

M. N. Armstrong - Supt. Maintenance of Way, Denver
E. C. Gallagher - Div. Maintenance Engineer, Denver

B. Hunter Jr. - Superintendent Operations, Denver

R. D. GORSAGE	Manager Operating Practices	Denver
A. P. HUSCHKA	Trainmaster	Denver
T. I. McCANN	Trainmaster	Denver
J. E. LUTZENBERGER	Trainmaster	Trinidad
.....	Trainmaster	Trinidad
L. TOMPKINS	Trainmaster	Greybull
J. W. HARTWIG	Trainmaster	Sterling
W. J. BELL	Trainmaster	Sterling
T. W. HAMILTON	Trainmaster	Cheyenne

J. B. Wright - Superintendent Operations, Gillette

.....	Terminal Manager	Gillette
D. D. HALL	Trainmaster	Gillette
K. E. ROBERTSON	Trainmaster	Gillette
W. H. JACKSON	Trainmaster	Gillette
A. W. MYDLAND	Trainmaster	Sheridan
G. B. FERRIS	Trainmaster	Sheridan
R. J. WOLFF	Trainmaster	Edgemont
P. B. SADAUSKAS	Trainmaster	Edgemont
.....	Trainmaster	Guernsey
L. W. TAYLOR	Trainmaster	Guernsey

DENVER YARD

J. T. Bickmore - Superintendent Terminal Operations, Denver

B. D. ANDREW	Asst. Supt. Terminal	Denver
R. J. LUEDDERS	Trainmaster-Terminal	Denver
R. F. LOUKOTA	Trainmaster-Terminal	Denver
J. H. WILLIAMS, JR.	Trainmaster-Terminal	Denver
R. E. NEWLUN	Trainmaster-Terminal	Denver
S. L. KETCHUM	Trainmaster-Terminal	Denver
K. W. REICHEL	Trainmaster-Terminal	Denver

ALLIANCE YARD

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

F. W. COMISKEY	Asst. Supt. Terminal	Alliance
E. F. HATZENBUHLER	Manager Operating Practices	Alliance
C. E. FOWLER JR.	Trainmaster-Terminal	Alliance
R. P. NEWHOUSE	Trainmaster-Terminal	Alliance
R. J. HARTZLER	Trainmaster-Terminal	Alliance
D. L. MAI	Trainmaster-Terminal	Alliance
L. R. DYVIG	Trainmaster-Terminal	Alliance
J. L. HARDY	Trainmaster	Alliance
R. A. SHREVE	Trainmaster	Alliance
R. B. ALLRED	Trainmaster	Scottsbluff

Dispatching Officers

D. W. HILL	Chief Train Dispatcher	Alliance
G. E. HALLER	Chief Train Dispatcher	Alliance
N. B. VANHOUDEN	Chief Train Dispatcher	Alliance
M. D. POTTHOFF	Chief Train Dispatcher	McCook



Printed in U.S.A.



DENVER DIVISION

TIMETABLE NO. 3

IN EFFECT AT 0001
Continental Mountain Time

Sunday
April 7, 1991

Including National Railroad Passenger Corporation (NRPC) Trains



Senior Vice President Operations
R. S. HOWERY

Vice President Transportation
W. A. HATTON

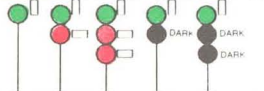





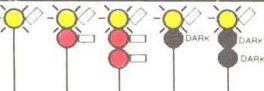



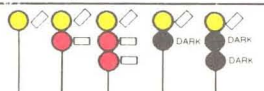

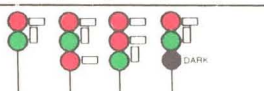

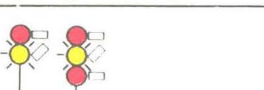





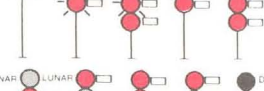

Division General Manager
R. H. NELSON

SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS

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




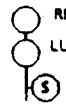





BLOCK AND INTERLOCKING SIGNALS

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

SPECIAL INSTRUCTIONS

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

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

GENERAL SIGNAL INSTRUCTIONS


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


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

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

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

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

ALL SUBDIVISIONS

1. Speed Restrictions

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

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

Maximum Speeds Permitted	
Freight trains up to 100 Tons/OB	60 MPH
Trains 100 Tons/OB and over	45 MPH
Empty coal trains	50 MPH

