-

### Maximum Speeds Permitted

12 MPH.

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

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

Freight trains up to 100 Tons/OB*	60 MPH.
Freight trains over 100 Tons/OB*	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.

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.

### Unless otherwise provided-

Loaded unit ore, ballast, and potash trains	40 MPH.
Loaded unit coal and grain trains	45 MPH.
Empty unit coal trains	50 MPH.
Light locomotive consist or caboose hop	50 MPH.

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise

### Cold Weather Speed Restrictions (fahrenheit)

0 to 10 degrees F below zero 11 degrees F below zero and colder	Psgr. Trains 65 MPH. 60 MPH.	Frt. Trains 50 MPH. 45 MPH.
Equipment	Main Line	Branch Line
Ore cars	45 MPH.	20 MPH.
Scale test cars <b>EXCEPT</b> WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022,		
979023 and FWD S780	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wedge plow or dozer (dead in tow)	35 MPH.	20 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel,		
Jordan spreader	30 MPH.	15 MPH.
Log cars not equipped with permanent		
steel side stakes	30 MPH.	15 MPH.
Ribbon rail cars (loaded)	35 MPH.	25 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—

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### 1A. Control of Harmonic Rocking-

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

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

### 2. Restrictions on Locomotives-

### **Train Operations:**

The number of locomotives in a train, regardless of placement, must not exceed 12 not including helpers.

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.

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 consist. 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:

1-585, 1000-1004, 1400-1438, 1955-1973, 6100-6237, 9900-9925.

### Light Consist or Caboose Hop Operations:

The number of locomotives in a light consist or caboose hop must not exceed 16.

The number of powered axles must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections, whether powered, isolated or dead must be coupled together and connected for MU operation.

The number of locomotives not in MU operation 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 equipped with alignment control couplers may be placed anywhere in a light consist or caboose hop.

### 3. Manned Helper Operations-

Locomotives not equipped with alignment control couplers (See Item 2) must not be operated in manned helper consists unless equipped with bolster stops.

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

**Exception**—Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotives including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

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 ft. and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, 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 service, or, in head end consist when helpers are being used, EXCEPT with unit 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.

Note—The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

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BN 513900-513999 (GN 70400-70499)
BN 514100-514199 (NP 73600-73699)
BN 514300-514499 (CBQ 160000-160199)
BN 520000-520599 (NP 73000-73599)
BN 522000-522699
BN 523000-523399
BN 524000-525299 (CBQ 160200-161499)
BN 540000-540210 (CBQ 163000-163209)
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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, BNET 1-3, WWV 104.
В	GP-5 GP-9	1350-1361, 1363-1365. 600-604*, 1723, 1725-1726, 1728-1732, 1734, 1736-1755, 1758-1760, 1808-1817, 1819, 1821-1822, 1824, 1829, 1887-1889, 1891, 1902-1904, 1907, 1909-1910, 1913-1920, 1922-1936, 1938-1941, 1944-1948, 1950-1958, 1960-1964, 1966-1969, 1971-1972, 1979-1980. 1991, 1993-1997.
C	SW-900 SW-12 SW-9 SW-10 NW-2	75-79, 108-110, 112-120, 122-126, 128-132, 134, 137, 139. 100. 106, 162-166, 170-220, 222-255, LSTT 105. 146-161, 167-169, 260-269. 375-394, 427-449, 574-585. LSTT 100-104.
D	NW-12 SW-7 MP-15 GP-15-1 GP-10 GP-9	1, 5, 14, 19.   107, 136, 143-145.   1000-1004.   1375-1399.   1400-1422, 1426, 1436, 1438.   1702-1707, 1709-1717, 1719-1722, 1761-1770, 1772-1775, 1777-1787, 1791-1792, 1795-1796, 1799-1800, 1802-1805, 1807, 1831-1836, 1838-1841, 1846, 1850-1851, 1853-1854, 1857-1858, 1860-1864, 1867-1869, 1873, 1875, 1877-1878, 1880-1883, 1892-1893, 1896-1901, 1959, 1965, 1970, 1973, 1975, 1977-1978.

Model	Locomotive Numbers
GP-20	2003-2006, 2008-2012, 2014-2016, 2018, 2020 2022-2024, 2026-2028, 2030-2031, 2034-2037 2039-2042, 2044-2045, 2047-2055, 2057-2071.
GP-30	2217-2219, 2221-2227, 2229, 2231-2232, 2234-2236 2238, 2240-2242, 2244-2246.
GP-39-2	2700-2739.
SW-15 GP-38 GP-38-2 GP-30 GP-38-B GP-38-2-B GP-40-2 GP-40 GP-40-2 GP-50 B-30-7A U-28-B U-30-B B-30-7 B-30-8	3000-3013, 3015-3017, 3019-3020, 3022-3039. 3040-3064. 3100-3109. 4000-4119*. 5450-5451,5453-5459. 5470-5481, 5483-5484, 5770-5781, 5796-5797. 5485-5492. 5497-5499.
U-30-BM	5782-5795, 5798-5799.
F-40-PH	Amtrak 215-219, 225-228.
	None.
SD-9	6127-6135, 6137-6143, 6145-6148, 6150-6185 6187-6206, 6216-6219, 6221-6237.
SD-9 E-9	6100-6105, 6107-6126. 9900-9908, 9910-9925.
U-3-C-1B C-30-7 U-23-C U-30-CM	4500*. 5000-5141, 5500-5599. 5200-5208. 5300-5305, 5353-5362, 5365-5374, 5376-5383,
U-30-C1	5806-5833, 5912, 5914-5938. 5306-5335, 5338-5352, 5396-5399, 5800-5805, 5900-5901, 5903-5905, 5907-5911.
U-30-C3 U-33-C	5364, 5375, 5384-5394, 5834-5839, 5939-5944. 5709-5714, 5716-5719, 5721-5726, 5728-5744, 5746-5748, 5750-5751, 5753-5758, 5760-5761, 5763-5765.
U-33-CM SD-38-2	5715, 5727, 5745, 5749, 5752, 5759, 5762. 6260-6263.
SD-40	6300-6301, 6303-6324, 6335-6342, 6344-6347, 6394-6399.
SD-40-2	6325-6334, 6348-6366, 6368-6373, 6376-6385, 6700-6766, 6768-6836, 6840-6847, 6850, 6900-6928, 6950, 7000-7166, 7236-7291, 7800-7940, 8000-8073, 8090-8181.
SD-45	6400, 6402-6408, 6410-6412, 6414-6432, 6435-6437, 6439-6447, 6457-6467, 6469-6478, 6480-6483, 6485-6527, 6530-6567, 6570-6576, 6592-6599, 6650-6656, 6658-6664, 6666-6696.
SD-40-G	6600-6645. 7167-7220, 7222-7235, 8074-8089.
SD-40-GB	
	GP-20 GP-30 GP-39-2 SW-1500 SW-15 GP-38 GP-38-2 GP-30 GP-38-2 GP-30 GP-38-2 GP-30 GP-38-2 GP-30 GP-38-2 GP-30 GP-40-2 GP-50 B-30-7A U-28-B U-30-B B-30-7 B-30-8 U-30-BM F-40-PH  SD-9 SD-9 E-9 U-3-C-1B C-30-7 U-23-C U-30-CM U-30-C1 U-30-C3 U-33-C U-33-CM SD-38-2 SD-40 SD-40-2 SD-45

### 4. Car Placement Restrictions-

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Following equipment must be at rear of train, next ahead of caboose, except in work train or when otherwise provided by authority of Chief Dispatcher:

Outfit cars (univans)
Scale test cars **EXCEPT** WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023 and FWD S780

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
DELTA	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.  LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE  Handle cautiously through yards enroute.  Load must not pass or be passed by loads over 11 ft. 4 in.	LIMA	Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted
ЕСНО	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.  When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.  Observe track center restrictions for 12 ft. 8 in. wide loads.  LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE  Handle cautiously through yards enroute.  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.	MIKE	to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.  Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past
FOXTROT	track centers and loads over 13 ft. wide on 14 ft. track centers.  When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.  Observe track center restrictions for 13 ft. wide loads.  LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE	NOVEMBER	train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.
	Handle cautiously through yards enroute.  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.	OSCAR PAPA	Do not pass loads wider than on adjacent parallel tracks.  Stop and proceed on hand signals only while watching for
COLE	When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.  Observe track center restrictions for 13 ft. 4 in. wide loads.	QUEBEC	very close side or overhead clearance to bridge or structure.  Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.
GOLF	LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE Handle cautiously through yards enroute.  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.	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.
	When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.  Observe track center restrictions for 13 ft. 8 in. wide loads.	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.
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.	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
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.	UNIFORM	kick other cars against this shipment.  Shipment urgently required at destination. Give best
JULIET	When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.	VICTOR	handling consistent with safety and restrictions. Do not set out if safe to move.  This shipment must not be detoured or rerouted without further clearances.
KILOGRAM	Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.	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.

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

CODE RESTRICTION APPLICABLE 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. The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load SANDWICH cannot shift and exceed loaded measurements given ahove **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

# 8. Train Inspection and Failed Equipment Detector Instruc-

and train and engine crews handling.

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

equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces

Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when:

- Conditions restrict visibility to the point that proper running inspection cannot be made.
- b. Notified that a failed equipment detector is out of service.
- Failed equipment detector may be ineffective account blowing snow.

Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground.

Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

When conditions make it impossible to make a walking inspection of entire train, as much of train as possible must be inspected and then train may be moved at no more than 10 MPH until inspection can be completed.

The location of failed equipment detectors which protect bridges, tunnels or other structures is shown under Individual Subdivision Special Instructions.

When notified a failed equipment detector is out of service, the requirements of operating rules or instructions will be suspended for the defective equipment indicator associated with such failed equipment detector.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to Chief Engineer Communications and Signals, St. Paul. Train dispatchers will arrange inspection of the detector by the signal maintainer in all such instances and notify the communication and signal supervisors and the superintendent of signals.

### Failed Equipment Wayside Display-

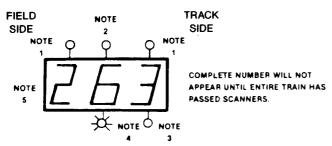
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Entire train must not move beyond failed equipment sign until authorization to proceed is received from rear of train. If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise train dispatcher reason for delay by first available means of communication.

### FAILED EQUIPMENT DISPLAY AS VIEWED FROM PASSING TRAIN



Note 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated, and on left side when left light is illuminated.

-Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note 3-Dragging equipment indicator light. When illuminated dragging equipment has been detected.

Note 4—Flashing train inspection light. When flashing, train is being checked for hot bearing and dragging equipment. After rear of train has passed, if train inspection light is not flashing while numbers are displayed, stop and inspect train.

Note 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least eight (8) axles both directions from indicated number.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on failed equipment display panel or when digital readout displays false indication such as numbers totaling more then train axle count.

### Failed Equipment Radio Reporter-

Failed equipment detectors at locations shown under Individual Subdivision Special Instructions convey information to train and engine crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

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

This type of device must be monitored by train and engine crew and they must be governed by the information conveyed immediately after the train has passed.

### **Detector Status Message**

No defects"
Integrity failure"
First hot box right side

### Train Crew Response

Proceed Stop train for inspection Stop train for inspection near indicated axle

. . First dragging equipment near axle XXX"

First hot wheel near axle XXX"

(No detector status message)"

Stop train for inspection near indicated axle Stop train for inspection near indicated axle Stop train for inspection\*

Detector status messages may descibe 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"

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

XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least eight (8) axles both directions from indicated number.

\*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

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

### Failed Equipment Alarm Indicator-

Alarm Indicator Assembly employing radio for defect location.

This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

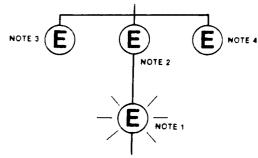
Enginemen must alert crew members on rear of train when approaching detector site.

Entire train must not move beyond failed equipment sign until authorization to proceed is received from rear of train. If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

When failed equipment is indicated, engine crew must be notified to stop train for inspection. A walking inspection must be made of both sides of entire train and also a walking inspection must be made if there is evidence of dragging equipment. Advise train dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.