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

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

Maximum Speeds Permitted:	
On sidings	20 MPH
On tracks other than main tracks and sidings	10 MPH
Locomotives equipped with friction bearings	35 MPH
Light locomotive consist or caboose hop	50 MPH
Trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions	12 MPH

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99949	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars Except BN 979019-979024, BN 979026-979036	35 MPH	25 MPH
Air dump cars (loaded)	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars, except BN 961302-961361, BN 965846-965945 and cars with center bulkheads, unless conductor's wheel report, generated by computer, indicates there is no speed restriction. Timetable speed restriction will apply to cars not printed on wheel report or picked up en route	45 MPH	45 MPH
Empty flat cars: NP 62300-62949, NP 66100-66249	45 MPH	45 MPH
Empty gondolas designated: G1, G2, G3, G4, G5, G6, GC, GE, GF, GS, GS2, MGT and MG5 except BN 580400-580609	50 MPH	50 MPH

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

Maximum Speed of Locomotives

Refer to Rule 416 of the Air Brake and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking

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

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

2. Restrictions on Locomotives

The maximum number of coupled locomotives in a consist (including helpers) must not exceed 10.

The number of powered axles in a locomotive consist (including helpers) must not exceed 36, for either power or dynamic braking operation.

All locomotives in the head end or helper consist, equipped with multiple unit (MU) air and electrical connections must be connected for multiple unit operation.

Hauled-In-Tow

The number of locomotives hauled-in-tow, regardless of placement in train must not exceed two times the number of locomotives coupled for 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 or helper consist (hauled-in-tow) must have the Dead Engine Feature cut in and if possible be placed not more than 15 cars from the head end consist to ensure the brakes release.

Alignment Control Couplers or Bolster Stops

Foreign line locomotives and the following BN locomotives are not equipped with alignment control couplers or bolster stops:

5-585, 1000-1004, 1400-1438, 1966-1970, 6100-6237, 9900-9925.

Unless otherwise authorized, locomotives not equipped with alignment control couplers or bolster stops must be handled as follows:

Trains consisting of 15 cars, or less - No placement restrictions.

Trains consisting of more than 15 cars - Must have the rear locomotive equipped with an alignment control coupler or bolster stop if there are 18 or more powered axles in the locomotive consist and the trailing tonnage exceeds 5000 tons. When more than one locomotive not equipped with alignment control couplers or bolster stops is hauled-in-tow they must not be coupled together and must be placed no nearer than 5 nor more than 15 cars from the head end consist.

3. Manned Helper Operations

Locomotives used in helper service must be equipped with alignment control couplers or bolster stops. However, a single non-equipped locomotive may be used when placed between locomotives which are equipped.

When helpers shove on a caboose, employees are prohibited from occupying that caboose.

Helpers must not shove on a caboose equipped with friction bearings.

Helpers must not be used on the rear of trains handling empty 80 feet or longer equipment unless Individual Subdivision Special Instructions specify a safe buffer between such cars and the rear end helpers.

Unless Individual Subdivision Special Instructions specify otherwise, the following placement restrictions apply to helper operations:

Helpers of 6 powered axles or less - No placement restrictions apply.

Helpers of 12 powered axles or less - May be operated at the rear of the train either ahead or behind the caboose.

Helpers exceeding 12 powered axles must be cut into the train at a location which equals the tonnage rating of the helper consist. The train dispatcher will advise the conductor of the tonnage rating of the helpers, so the proper placement can be determined.

Not more than 24 powered axles can be used in helper service or in the head end consist when helpers are being used, unless helping a loaded coal train consisting entirely of grade "E" steel couplers.

Coal trains consisting entirely of grade "E" steel couplers may have 36 powered axles in the head end consist. If the helper consist has less than 24 powered axles they may shove on the rear of such trains. If the consist has 24 powered axles they must cut in ahead of the caboose.

The following coal cars are not equipped with grade "E" steel couplers:

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

3A. Locomotive Restrictions

Locomotive restrictions indicated in Item 2, Individual Subdivision Special Instructions, are based on locomotive axle count and, when necessary, locomotive weight. **Locomotive Information Chart** indicates maximum weight for each model. If actual weight cannot be determined, use weight shown in chart.