### **ALARM INDICATOR ASSEMBLY**



Note 1—Failed equipment indicator light. When illuminated continuously or when not illuminated, stop train and inspect for hot bearing or dragging equipment. When flashing, no defect has been detected.

Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

-Left hot bearing indicator light. When illuminated, defect is on left side of train.

Note 4—Right hot bearing indicator light. When illuminated, defect is on right side of train.

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 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.

### FAILED EQUIPMENT SIGN-



Failed equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

### 9. 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 train order. This does not modify requirements of Rule 93.

### 10. Spring Switches-

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

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.

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

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting 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. Rules Changes and Modifications-

### Consolidated Code of Operating Rules:

### Rule 93-add two paragraphs:

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

(Bulletin or special instructions will read, as example: Conditional yard limits in effect between MP and MP between (station) and (station) (time) until (time) daily Monday through Friday, or specify days of the week only, if in effect 24 hours per day.)

Rules 83 (B), 200, 202, 209, 219 and 671D pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

### Rule 216-change first paragraph to read:

Under the following conditions, a train order restricting the authority of a train must not be repeated until operator has obtained signature of conductor or engineer on the order. Train order must not be signed until both conductor and engineer understand their train will be restricted:

### Rule 217—change third paragraph to read:

When orders are sent in the manner herein provided, to a train which is thereby restricted for another train, the operator will be directed to make an extra copy of the order which he will deliver to the person who is to make delivery of the order. On this copy, the person delivering the order must secure the signature of the conductor or engineer addressed. Train order must not be signed until both conductor and engineer understand their train will be restricted. The signed copy must be delivered to the first operator accessible, who must at once transmit the signature of the conductor or engineer to the train dispatcher, and preserve the copy. "Complete" must not be given to the order for a train being advanced until the train dispatcher has received the signature of the conductor or engineer of the train being restricted.

### Rule 218-change to read:

To relay a train order, the train dispatcher must transmit it to the employe at the relaying office, who must then transmit it to destination. The employe receiving it at destination must, after obtaining signature of conductor or engineer when required, (train order must not be signed until both conductor and engineer understand their train will be restricted), repeat it to the relaying office, where each word and figure must be underscored as it is repeated. It must then be repeated to the train dispatcher and if correct, "Complete" will be given by the train dispatcher and relayed to destination.

### Rule 219-add two paragraphs:

When error has been made in the date or address of a clearance and it is not necessary to change the train orders, the clearance may be corrected verbally on authority of train dispatcher in words "Clearance to C&E (train) at (station) OK'd at (time) dated (date) should read (correct address or date) instead of (incorrect address or date). These words must be repeated by the conductor or engineer of train holding clearance and notation of correction and time it was made written on margin of clearance without otherwise altering the clearance. The conductor and engineer must inform other crew members of the correction made.

Record of correction must be made by train dispatcher.

### Rule 220 (B)—change first paragraph to read:

When a train has received a clearance at a station and it becomes necessary to issue a train order to such train at that station restricting its movement, in addition to obtaining the signature of the conductor or engineer to the train order as required by Rule 216, all previous clearances received by that train at that station must be taken up and destroyed and the train dispatcher so advised. A new clearance must be issued.

### New Form of Train Order:

### Q

### ESTABLISHING TEMPORARY YARD LIMITS

### (1) (Time and dates) Rule 93 in effect between (points specified)

Trains and engines will be governed by Rule 93 between the points and during the time specified.

Form Q orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Form Q orders must not be combined with other forms of train orders.

### Rule 269-add to second paragraph:

Succeeding signals displaying Stop and Proceed indication may be passed at restricted speed without stopping. Speed must not be increased until engine has passed a signal displaying a more favorable indication.

### Rule 271—change second paragraph to read:

To request track and time limits: member of crew for trains or engines, or employe in charge of Maintenance of Way employes or equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

### Rule 271 NOTE-change to read:

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275 (A).

### Rule 271(A)—change to read:

Track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employe(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

### Rule 511—change to read:

When block signal rules require movement at restricted speed, this speed must not be increased until the engine has passed the next signal.

### Rule 718-change to read:

Whenever passengers or employes 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 804 (A)—change second paragraph to read:

When practicable, on freight trains a trainman must ride in control cab of engine at front of train when train is moving between stations.

### Rules of the Maintenance of Way Department:

### Rules 14 (C), 46 and 47—are cancelled.

### Rule 46-new:

In CTC territory, when necessary to perform work which would require the use of impassable track flags or to move track car or ontrack equipment on a main track or controlled siding, in addition to obtaining a line-up where required, employe in charge of such work or equipment must obtain track and time limits as prescribed by Rules 271, 271(A) and 271(B). This authority, when granted, will permit work to be performed or track cars and on-track equipment to occupy track(s) between times and points shown without flag protection against trains. Track and time limits must be copied on the prescribed form and repeated by person copying.

Except in multiple main track CTC territory, when control operator cannot grant track and time limits because of failure in communications, movement may be made on main track if line-up permits movement or under flag protection.

### Rule 83-change to read

Transporting heavy material such as ties, rails and frogs on track motor cars is prohibited.

### Rule 85-change to read:

When necessary to handle explosives on track cars, movement must be made under flag protection. In CTC territory, such movement must be made under flag protection or Rules 271, 271(A) and 271(B). When such movement is made under track and time limits authority, trains or engines must not be authorized in the same or overlapping limits.

### Rule 97—change to read:

Rail guide wheels on Hy-Rail vehicles must be lubricated and maintined in accordance with the manufacturer's specifications. Maintenance dates will be recorded in log book.

### Rule 271—change second paragraph to read:

To request track and time limits: member of crew for trains or engines, or employe in charge of Maintenance of Way employes or

equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

### Rule 271 NOTE-change to read:

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 of Consolidated Code of Operating Rules will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275(A).

### Rule 271(A)—change to read:

Track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employe(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

### Safety Rules and General Rules:

### Rule 592-change to read:

Whenever passengers or employes 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—change 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.

### 13. Air Brake and Train Handling Rules-

Air Brake and Train Handling Rules, Form 15338, are in effect. Employees whose duties are in any way affected by these rules must have a current copy of this book available while on duty.

### 14. Automatic Cab Signals-

Cab signal equipment must be cut out on all portions of Burlington Northern except on suburban equipment on Chicago Division, First Subdivision.

### 15. Helper Behind Caboose-

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

### 16. Clearance Provisions and Exceptions Rule 83(B)-

At intermediate locations in CTC territory, Rule 83(B) will not apply when so authorized by train dispatcher.

### 17. Hazardous Materials-

Employees governed by the Consolidated Code of Operating Rules must have BN Form 15907 3/82, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

All loaded tank cars placarded "flammable gas", "non-flammable gas" or "chlorine" and all tank carloads of compressed gasses bearing Canadian placards must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

 Train location line-up will not be required when CTC track permit or Rule 271-271(A) authority has been obtained.

(Ravenna to Alliance)

### FIRST SUBDIVISION

Speed Restrictions— Zone—Between	Maximum Speeds	Permitted Freight
Ravenna and Alliance—		
Trains up to 100 Tons/OB		50 MPH.
Trains over 100 Tons/OB	. <b></b>	45 MPH.
Head end of train over highway Street at Stock Yards, to Fourt	crossing from Fifth	
crossing west of Depot Broken Head end of train over crossing a	Bow	35 MPH.
MP 268.7, Mullen	. <b></b>	45 MPH.
Controlled siding at Merna		10 MPH.
Controlled sidings at Anselmo, W	hitman Hyannia	25 MPH.
Through turnouts beginning and en all controlled sidings and cross	nd of two main tracks, sovers equipped with	20 MIF II.
dual control switches		35 MPH.
Alliance North Yard—Maximum	speed all tracks	10 MPH.

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

Merna-Trains over 100 Tons/OB prohibited on siding.

Alliance—On Bean Spur, do not operate locomotives over the sand unloading pit at Clark's Ready Mix.

Alliance North Yard—All tracks except main line, long 1, 2, 3, 4, 5, 5 extension, 6 and South Runaround must not be used by trains over 100 Tons/OB.

3. Train Register Exceptions-None.

1.

- Clearance Provisions and Exceptions Rule 83(B)—None.
- 5. Rule 99—When flagging is required, distance will be 2 miles.
- 6. The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

### Other Failed Equipment Detector Locations-

MP 156.5	MP 286.6
MP 180.9	MP 309.0
MP 200.5	MP 338.1—Main Track No. 1
MP 247.5	MP 338.2—Main Track No. 2

 Rule 268(A)—Switches on the following tracks are not equipped with electric locks:

Hazard Elevator Track Broken Bow B&D Spur Broken Bow House Track Dunning Business Track Seneca X-1 Track Mullen Stock Track	Hecla Business Track Bingham Business Track Ellsworth Business Track Lakeside Business Track Antioch Business Track Alliance Bean Spur
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8. CTC—Two Main Tracks between the following locations:

MP 127.7-MP 128.3	MP 249.1-MP 259.3
MP 144.9-MP 155.0	MP 267.3-MP 279.3
MP 165.1-MP 175.0	MP 314.5-MP 324.8
MP 205.5-MP 214.4	MP 333.9-MP 344.0
MP 223.9-MP 235.3	MP 358.9-MP 364.4

### **ALLIANCE DIVISION**

(Alliance to Edgemont)

### SECOND SUBDIVISION

l.	Speed Restrictions— Zone—Between	Maximum	Speeds	Permitted Freight
	Alliance and Edgemont—			
	Trains up to 100 Tons/OB		<b></b>	50 MPH.
	Trains over 100 Tons/OB			45 MPH.
	MP 365.6 and MP 366.1			25 MPH.
	Alliance Wye and moves via dog le	or		10 MPH.
	Through siding Belmont	· · · · · · · ·		25 MPH.
	Crawford House Track			10 MPH.
	Over CNW Crossing			25 MPH.
	Through turnout MP 475.2	• • • • • • • •		
	Edgement word tracks	• • • • • • • •		10 MPH.
	Edgement yard tracks	*** * * * * * * * * * * * * * * * * * *		10 MPH.
	Edgemont between east and west	Highway o	rossings,	
	head end of train			25 MPH.
	Through turnouts beginning and en	d of two mai	in tracks,	
	all controlled sidings and cross	overs equip	ped with	
	dual control switches			35 MPH.
	Alliance North Yard—Maximum s			10 MPH.
	Item 1A, All Subdivisions, applies N	IP 475.5 to l	MP 467.0	
	to eastward trains only.			

 Bridge, Engine and Heavy Car Restrictions—Bridge 400 feet south of south wye switch at Area Wye must not be occupied by locomotives.
 Alliance North Yard—All tracks except main line, long 1, 2, 3, 4, 5, 5 extension, 6 and South Runaround must not be used by trains over 100 tons/OB.

3. Train Register Exceptions-

Crawford—Trains originating or terminating will register.

- 4. Clearance Provisions and Exceptions Rule 83(B)—None.
- 5. Rule 99—When flagging is required, distance will be 2 miles.
- The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

Other Failed Equipment Detector Locations—

MP 391.3 MP 454.6

7. Rule 268(A)—Switches on the following tracks are not equipped with electric locks:

Alliance Coop Spur	Edgemont City Track
Buchfinck Bean Spur	Edgemont House Track
Berea Elevator Track	Joder Back Track
Berea Spud Track	Ardmore Back Track
Nida Back Track	Rumford Back Track
Hemingford Mill Track	Provo Back Track
Margland Rock Treek	

 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.)