Locomotive Information Chart

Model	Axles	Horse-power	Maximum Weight (pounds)
SW1	4	600	198,000
SW9	4	1200	250,000
SW10	4	1000	250,000
SW12	4	1200	250,000
SW15	4	1500	262,000
NW12	4	1200	252,000
MP15	4	1500	261,000
F9, F9-2	4	2000	241,000
E9	6	2400	218,000
GP5	4	1350	243,000
GP9	4	1750	259,000
GP10	4	1800	260,000
GP15, GP15-1	4	1500	258,000
GP18	4	1800	248,000
GP20	4	2000	261,000
GP35	4	2500	262,000
GP38, GP38-2	4	2000	285,000
GP39, GP39-2	4	2300	261,000
GP40, GP40-2	4	3000	278,000
GP50	4	3600	275,000
SD9 (by unit numbers)			
6100 - 6126	6	1750	346,000
6127 - 6237	6	1750	326,000
6240 - 6247	6	1750	368,000
SD38, SD38-2	6	2000	391,000
SD40, SD40-2	6	3000	420,000
SD42	6	3000	415,000
SD60M	6	3800	401,000
B30-7	4	3000	275,000
B32-8	4	3200	270,000
B39, B39-8	4	3900	280,000
C30-7	6	3000	417,000
U30-B	4	3000	268,000
U30-C	6	3000	411,000

4. Equipment Restrictions

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

Outfit cars **EXCEPT** univans

Scale test cars **EXCEPT** BN 979019-979024 and BN 979026-979036.

Scale test cars BN 979004, BN 979006 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers	Locomotive cranes
Empty ribbon rail cars	Rear end only cars
Jordan spreaders	Rotary snowplows, wedge plows, dozers.

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

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

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

DODX 40000-40100 (Cars belonging to the Department of Defense) - Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

Loaded ribbon rail cars must not be:

1. Coupled to other cars except buffer cars. Buffer cars will be placed ahead of and behind ribbon rail cars at weld plant.
2. Handled in freight service with other cars.
3. Separated for maintenance or repairs unless under direct supervision of a roadmaster.

4A. Handling 80 Feet or Longer Cars

During either throttling or braking, trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer coupled to cars 50 feet or shorter in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

The tonnage chart distribution profile on the bottom of the wheel report designates cars 50 feet or less with an "S" and cars 80 feet or longer with an "L" in the LEN (length) category.

Individual platforms of multi-platform and stack cars are less than 50 feet in length. These cars must be considered a "short car" for the purpose of these restrictions.

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

4B. Multi-Platform and Stack Intermodal Cars

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

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

Description: Multi-Platform Cars

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

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

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

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

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

Description: Stack Cars

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

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

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

Yard Operation

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

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

Train Operation

When multi-platform or stack cars have any empty platform(s) and the trailing tonnage of the train does not exceed 4,800 tons, no placement restrictions apply. When trailing tonnage exceeds 4,800 tons, empty multi-platform or stack cars must be placed in the rear half of the train's trailing tonnage. When trailing tonnage exceeds 8,500 tons, empty multi-platform or stack cars must be placed in the rear fourth of the train's trailing tonnage.

Blocks of 20 or more loads (100 tons or more per car) must not be handled behind empty multi-platform or stack cars.

If helper locomotives are used to push trains with empty platform(s), the number of powered axles in the helper consist must not exceed 12.

5. Car Weight and Length Restrictions

Cars weighing:

- a. 177,000 pounds or less must be at least 35 feet long.
 - b. 177,001 to 220,000 pounds must be at least 38 feet long.
 - c. 220,001 to 263,000 pounds must be at least 44 feet long.
 - d. 263,001 to 286,000 pounds must be at least 52 feet long.
 - e. 220,000 pound ore cars 24 feet long (BN 95500-95891, 96044-96085).
 - f. 263,000 pound ore cars 35 feet long (BN 99000-99949).
- Weights indicated represent the maximum gross weight of a four axle car.

Length of car is measured from coupler face to coupler face.

Cars in categories **a**, **b**, **c** and **d** are permitted on all main tracks. **Exception:** Categories not permitted on a subdivision will be specified in Item 2 of that subdivision's special instructions.

Cars that are either heavier than these restrictions or are shorter than the minimum length specified for their weight class are not permitted without authority of division general manager.

Loaded ore cars in categories **e** and **f** are not permitted unless explicitly stated in Item 2 of Individual Subdivision Special Instructions.

Commodities loaded in cars other than those specified in categories **e** and **f** are subject to restrictions in categories **a**, **b**, **c** and **d**.

6. Federal Railroad Administration (FRA) Excepted Track

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

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

7. Air Repeater Operation

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

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

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

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

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air

repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

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

8. Dimensional and Special Shipment Restrictions

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

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

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 106(5) of the General Code of Operating Rules.