- 9. Local Crossing Ordinance—Edgemont—Standing trains must not occupy crossings for over five minutes.
- 10. CTC—Two Main Tracks between the following locations:

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

### **ALLIANCE DIVISION**

(Edgemont to Gillette)

### THIRD SUBDIVISION

1.	Speed Restrictions— Maximum Speeds Zone—Between	Permitted Freight
	Edgemont and Gillette trains up to 100 Tons/OB Edgemont and Gillette trains over 100 Tons/OB	
	Edgemont between east and west highway crossings head end of train	. 25 MPH.
	Over Upton siding bridge 549.44	. 10 MPH.
	Edgement yard tracks Through turnouts beginning and end of two main tracks	,
	all controlled sidings and crossovers equipped with dual control switches	. 35 MPH.
	and MP 526.1 to MP 519.4 to eastward trains only.	1

2. Bridge, Engine and Heavy Car Restrictions-

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

- 3. Train Register Exceptions-None.
- Clearance Provisions and Exceptions Rule 83(B)—
   Campbell and Donkey Creek—Rule 83(B) will not apply.
- Rule 99—When flagging is required, distance will be 2 miles.
- The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

Other Failed Equipment Detector Locations-

MP 573.8

MP 539.5

 Rule 268(A)—Switches on the following tracks are not equipped with electric locks:

Marietta Back Track Dewey Back Track Spencer Back Track Newcastle Sawmill Track Energy Spur Black Hills Power and Light Osage Chip Track Clay Spur Upton Back Track Bentley Back Track Moorcroft Back Track Moorcroft Stock Track

8. Local Crossing Ordinance-

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

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

MP 476.1-MP 484.3 MP 507.0-MP 513.9 MP 547.2-MP 556.3 MP 562.0-MP 569.0 MP 581.5-MP 587.9

### **ALLIANCE DIVISION**

(Deadwood Jct. to Custer)

### FOURTH SUBDIVISION

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Group I may be operated with not more than two units coupled, between MP 3.0 and Custer.

- 3. Train Register Exceptions-None.
- Clearance Provisions and Exceptions Rule 83(B)— Deadwood Jct. and Custer—Rule 83(B) will not apply.
- 5. Rule 99—Unless otherwise provided protection against following trains is not required between Pringle and Custer. When flagging is required, distance will be 1 mile.
- 6. Handling 80-Foot or Longer Cars-

80 foot or longer cars must not be handled without authority of Superintendent.

Yard Limits—Between Deadwood Junction and MP 3.0 operate as continuous yard.

### **ALLIANCE DIVISION**

(Reno to Black Thunder Jct.)

### FIFTH SUBDIVISION

- Speed Restrictions— Zone—Between
   Maximum Speeds Permitted Freight

   Black Thunder Jct. and Reno
   35 MPH.

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

   MP 7.0 and MP 7.3
   10 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions-None.
- 3. Train Register Exceptions—None.
- Clearance Provisions and Exceptions Rule 83(B)— Reno—Rule 83(B) will not apply.
- 5. Rule 99-When flagging is required, distance will be 1 mile.
- 6. Black Thunder and Jacobs Ranch-

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

7. Trackage between Black Thunder Jct. and Black Thunder and Jacobs Ranch is considered industrial track, Rule 105 applies.

(Bridger Jct. to Donkey Creek)

### SIXTH SUBDIVISION

•	Speed Restrictions— Zone—Between	Maximum Speeds	Permitted Freight
	Bridger Jct to MP 15.5 MP 15.5 to Donkey Creek Through turnout Donkey Creek a North American Car Corporation Through turnouts beginning and e all controlled sidings and cros	and both legs of Wye.  at Bill—all tracks  and of two main tracks,  sovers equipped with	25 MPH. 25 MPH. 10 MPH.
	dual control switches		35 MPH.

- 2. Bridge, Engine and Heavy Car Restrictions-None.
- 3. Train Register Exceptions-None.
- 4. Clearance Provisions and Exceptions Rule 83(B)-

Bridger Jct. and Donkey Creek-Rule 83(B) will not apply.

Unless otherwise provided, Chicago & North Western Transportation Company trains between Orin Jct., MP 126.2 (CNW MP 530.7) and Fisher Jct., MP 123.6 (CNW MP 528.1) will not require clearance under Rule 83(B).

- 5. Rule 99—When flagging is required, distance will be 2 miles.
- The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

Other Failed Equipment Detector Locations—

MP 59.6 MP 98.0

1.

 Rule 268(A)—Switches on the following tracks are not equipped with electric locks:

Whitetail Stub Track
Antelope Back Track
Reno Pocket Track

Walker Back Track
Bill Back Track
Logan Back Track

 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-weigh 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.

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-weigh scale before entering silos in order to obtain Pacesetter and loading instructions.

 Belle Ayr—Hopper trains approaching Belle Ayr Mine will stop short of Switch east of scale, and request permission to proceed over scales. Mine personnel will advise Loop assignment and speed of operation.

All trains approaching Belle Ayr loop tracks will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 1 MPH, or as directed by Mine personnel during loadout operation. Trains will load clockwise.

Empty hopper trains approaching Belle Ayre will be governed by instructions from mine as to whether inside or outside Loop track will be used for loading. Trains must receive permission from coal plant control room before entering silo structure.

Caballo—Hopper trains approaching Caballo Mine will stop short
of dirt crossing 500 feet east of silos. Permission 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. CTC-Two Main Tracks between the following locations:

MP 40.6-MP 47.4 MP 63.0-MP 67.7 MP 82.7-MP 88.0 MP 120.3-MP 123.3

### **ALLIANCE DIVISION**

(Third Street to Sterling)

### SEVENTH SUBDIVISION

1.	Speed Restrictions— Zone—Between	Maximum Speeds	Permitted Freight
	Third Street to Sterling: MP 3.0-MP 112.2 Trains up to MP 3.0-MP 112.2 Trains over 1 MP 0.7-MP 3.0-Sterling Main Over hand throw switches: MP 3.2 Main 2 MP 1.0 Alliance Wye MP 24.4 to MP 30.2 MP 34.4 (U.P. Crossing) and MP MP 49.5 to MP 56.0 Huntsman Siding—Trains up to 1 Huntsman Siding—Trains over 10 Through turnouts beginning and er all controlled sidings and cross dual control switches	36.7  OO Tons/OB  OO Tons/OB  OO Tons/OB  OO two main tracks, overs equipped with	50 MPH. 45 MPH. 25 MPH. 20 MPH. 10 MPH. 35 MPH. 35 MPH. 20 MPH. 35 MPH. 25 MPH.
	Item 1A, All Subdivisions, applies	•	00 MI II.

2. Bridge, Engine and Heavy Car Restrictions-

**Bridgeport**—Not more than one locomotive in Groups H and I may operate on Lyman Richey sand track.

- 3. Train Register Exceptions—None
- Clearance Provisions and Exceptions Rule 83(B)— Bridgeport—Rule 83(B) will not apply.
- bridgeport—Rule 65(b) will not apply.
- 5. Rule 99—When flagging is required, distance will be 2 miles.
- The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

Other Failed Equipment Detector Locations-

MP 61.5 MP 89.5

 Rule 268(A)—Switches on the following tracks are not equipped with electric locks:

Bonner Back Track Alden Old Elevator Spur Dalton Elevator Spur Peetz Elevator Track Ginther

Ackerman

8. Burlington Northern Crews operated on Union Pacific trackage at Northport, Nebraska must comply with instructions from Union Pacific Officers or supervisors and must comply with Union Pacific Operating Rule No. 93(R-1) as follows:

### SPECIAL INSTRUCTIONS

"93(R-1). Union Pacific Operating Rule 93 is revised as follows: Yard limits will be designated in timetable and the yard limits indicated by 'Yard Limit' signs.

Within yard limits the main track may be used without authority conferred by timetable, train order or clearance.

Within yard limits all trains and engines must move prepared to stop short of train, engine or cars and prepare to stop within one-half the range of vision but not exceeding 20 MPH except when main track is known to be clear by block signal indication.

Within yard limits where the main track is protected by a continuous block signal system, protection against other trains or engines is not required.

Within yard limits where the main track is not protected by continuous block signal system, protection as prescribed by Rule 99 must be provided against first class trains.

A train or engine must not move against the current of traffic within yard limits unless authorized by yardmaster or by train dispatcher where there is no yardmaster and provision has been made for protection of the movement. When moving against the current of traffic all trains and engines must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Second class trains, extra trains and engines must avoid delay to first class trains within yard limits."

- 9. Interchange of Loaded or Empty Coal Trains with the U.P. at Northport—Engineer taking train from Union Pacific at Northport will assume the train has received a proper initial terminal air test by Union Pacific under run-through certified with FRA.
- CTC—Two Main Tracks between the following locations: MP 3.0-MP 4.6

### **ALLIANCE DIVISION**

(Northport to Guernsey)

### EIGHTH SUBDIVISION

1.	Speed Restrictions— Maximum S Zone—Between	Speeds Permitted Freight
	Northport and Guernsey— Trains up to 100 Tons/OB. Trains over 100 Tons/OB Northport Wye West Northport and MP 3.4—Both Main Track Trains or engines with two or more units coupled auxiliary or industry track. Through turnouts beginning and end of two main all controlled sidings and crossovers equipped dual control switches. Item 1A, All Subdivisions, applies.	30 MPH. 25 MPH. 25 MPH. 30 MPH. 25 MPH. 30 MPH. 31 MPH. 32 MPH. 33 MPH. 34 MPH. 35 MPH. 36 MPH. 36 MPH. 37 MPH. 38 MPH. 39 MPH. 30 MPH.
2.	Bridge, Engine and Heavy Car Restriction	ns-
	Do not exceed one locomotive when operating on	the following tracks:
	Bayard—All Sugar Factory trackage. Does One and Storage Two.	not include Storage
	Minatare—Stock track.	
	Mitchell—All Sugar Factory trackage. Does Line Storage One or Main Line Storage Two.	not include Main

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
Factory No. 6 track

3. Train Register Exceptions-

Scottsbluff-Trains originating or terminating will register.

- Clearance Provisions and Exceptions Rule 83(B)— Northport and Scottsbluff—Rule 83(B) will not apply.
- 5. Rule 99—When flagging is required, distance will be 2 miles.
- The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

Other Failed Equipment Detector Locations-

MP 20.5 MP 65.9

Rule 268(A)—Switches on the following tracks are not equipped with electric locks:

Northport South Storage Atkins Simplot Spur Minatare House Track Kelly Bean Spur Mitchell House Track Morrill Spud Track Morrill Beet Track Henry Passing Track Torrington Orphan Track Torrington Turkey Track

- 8. Mitchell—Cars must not be moved beyond engine limit sign on sugar track serving Great Western Sugar Co.
- Local Crossing Ordinance: Scottsbluff—Standing train must not block crossing more than five minutes, moving train more than ten minutes.
- CTC—Two Main Tracks between the following locations:
   MP 0.4-MP 3.4

### **ALLIANCE DIVISION**

(Guernsey to Casper)

### NINTH SUBDIVISION

1.	Speed Restrictions— Maximum Speeds Zone—Between	Permitted Freight
	Guernsey and Bridger Jct.— Trains up to 100 Tons/OB Trains over 100 Tons/OB Bridger Jct. and Casper Guernsey and MP 109.6 MP 109.6 and MP 115.0 Between eastward and westward absolute signals governing dual control switch at MP 103.5 when switch is lined for movement to and from Colorado	30 MPH. 49 MPH. 25 MPH. 30 MPH.
	Division Third Subdivision	20 MPH.
	dual control switches.  Through Turnout Bridger Jct. (Diverging Side) Item 1A, All Subdivisions, applies	35 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

- 3. Train Register Exceptions-None
- 4. Clearance Provisions and Exceptions Rule 83(B)-

Wendover—Clearance received at Cheyenne over signature of train dispatcher at McCook authorizes movement Wendover to Guernsey on Ninth Subdivision of Alliance Division.

Westward trains originating at Wendover will receive clearance at Guernsey.

Bridger Jct.-Rule 83(B) will not apply.

- 5. Rule 99-When flagging is required, distance will be 1.25 miles.
- 6. Local Crossing Ordinance: Glendo—Standing train must not block crossing more than five minutes.
- 7. 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.
- 8. 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.

### **ALLIANCE DIVISION**

(Campbell to Eagle Butte Jct.)

### TENTH SUBDIVISION

Speed Restrictions— Zone—Between	Maximum	Speeds	Permitted Freight
Campbell and Eagle Butte Jct West leg Campbell Wye East leg Campbell Wye			10 MPH.
MP 9.5 and Rawhide Loop Track MP 9.5 and Eagle Butte Loop Tr	Switch ack Switch	 	20 MPH. 20 MPH.
MP 9.5 and Buckskin	rack Switch		20 MPH.

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

1.

4. Clearance Provisions and Exceptions Rule 83(B)-

At all stations, Rule 83(B) will not apply.

- 5. Rule 99-When flagging is required, distance will be 2 miles.
- 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.
- 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  $1\frac{1}{2}$  MPH. Scales located 300 feet either side of load out hopper. Loading speed 3/10 MPH to start and then as directed by load-out operator.

 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—Mine will advise train of appropriate loop assignment before trains proceed past entrance to the east switch at Eagle Butte Mine. Trains must receive permission from coal plant personnel before crossing the inbound scale and circuit and entering silo. Coal trains approaching silo will weigh empties inbound and loads outbound at speeds not exceeding 1 MPH. Trains will load counterclockwise. Weight-in-motion scales located six car lengths either side of silos. Loading speeds to be directed by loadout operator.
  - All loaded coal trains, A or H, 40, 41, 78 and 79 routed through Gillette must make 1000 mile train air brake inspection before departing Eagle Butte Mine.
- 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.

### **COLORADO DIVISION**

(Hastings to McCook)

### FIRST SUBDIVISION

Maximum Speeds Permitted

Freight

Passenger

Speed Restrictions-

Zone-Between

	Zone Detwoon	- appender	T 1019 TI
	Passenger trains	79 MPH.	
	63-163 (including sections originating Chicago) OAC-DNM-100 (including sections		60 MPH.
	originating Denver)		60 MPH.
	BDX-163LC		60 MPH.
	Eastward trains handling loaded		00 1122 121
	R9C beer cars in groups of three		
	(3) or more		50 MPH.
	All other freight trains		50 MPH.
	MP 156.0 to MP 157.0	25 MPH.	25 MPH.
	MP 157.0 to MP 158.0 Crossover and turnouts MP 156.4	15 MPH.	30 MPH.
	Gaines—entering or leaving Yard	15 MPH.	15 MPH.
	Tracks	10 MPH.	10 MPH.
	Gaines turnout end of two main tracks	35 MPH.	35 MPH.
	Head end of trains over Ogden Avenue	00 1111 111	00 1/11 11.
	Oxford MP 233.8	50 MPH.	50 MPH.
	Locomotives in Groups H and I on		
	sidings at Kenesaw, Axtell and	00 1 (DII	00 3 5777
	Holdrege (south side)	20 MPH. 25 MPH.	20 MPH. 25 MPH.
	Through turnouts of controlled sidings Holdrege—Westward siding trains	ZƏ MIFTI.	ZO MIFTI.
	until leading car or engine occupies		
	East Avenue crossing	10 MPH.	10 MPH.
	Eastward siding trains must stop		
	before crossing East Avenue		
	crossing unless movement is		
	protected by an employee at		
	crossing.  Head end of eastward trains passing		
	signal at MP 235.2—		
	Freight trains up to 100 Tons/OB.		55 MPH.
	Freight trains over 100 Tons/OB		45 MPH.
2.	Bridge, Engine and Heavy Car Res	trictions—	
	220,000 lb. ore cars not shorter than 24 ft. a shorter than 35 ft. may operate.	and 263,000 lb. o	ore cars not
	Locomotives in Groups H and I must not o		
		rege ook	
3.	Train Register Exceptions—		
	Oxford-Gaines—Trains originating or	terminating will	register.
4.	Clearance Provisions and Exception	ns Rule 83(B)	-None.
	Hastings—Trains originating at Hasting trains must receive clearance.	s and Gaines ar	nd through
5.	Rule 99-When flagging is required, dis	tance will be 2	miles.
٠.	virion magaing to required, the		

- Oxford-Freight trains stopping at Oxford must not block Ogden Avenue crossing Monday through Friday between the hours of 12:00 Noon until 1:00 p.m. and 3:45 p.m. until 4:30 p.m.
- The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

Other Failed Equipment Detector Locations-

MP 184.0 MP 258.1

Rule 268A—Switches on the following tracks are not equipped with electric locks.

MP 214.0 Clyde Spur Track

### COLORADO DIVISION

(McCook to South Denver)

### SECOND SUBDIVISION

1.	Speed Restrictions— Zone—Between	Maximum Speeds Passenger	
	Passenger trains	79 MPH.	
	63-163 (including sec	tions	
	originating Chicago)		60 MPH.
	OAC-DNM-100 (including sec	tions	
	originating Denver)	• • • •	60 MPH.
	BDX-163LC		60 MPH.
	Eastward trains handling lo	aded	
	R9C beer cars in groups of t	three	CO MOTE
	(3) or more	• • • •	50 MPH.
	All other freight trains		50 MPH.
	MP 430.5 and MP 431.5	50 MPH.	
	MP 431.5 and MP 434	60 MPH.	
	East Brush to Brush Jct	25 MPH.	25 MPH.
	Brush Center—Entering Sterling	main	15 MDII
	tracks	15 MPH.	15 MPH.
	Head end or leading car over	/2na 40 MPH.	40 MPH.
	Avenue crossing MP 535.3 MP 535.3 and MP 537.2	40 MPH.	
	Over UD exercise MD 507.2	40 MPH.	30 MPH.
	Over UP crossing MP 537.3		
	MP 537.4 to signal MP 539.7 Signal MP 539.7 to signal MP 54:		15 MPH.
	Signal 541.2 to 21st Street MP 54	1.9 15 MPH.	
	Bridge 541.28 (Wye Bridge) to Br	ridge	15 WIF 11.
	.86 (North leg of Wye) at 23rd S	treet 10 MPH.	10 MPH.
	Speed through turnouts off main		
	coal 1 and 2 and south lead at	38th	
	Street	20 MPH.	20 MPH.
	Locomotives in Groups H and	I on	
	siding Wray		20 MPH.
	Through Denver Union Tern	ninal	
	Limits	10 MPH.	10 MPH.
	Crossover MP 0.6	10 MPH.	10 MPH.
	Ladora yard tracks—On tangent t	rack	
	between gate and classification		10 MPH.
	Engines in the Colorado Blvd. area	and	
	_ Market Street line		10 MPH.
	Trains through turnouts of contro		
	sidings	25 MPH.	25 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:

. . . . . . . . . Mill track Brush . . . . . Oil track Moseley . . . . . . . . . . Stock track Fort Morgan ..... South house track
Tampa Spur ..... Entire spur except 600 feet of
tail track off wye

### 3. Train Register Exceptions-

Akron-First class trains will not register.

Brush—Trains originating or terminating will register.

Denver-Trains originating or terminating at 31st Street yard will register.

### 4. Clearance Provisions and Exceptions Rule 83(B)—

Denver-Trains originating obtain clearance at 31st Street.

**Akron**—Unless otherwise provided, train crews arriving must deliver all clearances, train orders, and messages to relieving crew.

Brush—Rule 83(B) does not apply to trains off Fourth Subdivision enroute Second Subdivision.

- 5. Rule 99—When flagging is required, distance will be 2 miles.
- Ladora—Member of crew will protect switching movements over highway No. 2.
- 7. 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 General and Interlocking rules of that Company.

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

Train and engine movement between Denver Union Terminal (DUT) and South Denver will be governed by Rule 93 under jurisdiction of Yardmaster at South Denver from 6:30 a.m. to 2:30 p.m. Monday through Friday except holidays. Movements at all other times will be under jurisdiction of Yardmaster at 38th Street Denver.

Two (2) Main Line Tracks will be in service from MP 0.6 to MP 4.2, South Denver, with hand throw switch at end of double track located at MP 0.6. Normal position for switch at end of double track will be lined for inbound Main Line. Westward Main Line will be designated as outbound Main Line and eastward Main Line will be designated as inbound Main Line.

8. The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.

Other Failed Equipment Detector Locations-

MP 368.7 MP 470.7

1

- 9. 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 reduced speed until it can be determined that the gate is open for departing movement.
- 10. Rule 268A—Switches on the following tracks are not equipped with electric locks:

Sanborn—East and west end storage track. Wray—Team Track. Schramm—East and west end industry track. Schramm—Agrichem track. Akron—Coop spur track. Akron—Farmers grain spur track.

### **COLORADO DIVISION**

(Denver UD to Wendover)

### THIRD SUBDIVISION

Speed Restrictions— Zone—Between	Maximum Speeds		itted eight
Denver UD and Wendover		49	MPH.
Loaded Unit coal trains		30	MPH.
Denver Union Station and Utah	lct. both Main Tracks	10	MPH.
Pepper Packing Plant, railroad c			
Off in Denver Yard			MPH.
Through Denver Union Terminal			MPH.
Westward trains from Prospect			
entire train has passed North Co	ollege Avenue MP 74.7	15	MPH.
Eastward trains from MP 74.7 un			
passed Prospect Street MP 72.	8	15	MPH.

Fort Collins and LaPorte All unit coal trains through Main Track Switch at	10 MPH.
MOBA	10 MPH.
MP 130.2 and MP 132.3 MP 138.0 and MP 165.7	

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

Item 5d not permitted.

Black Hollow Spur—Group I and GP-40 engines must not operate.

### 3. Train Register Exceptions-

Prospect—Trains will register by register ticket.

Jersey Cut Off, Clear Creek, Broomfield, Longmont, Platte River, Wheatland, MOBA, Wendover—Trains will register when directed by train order.

### 4. Clearance Provisions and Exceptions Rule 83(B)-

Denver westward trains departing 31st Street via Jersey Cut Off will receive clearance and train orders at Prospect and will contact the operator at Prospect before entering the westbound main track at the Jersey Cut Off Junction.

Westward trains departing 31st Street Yard via Prospect will receive clearance and train orders at Prospect.

Prospect—Westward trains, and engines except Denver Yard engines, moving from Prospect to C&S Jct. via the D&RGW and who will occupy the Twelfth Subdivision track beyond C&S Jct. must receive clearance at Prospect.

Fort Collins—Trains must receive clearance when operator on duty. Operator hours are 7:00 a.m.-4:00 p.m. Monday through Friday.

Cheyenne-Trains must receive clearance.

Wendover—Clearance received at Guernsey in care of conductor over the signature of the train dispatcher at McCook clears the train at Wendover on the Third Subdivision.

**Longmont**—Operator on duty 7:00 a.m.-11:00 p.m. Monday through Friday.

Clearance received over the signature of the train dispatcher at McCook also clears the train at Wendover on the Ninth Subdivision of the Alliance Division for movement to Guernsey.

5. Rule 99—When flagging is required, the distance will be as follows:

Denver U.D. to MOBA . . . . 1.5 Miles MOBA to Wendover . . . . . 2.0 Miles

- Utah Jct.—End of double track normal position of Main Track Switch is for Inbound Track.
- 7. Manual Interlockings—D&RGW crossing, Utah Jct. remotely controlled by D&RGW train dispatcher at Denver. D&RGW train dispatcher's phone is located adjacent to the interlocking signal.
- 8. Railroad Crossings protected by Gates not Indicated at Station—

Normal position of gates protecting railroad crossings at following locations:

 BN Jersey cut-off, Denver Union
 against Pepper Pkg. Co. track

 Sloss
 against BN

 Boulder
 against UP

 Ft. Collins
 against Thirteenth Subdivision

 Ft. Collins
 against UP

- Denver—Train and engine crews using Denver Union Terminal Railway Company's tracks must provide themselves with copy of and be governed by General and Interlocking rules of that company.
- 10. Prospect—All trains or engines must stop to clear junction switch or crossovers 200 feet, except trains or engines may, when given a proceed signal by operator with a yellow flag by day or yellow light by night, proceed at reduced speed without stopping.

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 Line Denver DU to C&S Jct., D&RGW CTC Rules are in effect.

For eastbound movements at Prospect Jct., stop signs will be placed at end of double main track. 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 movements between Prospect Jct. and 19th Street via Westside Line (Belt), West Side Line, and C&S Freight Lead towards Rice Yard (including House Yard) will be under control of 19th Street Yardmaster.

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

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

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

This procedure is to be followed whenever train unloading operation occurs. Train movement will be made under the direction of the conductor by radio control with the engineer up to the west end of the unloading treatle. 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 treatle. 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 treatle.

12. Boulder—Siding located at MP 27.3 east of UP crossing MP 27.9.

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

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

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

 Highland—Track scale installed on Coors Elevator track; scale located 635 feet from switch off siding. There are no dead rails protecting scale. All locomotives are restricted from operating over track scale. 14. Wheatland—Westward trains setting out or picking up must stop with the head end of the train in the clear of Cole Street Crossing. Eastward trains setting out or picking up must stop with the head end of the train in the clear of Oak Street Crossing.

### 15. Handling 80 Foot or Longer Cars-

(See All Subdivisions Items 3 and 4A.)

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

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

Between Bordeaux and Cheyenne, between Boulder and Louisville—

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

Trains of greater than 9100 tons must handle loaded cars 80 feet and longer in the last 9100 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

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

Cars weighing less than 50 ton, gross weight Flat cars with 1 loaded trailer

Flat cars with 1 loaded trailer Flat cars with empty trailers

Flat cars with either loaded or empty containers.

Westbound trains departing Denver Yard via the Jersey Cut Off:

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

### 16. Between Denver and Wendover-

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

### 17. 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.

### COLORADO DIVISION

(Sterling to Brush)

### FOURTH SUBDIVISION

1.	Speed Restrictions— Zone—Between	Maximum Speeds	Permitted Freight
	Union and Brush		15 MPH. 30 MPH.
	crossover to Second Subdivisio Brush—East leg of wye	n	20 MPH.

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

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

3. Train Register Exceptions-

Brush-Trains may register by register ticket.

4. Clearance Provisions and Exceptions Rule 83(B)-

Sterling-In addition to BN clearance, trains must receive UP clearance.

Brush—Trains for movement to Union Pacific Third Subdivision must receive Union Pacific clearance.

- Rule 99—When flagging is required, distance will be 2 miles.
- Union—The movement of eastward trains is governed by Union
  Pacific signal to main track and trains must stop before passing signal
  and must not proceed until switch is properly lined and signal indicates proceed.

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

Rule 268A—Switches on the following tracks are not equipped with electric locks:

Brush—MP 149.3 MP 149.5 MP 149.8 MP 149.9

### **COLORADO DIVISION**

(Holdrege to Sterling)

### FIFTH SUBDIVISION

1.	Speed Restrictions— Zone—Between	Maximum	Speeds	Permitted Freight
	Holdrege and MP 24.0			25 MPH.
	MP 24.0 and MP 113.4			30 MPH
	MP 113.4 and Sterling			40 MPH
	Wallace and Gentlemen Power P	lant		40 MPH
	Curves 16 and 17 Gentlemen Ind	ustrial Track		25 MPH.
	Haxtun, engine or leading car ov	er Washingto	on Street	
	second crossing east of depot .			10 MPH.

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

Item 5d not permitted.

Between Holdrege and MP 111 Locomotives in Group I must not operate.

Between Holdrege and Wallace bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

### 3. Train Register Exceptions-

Holyoke—Trains originating or terminating will register. All other trains will register when instructed by train order. Train register located in depot.

Grant—Trains will register when directed by train order. Train register located in depot.

Wallace Jct.—Trains will register when directed by train order. Train register located in booth at junction switch MP 113.5.

### 4. Clearance Provisions and Exceptions Rule 83(B)-

Wallace Jct.—Rule 83(B) does not apply.

Curtis—Unless otherwise provided, train crews arriving must deliver all clearances, train orders, and messages to relieving crew.

 Rule 99—When flagging is required, between Sterling and Wallace and between Wallace and Gentlemen Power Plant, the distance will be 1.5 mile.

Between Wallace and Holdrege, unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

6. Lights on train order signals will not be displayed.

### 7. Gentlemen Power Plant-

Security gate located at MP 17.6 is operated automatically by train movement into or out of plant. Indicators at gate will display green for entering and leaving plant if gate is open for movement or red if gate is not open. Approach indicator at MP 16.7 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 employee waiting for train at gate.

### **COLORADO DIVISION**

(Orleans Jct. to St. Francis)

### SIXTH SUBDIVISION

•	Zone—Between	Maximum Speeds	Permitted Freight
	Orleans Jct. and St. Francis Loaded tank cars	ev crossing Atwood	25 MPH. 10 MPH

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

Item 5d not permitted.

Between Flynn and St. Francis locomotives in Group I must not operate.

Between Orleans and St. Francis bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

- 3. Train Register Exceptions-None.
- 4. Clearance Provisions and Exceptions Rule 83(B)-

Orleans Jct., Flynn-Rule 83(B) does not apply.

Cedar Bluffs MP 62.3—Unless otherwise provided, train crews arriving Cedar Bluffs must deliver all clearances, train orders and messages to relieving crew.

- Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.
- 6. Lights on train order signals will not be displayed.
- 7. Maintenance of Way Rule 14 Exception-

Applies between Flynn and St. Francis.

### **COLORADO DIVISION**

(Red Cloud to Oxford Jct.)

### SEVENTH SUBDIVISION

1.	Speed Restrictions— Zone—Between	Maximum	Speeds	Permitted Freight
	Red Cloud and MP 227.0 MP 227.0 and MP 246.0 MP 246.0 and Oxford Jct Red cloud and Riverton and Orle Over switch Oxford Jct Bridge derricks 975501, 975505 a	ans and Oxfo	ord Jct.	40 MPH. 30 MPH. 30 MPH. 20 MPH.
	derricks			25 MPH.

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

Item 5d not permitted.

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

Red Cloud	l																Turkey track
inavale	٠																House track
Riverton .																	House track
Orleans																Ī	Yard track No. 3
	ĺ	Ī	٠	•	•	·	·	•	•	٠	٠	·	•	•	•		Yard track No. 4

- 3. Train Register Exceptions-None.
- 4. Clearance Provisions and Exceptions Rule 83(B)-

Red Cloud—Trains must receive clearance when Operator on duty. Operator on duty 8:00 a.m. until 5:00 p.m. Monday through Friday.

Orleans Jct., Oxford Jct.—Rule 83(B) does not apply.

- Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 mile.
- 6. Lights on train order signals will not be displayed.
- Eastward trains or engines passing absolute signal Oxford Jct. governing eastward movement to Seventh Subdivision on authority of train dispatcher per Rule 269, must proceed at restricted speed to absolute signal MP 247.8 Orleans Jct.

Westward trains or engines passing absolute signals Orleans Jct. governing westward movements on Seventh Subdivision and from Sixth Subdivision on authority of train dispatcher per Rule 269, must proceed at restricted speed to absolute signal MP 257.2 Oxford Jct.

### **COLORADO DIVISION**

(Flynn to Oberlin)

### EIGHTH SUBDIVISION

1.	Speed Restrictions— Zone—Between	Maximum	Speeds	Permitted Freight
	Flynn and Almena Jct Almena Jct. hand-throw switch a	t MP 29.7 .		10 MPH.
	Almena Jct. and Norton Norton and Oberlin Eastward engine or leading car be			25 MPH. 30 MPH.
	of junction switch MP 3.3 Engine or leading car over street or			20 MPH.
	limits			5 MPH.

Norton on siding and on Seymour Spur . . . . . . . 5 MPH.

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

Item 5d not permitted.

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

Long Island								House track
Almena			•		٠			House track
Norton								BN trackage

Between Flynn and Oberlin—Bridge derricks 975501, 975505, and 250-ton wrecking derricks must not operate.

### 3. Train Register Exceptions—

Almena Jct. and Oronoque—Trains will register when directed by train order.

### 4. Clearance Provisions and Exceptions Rule 83(B)-

Flynn-Rule 83(B) does not apply.

- Rule 99—When flagging is required, distance will be 1 mile. Unless
  otherwise provided, protection against following trains is not
  required between Flynn and Almena Jct., and between Oronoque and
  Oberlin.
- Norton—All trains will stop at highway crossing just west of city limits and flag movement over crossing.

Norton siding—East and west spring switches will be hand operated and equipped with locks.

### **COLORADO DIVISION**

(Culbertson to Imperial)

### NINTH SUBDIVISION

ι.	Speed Restrictions— Zone—Between	Maximum Speeds	Permitted Freight
	Culbertson and Imperial Wauneta—Just west of depot, eng	ine or leading car over	25 MPH.
	Arapahoe and Tecumseh Stree		5 MPH.
	Trains handling loaded C-6 cover	red hoppers	10 MPH.
	Engines on all house tracks		5 MPH.

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

Item 5d not permitted.

1

Locomotives in Group I must not operate.

Between Culbertson and Imperial—Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

- 3. Train Register Exceptions-None.
- 4. Clearance Provisions and Exceptions Rule 83(B)—

Culbertson, Imperial—Rule 83(B) does not apply.

- Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- 6. Lights on train order signals will not be displayed.
- 7. Maintenance of Way Rule 14 Exception-

Applies on this Subdivision.

### **COLORADO DIVISION**

(Hastings to Kearney)

### TENTH SUBDIVISION

Trains between Hastings and Kearney are governed by Rules for Employees of BN Operating on Union Pacific Trackage as contained in pamphlet dated June 1, 1979.

### **COLORADO DIVISION**

(Broomfield to Lyons)

### **ELEVENTH SUBDIVISION**

1.	Speed Restrictions— Zone—Between	Maximum Speeds	Permitted Freight
	Longmont and Western Spur Western Spur and Lyons Loaded tank cars Loaded unit gravel trains	• • • • • • • • • • • • • • • • • • • •	10 MPH 20 MPH

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

Item 5d not permitted.

Locomotives in Group I must not operate.

Bridge derricks 975501, 975505 and 250-ton wrecking derricks must not operate.

3. Train Register Exceptions-

Broomfield-Trains will register when directed by train order.

4. Clearance Provisions and Exception Rule 83(B)-

Broomfield-Rule 83(B) does not apply.

Longmont—Trains must receive clearance when operator on duty. Operator on duty 7:00 a.m.-11:00 p.m. Monday thru Friday.

- Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- 6. Rule 93-In effect between Broomfield and Erie.

### **COLORADO DIVISION**

(Prospect to Golden)

TWELFTH SUBDIVISION

(Ft. Collins to Greeley)

### THIRTEENTH SUBDIVISION

(Leadville to Climax)

### FOURTEENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted Zone—Between Freight

20 MPH.

At Utah Jct. on D&RGW RR, over failed equipment	
detector and Interlocking Plant	25 MPH.
C&S Jct. and Golden	20 MPH.
MP 7.7—Wadsworth Avenue Arvada	10 MPH.
MP 14.2 to MP 14.9	10 MPH.
Ft. Collins and Greelev	25 MPH.
Leadville and Climax	15 MPH.

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

Item 5d not permitted.

### Exception-12th Subdivision-

Will not apply to car 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 not permitted, except Twelfth Subdivision.

250-ton wrecking derricks not permitted.

- 3. Train Register Exceptions-None.
- 4. Clearance Provisions and Exceptions Rule 83(B)-

Prospect—Trains must receive clearances.

5. Rule 99—Does not apply on 12th and 14th Subdivision.

13th Subdivision—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

6. Golden—12th Subdivision—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.

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

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

### 7. Greeley-13th Subdivision-

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.

8. Rule 93—In effect, between Prospect and Golden, Leadville and Climax and Ft. Collins and LaPorte.

### FORT WORTH DIVISION

(Galveston Frt. Yard to North Yard)

### FIRST SUBDIVISION

Speed Restrictions— Zone—Between	Maximum Speeds Permitt	eđ
Belt Jct. and Waxahachie	50 MP	H.
Loaded coal and grain trains	30 MP	H.
MP 60.5 and MP 65.0 Houston	City Limits 21 MP	H.
Trains handling any loads over 2	0 feet 2 inches ATR at	
bridges 88.3 and 183.4	25 MP	H.
MP 238.0 and MP 242.3	30 MP	H.
SSW Crossing MP 239.7	25 MP	H.
MP 269.7 and JTD Jct	10 MP	H.
Dallas right of way district, AL	TRACKS 10 MP	H.
Through all turnouts, sidings, a	nd yard tracks 10 MP	H.
Item 1A, All Subdivisions, appli	es.	

- Bridge, Engine, and Heavy Car Restrictions— Item 5d not permitted.
- 3. Train Register Exceptions-

Waxahachie—All trains will register by register ticket.

4. Clearance Provisions and Exceptions Rule 83(B)-

Belt Jct.—Is initial station for westward trains.

Waxahachie-Is initial station for eastward trains.

Teague-Track warrant Control in effect see Item 9.

- 5. Rule 99—When flagging is required distance will be 2.0 miles.
- 6. Special Conditions-

Casey—When switching the Power and Light Co. Spur and in the vicinity of the Plant proper, keep engine bell ringing constantly and do not exceed 8 MPH.

**Donie**—Automatic crossing signals on old house track MP 193.3 out of service, stop and protect movement over crossing.

- Yard Limits—Continuous yard limits beween MP 62.0 and MP 76.0 and between MP 236.4 and MP 242.7.
- ABS—in effect between MP 57.4 and MP 203.9 between Belt Jct. and Teague and between MP 205.6 and MP 271.6 between Teague and Waxahachie.
- Track Warrant Control—in effect between MP 271.6 and MP 57.4 between JTD Jct. and Belt Jct.

### **FORT WORTH DIVISION**

(T&P Jct. to Childress)

### SECOND SUBDIVISION

1.	Speed Restrictions— Zone—Between	Maximum Speeds Permitted
	T&P Jct. and Childress Loaded coal and grain trains	
	T&P Jct. and Childress T&P Jct. and MP 8.0	
	Saginaw—ATSF Crossing	25 MPH
	Bowie-Mason Street Crossing Wichita Falls	
	MP 110.9 and MP 113.0 MP 113.0 and MP 114.2	30 MPH.
	Over 7th Street Crossing MP 1 MP 114.2 and MP 115.0	14.2 8 MPH.
	WIF 114.2 and WIF 115.0	20 MPH.

MP 115.0 and MP 116.2	30 MPH.
MP 116.2 and MP 119.7	35 MPH.
Iowa Park MP 124.1 and MP 126.1	30 MPH.
Electra MP 139.6 and MP 140.7	30 MPH.
Vernon MP 162.7 and MP 164.4	20 MPH.
Quanah over Main Street Crossing	30 MPH.
Through all turnouts, sidings and yard tracks	10 MPH.
Except turnouts from south main track to north main	
track at Quanah and Acme	30 MPH.
Item 1A, All Subdivisions, applies	

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

Wichita Falls—Locomotives in Group I not permitted on Old WF&S Freight House beyond inside switch, and on Moore Richolt Spur beyond 13th Street.

### 3. Train Register Exceptions-

North Yard—Wichita Falls—MKT trains will register when directed by train order.

### 4. Clearance Provisions and Exceptions Rule 83(B)-

Wichita Falls-Trains must receive clearance.

North Yard-Westward trains must receive clearance.

Valley Jct.—Rule 83(B) does not apply.

Trains departing stations on Second Subdivision enroute to Ninth Subdivision must secure clearance at the initial station addressed C&E \_\_\_\_\_\_\_ at Acme.

- 5. Rule 99—When flagging is required distance will be 1.0 mile.
- 6. Spring Switches-

MP 5.3 North Yard leading to west end Stauffer Chemical track. Spring switch MP 5.3 North Yard not equipped with facing point locks.

### 7. Manual Interlocking not Indicated at Station-

St. L.SW Crossing Jct. . . . . 3.2 Miles West of T&P Jct. Ft.W. Belt-OKT Crossing . . . 3.1 Miles West of T&P Jct.

Chillicothe, MP 179.0 interlocking is remotely controlled from Fort Worth and signals are a part of Centralized Traffic Control system. Rules 269, 275, and 605 (A) are in effect.

8. Rule 93—In effect between T&P Jct. and MP 12.1, authority for movement will be issued by yardmaster.

Westward trains stopped at block signal at MP 11.1 must obtain authority for continued movement from train dispatcher as well as yardmaster as this signal governs block extending beyond yard limits.

Rule 93-In effect between MP 219.9 and MP 222.2.

Rule 93—In effect between Rhea Jct. and Wichita Falls, Westward trains will head in at Rhea Jct. unless otherwise instructed by Wichita Falls yard.

 Wichita Falls—Trains or engines passing over North Beverly Drive crossing, MP 116.9, on Sunshine Yard Lead must flag the crossing as the signal will not operate except when engine or cars are upon highway crossing.

Trains or engines operating over Seventh Street Crossing Wichita Falls must observe crossing signals in operation for approaching crossing. In the event signals fail to operate for approaching movement, leading wheels of movement must occupy island section, but stopping short of street crossing, observing signals in operation before obstructing crossing. "Island Section" is a section of track over the crossing, the outer limits of which are approximately 50 feet each side of crossing and marked with yellow paint.

- 10. Bowie—Siding cannot be used without authority of train dispatcher to meet or pass trains, however can be used for industrial work without authority of train dispatcher.
- Loaded coal trains—Individual loaded coal cars or block of loaded coal cars which may have to be set out on line must be walked into and out of set out track and in no case shoved past the clear point. Loaded

carefully from positions which will allow them to immediately stop the train if trouble develops. Loaded coal trains may be operated through sidings at:

Fowlkes, Iowa Park, Rhea, Dickworsham, Alvord and Avondale, and other sidings in emergency when authorized by chief dispatcher and be governed by his instructions.

Loaded unit coal trains may be operated through yard tracks at Childress, Whichita Falls, and Fort Worth as instructed by yardmaster.

### 12. Yard Limits-

Continuous yard limits between MP 0.0 and MP 11 and between MP 108.7 and Wichita Falls.

Between MP 0.7 and MP 5.4 between T&P Jct. and North Yard, and between MP 7.3 and Wichita Falls.

CTC-in effect between MP 115.0 and MP 219.9 between Wichita Falls and Childress.

In CTC Territory—The following switches are not equipped with electric lock and Rule 268(A) applies:

MP 115.8 - Wichita Falls - Wilson Spur

Speed Restrictions-

2

3. 4.

5. 6. MP 125.9 - Iowa Park - Cryovac Spur MP 138.6 - Electra - East End National Tank MP 138.8 - Electra - West End National Tank

MP 191.9 - Quanah - East End East House Track

### FORT WORTH DIVISION

(Childress to Texline)

### THIRD SUBDIVISION

•	Zone—Between	Maximum	Speeds	Permitted
	Childress and Texline Loaded unit coal trains			49 MPH.
	Childress and MP 326.0 MP 326.0 and Texline		• • • • •	35 MPH. 40 MPH.
	Amarillo—	• • • • • • • • •		40 MPH.
	MP 328.0 and MP 330.6			20 MPH.
	MP 330.6 and MP 332.7			10 MPH.
	MP 332.7 and MP 339.0			20 MPH.
	MP 360.8 and MP 361.1			40 MPH.
	Dalhart—over SSW crossing			20 MPH.
	Through all turnouts, sidings, and Except turnouts and siding:			10 MPH.
	Estelline	asota, Bode	en, and	35 MPH.
	Hartley			20 MPH.
•	Bridge, Engine and Heavy Ca	ar Restrict	ionsNo	ne.
	Train Register Exceptions—N	None.		
	Clearance Provisions and Ex	ceptions R	ule 83(B	)—
	Amarillo-Trains must receive c	learance.		
	Trains departing stations on Thi Subdivision must secure clearar C&Eat Estelline.	ird Subdivis ice at initia	ion enrou al station	te to Fifth addressed
	Rule 99—When flagging is require	red distance	will be 2.0	D miles.
,	Manual Interlocking—			
	ATSF Crossing, 1 Mile East of An	arillo.		

Dalhart-Train or engine will be governed by Interlocking Rules and authority for movement is authorized by Rule 606C of the Consolidated Code of Operating Rules.

- 7. Flashing Yellow-Aspect Rule 501C will be displayed at intermediate Signal 233.7 only when signal and power switch at east end of Estelline MP 235.8 are lined for siding.
- 8. Rule 93-In effect between MP 219.9 and MP 222.2 and between MP 328 and MP 339, authority for movement will be authorized by vardmaster.
- Amarillo—Trains and engines must not stop within the fouling limits of the west switch MP 332.5 to avoid short approach warning on westward movement over Eastern Avenue.
- 10. Loaded unit 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.

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

Guy, Dalhart, Channing, Tascosa, Boden, Gentry, Kasota, Malden, Ashtola, Clarendon, Hedley, Memphis and Estelline, and other sidings in emergency when authorized by chief dispatcher and be governed by his instructions.

Loaded unit coal trains may be operated through yard tracks at Texline and Amarillo as instructed by yardmaster.

### 11. Special Conditions

1.

Amarillo-Yard track between Hughes and McMaster Streets can be used by loaded coal trains and before leaving this track be sure crossing signals are in operation before occupying crossing over Hughes and McMaster Streets. Crossing signals circuit is 225 feet each side of crossing and marked with crossing start signs.

- Tascosa and Channing-Watch out for falling rocks between MP 377 and MP 378.
- 13. CTC in effect—Between MP 222.2 and west power switch Estelline.
- ABS in effect—Between west power switch Estelline and MP 238.8.
- Handling 80 foot or longer cars—(See All Subdivisions Special Instructions, Items 3 and 4).

### FORT WORTH DIVISION

(Texline to South Denver)

### FOURTH SUBDIVISION

Speed Restrictions— Zone—Between	Maximum Speeds Permitted
Texline and MP 297	49 MPH. 40 MPH. 49 MPH. 40 MPH. 35 MPH. 40 City Limits) 25 MPH. 35 MPH. 25 MPH. 25 MPH.
	35 MPH. 25 MPH.

### **FORT WORTH DIVISION**

(Texline to South Denver)

### FOURTH SUBDIVISION

1.	Speed Restrictions— Zone—Between	Maximum	Speeds	Permitted
	Texline and MP 297.0			49 MPH.
	MP 297.0 and Walsenburg			40 MPH.
	Walsenburg and Southern Jct			49 MPH.
	Loaded coal and grain trains			
	Texline and MP 297.0			40 MPH.
	MP 297.0 and Walsenburg			35 MPH.
	MP 338.4 and MP 337.5 (Clayton	City Limits	)	25 MPH.
				40 MPH.
				35 MPH.
	MP 282.0 and MP 281.0			25 MPH.
	3 CD			35 MPH.
	MP 275.0 and MP 273.5			25 MPH.
	MP 273.5 and MP 240.0			35 MPH.
	MP 240.0 and MP 214.1			35 MPH.
	MP 214.1 and MP 212.4			20 MPH.
	MP 212.4 and MP 211.3 (between I	North Linden	Avenue	
	and South Linden Avenue—Tr	inidad)		10 MPH.
	MP 211.3 and MP 173.4			35 MPH.
	MP 173.4 and MP 172.5			20 MPH.
	Walsenburg—dual control switch			20 MPH.
	Southern Jct. and Walsenburg	(Eastward	Track-	
	_ DRGW)			30 MPH.
	Eastward trains using westwo	ard track	between	
	Southern Jct. and Walsenburg.			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	th Main Trac	ck	20 MPH.
	Through all turnouts, sidings, and	l yard tracks		10 MPH.
	Except Des Moines, Alps, Trin	chere, Besho	ar, west	
	siding Trinidad, Ludlow, Lyn	n, and Mayr	ie	20 MPH.
	Item 1A, All Subdivisions, applies	3.		

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

Southern Jct.—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Pueblo—BN-DRGW eastward trains, two BN clearances will be required, one over signature of DRGW train dispatcher, and one over signature of BN train dispatcher.

Pueblo, Trinidad-Trains must receive clearance.

- 5. Rule 99—When flagging is required, distance will be 2.0 miles.
- 6. Spring Switches-

Following Spring Switches not equipped with facing point lock:

Southern Jct.—Crossover switch MP 124.8 lined for crossover and spring switch on DRGW lined for DRGW main track.

Spring switch MP 124.7 Southern Jct.—Lined for South Main

Rules 501Q and 501I govern movement on a facing point move over these switches.

7. Interlocking-

Trinidad—Interlocking at ATSF crossing is remotely controlled by ATSF train dispatcher at La Junta, Colorado. Interlocking rules are in effect.

8. 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. BN form of train orders and clearances will be used and issued over signature of DRGW train dispatcher on eastward track.

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

Two main tracks in service.

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

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

Stop signs installed on North Main Track at MP 124.1 and on South Main Track at MP 124.3. Eastward trains must not leave these locations 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.

Stop signs installed against C&W and Commanche Power Plant tracks.

Westbound signal at MP 122.1 on North Main Track is a fixed approach to the ATSF Minnequa District at Salt Creek Jct. and will display aspect per Rule 501B.

Trains on North Main Track destined Commanche Power Plant will not be required to stop at stop sign MP 124.1.

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

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

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

 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 275(A) without permission or time limits from train dispatcher. Rules 275 and 276 are modified accordingly.

Signal governing trailing movement through hand thrown DRGW Junction switch is normally red and stop must be made. After stop is made, train or engineman will proceed to instrument house located adjacent to switch, operate push button and observe indicator light. If indicator light is on, reverse hand thrown DRGW Junction switch and governing signal will clear.

If indicator light does not light, movement must be made in accordance with Rule 275, and modified Rules 275 and 276, then wait two (2) minutes before lining hand thrown DRGW Junction switch for the route to be used, complying with Rule 104.

- 11. 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.
- 12. 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.

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

Walsenburg, Mayne, Lynn, Ludlow, Beshoar, Barela, Trinchere, Branson, Alps, Folsom, Des Moines, Grande, Grenville, and Royce, and other sidings in emergency when authorized by chief dispatcher and be governed by his instructions.

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

 If visibility prevents inspection of your train, the following will apply:

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

### 14. Special Conditions-

Lascar and Cedarwood—Westward sidings blocked with cars. Dispatcher Telephones—MP 135.0, MP 150.1, and MP 286.9.

- 15. Between Walsenburg and Texline—A member of crew on moving train, must when conductor and brakeman are on caboose, have a member of crew seated at conductor's desk at rear end of caboose at all times with spotlight turned on at night making inspection of track, watching for signs of equipment dragging, derailed cars, or any other dangerous conditions.
- Yard Limits—Continuous yard limits are in effect between MP 126.5 and Minnequa on South Main track, Salt Creek Jct. on North Main track.
- 17. ABS in effect—Between Trinidad and Walsenburg.
- CTC in effect—between MP 213.9 and MP 294.1 East siding switch Trinidad and East siding switch in Des Moines.

In C.T.C. Territory—The following switches are not equipped with electric lock and Rule 268(A) applies.

MP 286.7—Folsom West switch to Ballast Pit MP 286.9—Folsom East switch to Ballast Pit

19. The following Failed Equipment Detectors protect bridge, tunnels, or other structures—None.

Other Failed Equipment Detector locations-

Grenville---MP 319.0

### 20. Handling 80 Foot or Longer Cars-

(See All Subdivisions Items 3 and 4A.)

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

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

### Between Pueblo and Minnequa-

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

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

### Between Minnequa and Trinidad-

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

### Between Trinidad and Texline-

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

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

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

Cars weighing less than 50 ton, gross weight Flat cars with 1 loaded trailer

Flat cars with enpty trailers Flat cars with either loaded or empty containers.

### FORT WORTH DIVISION

(Estelline to Lubbock)

### FIFTH SUBDIVISION

1.	Speed Restrictions— Zone—Between	Maximum Speeds Permitted
	Estelline and Lubbock	
	Estelline and MP 298.0	
	Sterley MP 306.8	
	MP 313.1 and MP 314.9	20 MPH.
	Bridge 319.47	
	Bridge 335.9	25 MPH.
	MP 357.0 and MP 360.0	13 MPH.
	Bridge 357.33	10 MPH.
	Kitalou on Airport Port Spur Tra	ack 10 MPH.
	Through all turnouts, sidings, and	d yard tracks 10 MPH.

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

Item 5d not permitted.

Kitalou Airport Spur Track—Not more than 2 locomotives. Locomotives in Groups H and I not permitted.

- 3. Train Register Exceptions-None.
- 4. Clearance Provisions and Exceptions Rule 83(B)-

Trains departing stations on Third Subdivision enroute to Fifth Subdivision must secure second clearance at Childress addressed C&E \_\_\_\_\_\_ at Estelline.

Trains departing stations on Fifth Subdivision enroute to Third Subdivision must secure second clearance at initial station addressed to C&E \_\_\_\_\_ at Estelline.

- 5. Rule 99—when flagging is required distance will be 1.0 mile.
- 6. Sterley—Normal position of the switch at each end of the crossover west of the depot will be for movement through the crossover and all trains to and from Lubbock will leave and enter Plainview main track through this crossover.
- 7. Manual Interlocking-

8. Automatic Interlocking-

ATSF Crossing ...... 1 Mile West of Lockney.

9. Special Conditions-

Mile Post 289.5—Watch out for falling rocks.

Kitalou—East end siding out of service from east switch to 200 feet east of Air Base switch.

- Yard Limits—Continuous yard limits are in effect between MP 349.0 and Lubbock.
- 11. Handling 80 foot or longer cars—Between Estelline and Sterley, (See All Subdivisions Items 3 and 4A.)
- 12. Between Quitaque and South Plains-

A member of crew on moving train, must when conductor and brakeman are on caboose, have a member of crew seated at conductor's

### SPECIAL INSTRUCTIONS

desk at rear end of caboose at all times with spotlight turned on at night making inspection of track, watching for signs of equipment dragging, derailed cars, or any other dangerous conditions.

### FORT WORTH DIVISION

(Sterley to Dimmitt)

### SIXTH SUBDIVISION

1.	Speed Restrictions— Zone—Between	Maximum Speeds	Permitted
	Sterley and Dimmitt	absolute signals of	29 MPH.
	Plainview		15 MPH.
	Date Street crossing Plainview Y	ard	10 MPH.
	MP 366.2 and MP 367.0		10 MPH.
	Through all turnouts, sidings, an	d vard tracks	10 MPH.
	Item 1A, All Subdivisions, applie	a.	

- Bridge, Engine and Heavy Car Restrictions— Item 5d not permitted.
- 3. Train Register Exceptions-None.
- 4. Clearance Provision and Exceptions Rule 83(B)-

Plainview and Dimmitt—Trains must receive clearance when operator on duty.

Plainview—5:30 A.M. until 11:00 P.M. except Saturday and Sunday, 5:30 A.M. until 1:30 P.M. Saturday

Dimmitt-9:30 A.M. until 6:30 P.M. except Saturday and Sunday.

- Rule 99—Unless otherwise provided protection against following trains is not required. When required to flag, distance will be 1.0 mile.
- 6. Automatic Interlocking-

ATSF Crossing 2.7 miles east of Plainview.

### **FORT WORTH DIVISION**

(Valley Jct. to Abilene and Childress to Wellington)

### SEVENTH AND EIGHTH SUBDIVISIONS

Speed Restrictions— Zone—Between	Maximum	Speeds	Permitted
Eighth Subdivision Childress and	Wellington		20 MPH.
Bridge 246.5			10 MPH.
Seventh Subdivision Valley Jct. a	nd Abilene .		25 MPH.
Bridge 43.0			10 MPH.
Seymour MP 50.0 and MP 53.0			10 MPH.
Bridge 98.3			10 MPH.
Bridge 107.3			10 MPH.
Stamford MP 112.5 and MP 11	3.3		13 MPH.
MP 113.3 and MP 151.1			10 MPH.
Through all turnouts, sidings, and Item 1A, All Subdivisions, applies	l yard tracks	1	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Group I not permitted on either subdivision.

- 3. Train Register Exceptions-None.
- Clearance Provisions and Exceptions Rule 83(B)—
   Childress and Stamford—Trains must receive clearance.
   Valley Jct.—Rule 83(B) does not apply.
- 5. Rule 99—When flagging is required distance will be 1.0 miles.
- 6. Yard Limits-

Continuous yard limits are in effect between MP 112.0 and Abilene on Seventh Subdivision, and between Childress and Wellington on Eight Subdivision.

### FORT WORTH DIVISION

(Acme to Paducah)

### NINTH SUBDIVISION

l.	Speed Restrictions— Maximum Speeds	Permitted
	Acme and Paducah	30 MPH.
	Until engine over crossing Quannah Highway F.M.2640	10 MPH.
	MP 728.8 to MP 729.7	20 MPH.
	MP 739.0 to MP 739.1	10 MPH.
	MP 744,0 to MP 744.1	10 MPH.
	MP 744.4 to MP 744.5	10 MPH.
	MP 746.2 to MP 746.5	10 MPH.
	Through all turnouts, sidings and vard tracks	10 MPH.
	Item 1A. All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

 $\bf Acme-$  Do not put locomotive over hydraulic lift East and West spur track Georgia Pacific.

- 3. Train Register Exceptions-None.
- 4. Clearance Provisions and Exceptions Rule 83(B)-None.
- 5. Rule 99—When flagging is required, distance will be 1 mile. Between Acme and Paducah, unless otherwise provided, protection against following trains is not required.

RADIO INFORMATION			RADIO INFORMATION		
ALLIANCE DIVISION		COLORADO DIVISION			
Base Stations	Channel	Hours in Operation			
			Wayside Stations		
Alliance Disprs. Office	1	Continuous	Golden	1	7:00 am-11:00 pm
557! 3 - CA - 4!			Prospect	1	Continuous
Wayside Stations Mason	1	Continuous	Longmont	1	Continuous
Broken Bow	1	Continuous			7:00 am-11:00 pm Mon. thru Fri.
Anselmo	i	Continuous	Ft. Collins	1	7:00 am-4:00 pm
Halsey	i	Continuous	10.000000	•	Mon. thru Fri.
Seneca	1	Continuous	Cheyenne	1	Continuous
Whitman	1	Continuous	Chugwater	1	Continuous
Bingham	1	Continuous	Wheatland	1	8:00 am-5:00 pm
Alliance Yard	1 road	Continuous	II Cooch	•	Mon. thru Fri.
	2 yard forces 3 mechanical	Continuous	Horse Creek Leadville	1 1	Continuous
	4 Storehouse	Continuous Continuous	Leadville	1	8:00 am-5:00 pm Mon. thru Fri.
	4 Diesel Pit	Continuous	D / D / O / V / D D / / D / O V		Willia ting Fil.
Belmont	1	Continuous	RADIO INFORMATION		
Crawford	1	Continuous	FOR	T WORTH DIVISION	
Ardmore	1	Continuous	Base Stations	Channel	Hours in Operation
Edgemont	1 road	Continuous			-
Edgemont Newcastle	2 yard 1	Continuous Continuous	Ft. Worth Dispatcher's Office	1	24 hours attended
Upton	1	Continuous	Wayside Stations		
Donkey Creek	1	Continuous	Houston (RTC)	1	24 hours attended
Gillette	ī	Continuous	Tomball	1	7:30 am-4:30 pm Mon.
Cordero Mine	1	Continuous	Tomban	•	thru Fri.
Reno	1	Continuous	Dobbin	1	24 hours unattended
Bill	1	Continuous	Shiro	1	24 hours unattended
Casper	1	8:00 am-4:00 pm	North Zulch	1	7:30 am-4:30 pm Mon.
Bridger Jct. Tunnel No. 3	1 1	Continuous Continuous	37 1	_	thru Fri.
Guernsey	1 road	Continuous	Newby	1	24 hours unattended 24 hours attended
Guernsey	2 yard forces	Continuous	Teague Corsicana	1	8 am-5 pm Mon. thru
Torrington	1	Continuous	Corsicana	1	Fri.
Scotts Bluff	1	Continuous	Waxahachie	1	24 hours attended
Bridgeport	1	Continuous	Irving	1	24 hours attended
Sidney	1	Continuous	Decatur	1	7:00 am-3:00 pm Mon.
Lorenzo Sterling	1 1	Continuous Continuous	<b>.</b>	_	thru Fri.
		Continuous	Bowie Dickworsham	1	24 hours unattended 24 hours unattended
RADIO INFORMATION	•		Wichita Falls	1	24 hours attended
	COLORADO DIVISION		Vernon	î	8:00 am-5:00 pm Mon.
Base Stations	Channel	Hours in Operation			thru Fri.
		-	Quanah	1	24 hours attended
McCook Disprs. Office	1	Continuous	Childress	1	24 hours attended
Wayside Stations			Memphis	1	7:30 am-4:30 pm Mon.
Minden	1	Continuous	Clarendon	1	24 hours unattended
Holdrege	1	Continuous	Malden	1	24 hours unattended
Grant	1	8:00 am-4:30 pm	Amarillo	ī	24 hours attended
	a DC (	Tue. thru Sat.	Tascosa	1	24 hours unattended
0-1	2 DSA	Continuous	Dalhart	1	24 hours attended
Orleans Oxford	1 1	Continuous	Texline	1 1	24 hours attended
Cambridge	1	Continuous	Clayton	1	8:00 am-5:00 pm Mon. thru Fri.
Trenton	1	Continuous	Des Moines	1	Continuous
Benkleman	ī	Continuous		•	24 hours attended
Haigler	1	Continuous	Trinchere	1	24 hours unattended
Wray	1	Continuous	Trinidad	1	24 hours attended
Yuma	1	Continuous	Walsenburg	1	24 hours attended
Akron Brush	1 1	Continuous Continuous	Pueblo Denver	1	24 hours attended
Fort Morgan	1	8:00 am-4:30 pm	Denver Plainview	1 1	24 hours attended 5:30 am-1:30 pm Mon.
	-	Tue. thru Sat.	- 10211 TIOTI	•	thru Sat.,
Wiggins	1	Continuous			3:00 pm-11:00 pm
Keenesburg	1	Continuous			Mon. thru Fri.
Barr	1	Continuous	Lubbock	1	7:00 am-11:00 pm
Denver	1	Continuous			Mon. thru Sat.
	2 yard forces				

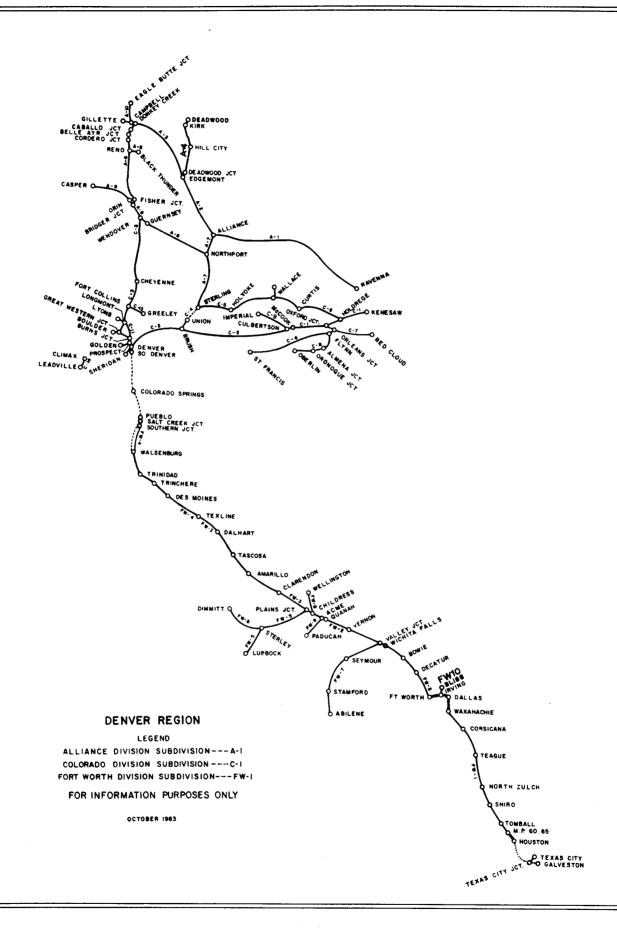
### CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer	St. Paul, Mn.
Dr. Robert D. Hart, Asst. Chief Medical Officer	St. Paul, Mn.

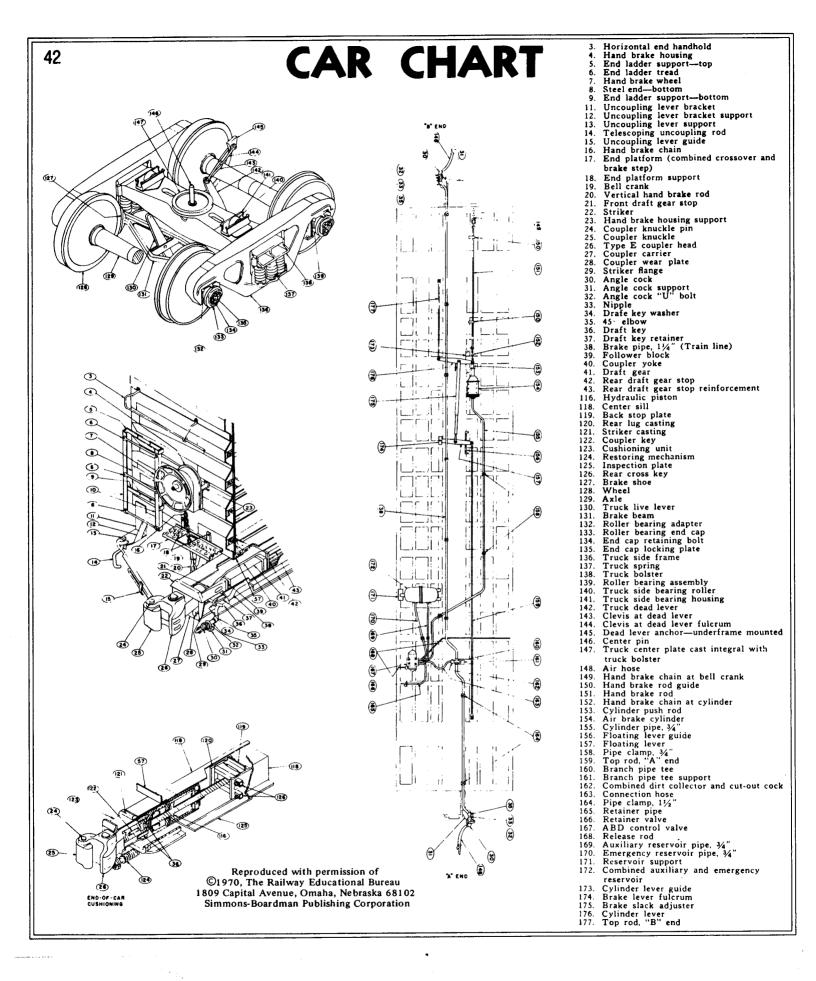
### MEDICAL EXAMINERS AND LOCAL SURGEONS

Alliance Medical Center	Dr. John J. Ruffing, Jr
Box Butte Medical Center	Dr. Robert E. Hurn
Copsey Clinic	Dr. W. W. Maercklein Holyoke
Dr. D. A. Frank Amarillo	Dr. T. R. Jacobson
Dr. Woolworth Russell Amarillo	Dr. Newton A. Kilgore Houston
Dr. A. G. Andrus	Dr. Frank F. Parrish Houston
Dr. Kenneth Stout	Dr. J. Kehoe & G. McAnelly Leadville
Dr. Ivan Terry Sanders Bowie	Dr. W. J. Mangold Lockney
Dr. Loren H. Jacobsen Broken Bow	Dr. J. C. Freudenburg Longmont
Dr. Robert L. Kulp Brush	Dr. J. T. Brown Loveland
Dr. H. B. Durham, Jr Casper	Drs. English & Hunt Lubbock
Dr. Robert D. Hanlon Chadron	Dr. Everett P. Stewart Lubbock
Dr. S. J. Giovale Cheyenne	Dr. J. E. Reed, Jr
Dr. Robert R. Kanard Cheyenne	
Dr. L. E. McGonigle	Dr. B. C. Jones
	Dr. John L. Batty McCook
Dr. Phillip M. Sharp	Dr. D. H. Morgan McCook
Dr. T. Wang	Dr. H. R. Stevenson
Dr. Wade Norman	Dr. D. F. Prince
Dr. Jack Fox	Dr. Lanny B. Reimer Newcastle
Dr. Jacobus J. Westenburg	Dr. Iffat Ali Oxford
Dr. P. G. Gibbs	Medical Center Clinic
Dr. R. Gordon	Dr. T. R. LenzPueblo
Dr. J. Kennedy Colorado Springs	Dr. D. Province
Dr. I. Schwab Colorado Springs	Dr. C. J. Smith
Dr. W. B. Mayfield Corsicana	Dr. Walter A. Brooks Quanah
Dr. Louis E. Gibson Corsicana	Dr. Carl L. Frank
Dr. Robert D. Bone Corsicana	Dr. E. J. Hawkins
Dr. Dennis R. Wicks	Dr. R. J. Fillion Sterling
Dr. John Valcik	Dr. R. W. Ludwick Sterling
Dr. Thomas K. Earley Denver	Dr. M. H. Karjeker Teague
Dr. John Q. Gallagher Denver	Dr. Jack R. Cox Teague
Dr. J. F. Prinzing Denver	Dr. Bill L. Halbert Teague
Dr. L. L. Retallack Denver	Dr. N. E. Graham
Drs. Mohler, Paunovich, & Walker Denver	Dr. Kayo Smith
Drs. Shpell & Schlager Denver	
Dr. B. H. Lee Dimmitt	Dr. C. H. Raye         Trinidad           Dr. S. Biber         Trinidad
Dr. A. K. Swaine	
Dr. E. J. Shrivanek Ennis	Dr. G. Jiminez
Dr. D. A. Skrivanek Ennis	Dr. F. Visconti
Dr. J. H. Keller Fairfield	Dr. Sally Febec
Dr. Joe D. Crossno Fairfield	Dr. L. R. Ricci
Dr. R. H. Pike Ft. Collins	Dr. John B. Hardin Vernon
Dr. R. N. Humphrey Ft. Collins	Dr. J. Lamme
Dr. H. Thode Ft. Collins	Dr. T. G. Estes
Dr. Paul E. Woodward Fort Morgan	Dr. Wm. H. Lindsey
Dr. W. P. Higgins, Jr Fort Worth	Dr. C. B. Jones
Dr. R. V. Price Fort Worth	Dr. W. Wilson
Dr. J. E. Taylor Gillette	Dr. E. G. Howshar
Dr. Paul Kauffman Gillette	Dr. James P. Lee
Dr. E. Bray Golden	Dr. C. H. Meares Wichita Falls
Dr. W. Mangum Greeley	Wichita Falls Clinic
Dr. Robert C. Smith	Dr. G. Sabin Windsor
<u> </u>	

Other physicians in the above offices are authorized to perform examinations.



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Attach Form 15907, Instructions for Handling Hazardous Materials, to this page.	
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# 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)	Damagiog Force
5	25 36
<b>1</b>	49
8	64
10	81 100

### **SPEED TABLE**

Time Per Mile		Miles Time Per Per Mile			Miles Per
Minutes	Seconds	Hour	Minutes	Seconds	Hour
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	2 3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	4 5	55.3	3	45	16.0
1	6	54.5	4		15.0
1	6 7 8	53.7	5		12.0
1	8	52.9	2 2 2 2 2 2 2 2 2 3 3 3 3 4 5 6 7		10.0
1	9	52.1	7	30	8.0
1	10	51.4	10		6.0

# MAINTENANCE OF WAY CONDITIONAL STOP

(Form Y Train Order)

The following forms of oral authorization by the foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Burlington Northern foreman calling Extra 232 East about Order No. (Form Y Train Order No.), over."

Engineer must respond, identifying his train as: "This is Burlington Northern engineer, Extra 232 East, over."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (Mile Post location and specify track involved) without stopping, over."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at \_\_\_\_\_\_ MPH, over" or "Proceed at normal speed, over."

These instructions must be repeated by the engineer.