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

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

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

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

RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

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

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 11 ft. 6 in. wide loads.	KILOGRAM	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 12 ft. wide loads.	LIMA	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.	MIKE	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 8 in. wide loads.	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. wide loads.	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 4 in. wide loads.	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
GOLF	LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 8 in. wide loads.	QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
HOTEL	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.	ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.	SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
JULIET	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
		UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
		VICTOR	This shipment must not be detoured or rerouted without further clearances.
		WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

9. Trackside Warning Detector

Train Inspection

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

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

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

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

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

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

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

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

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

Trackside Warning Detector - Radio Reporter

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

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

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

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Detector out of service.
"... First hot box right side XXX"	Stop train; inspect near indicated axle.
"... First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
"... First hot wheel near axle XXX"	Stop train; inspect near indicated axle.
"... (No message or incomplete message)"	Stop and inspect entire train.
"... Excessive Alarms"	Stop and inspect entire train.

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

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

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

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

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

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

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

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

Trackside Warning Detector - Radio Tone

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

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

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

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

11. Commodities Insulating Track in CTC and ABS

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

12. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules, SECOND EDITION, effective October 29, 1989.

Air Brake and Train Handling Rules, Form 15338, Revised 10/1/90.

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

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

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

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

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

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

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

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

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

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

Definition - Restricted Speed - is changed to read:

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

Rule G - is changed to read:

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

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

Rule J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

Rule 2

CONTINENTAL TIME will be used for operating purposes.

Rule 3

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

Rule 6-explanation of characters:

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

Rule 10(E)-following paragraphs are added:

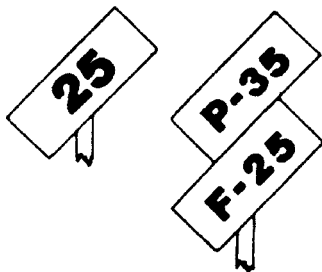
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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

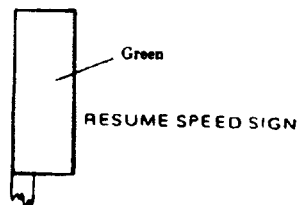
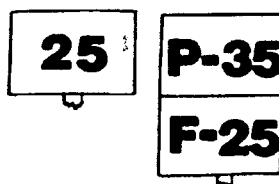
At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

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

ADVANCE WARNING SIGN



SPEED SIGN



NOTE:
Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers.

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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all trains.

Rule 25(A) - new rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking

devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

Rule 82 - following last paragraph is added:

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

Rule 84 - new rule added.

Rule 84. BACK UP MOVEMENT: A train may back up on the main track to pick up a member of the crew under conditions listed below. When movement is made under the following conditions, restricted speed does not apply. Such back up movement:

- (1) Is limited to the train's authority. Such authority may be in one direction or in both directions,
- (2) Must not enter or foul a private or public road crossing except as provided by Rule 103,
- (3) Must not be made into or within yard limits,
- (4) Must not exceed the train's length, and
- (5) Cannot be made unless permission has been obtained from the train dispatcher. Dispatcher must not grant permission when:
 - (a) Train location line-up is in effect in the limits affected.
 - (b) Other authority is in effect in the same or overlapping limits.

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

- (2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

Rule 102 - following new last paragraph is added:

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

Rule 103(P) - cancel third paragraph reading:

When a sign reading "OCCUPIED OUTFIT CARS" is attached to switch, or to cars, cars must not be coupled to or moved until occupants have been notified and permission given by the foreman or his representative.

Rule 104(M)(4) - second paragraph is changed to read:

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

Rule 153 - following paragraph is added:

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

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

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

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

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

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

Rule 351(C) - cancel second paragraph reading:

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

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



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

Rule 450(A) - new rule added.

450(A). CHANGE OF ENGINE: When necessary to change the address of a track warrant with only Item 16 checked, the identifying engine number may be corrected on verbal authority of the train dispatcher. Track warrant number may be changed when necessary as authorized by the dispatcher. Instructions received must be repeated to the dispatcher by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D		 BALTIMORE & ANNAPOLIS RAILROAD	
No. _____	Date _____	19__	
TO _____	AT _____		
_____	AT _____		
_____	AT _____		
_____	AT _____		
			
OK _____	COPIED BY _____	DISPATCHER _____	

Rule 620 - is changed to read:

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

Rule 627(5) - is changed to read:

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

14. INSTRUCTIONS FOR AGENTS, CONTROL OPERATORS, CLERKS/OPERATORS, BRIDGETENDERS Changes and Additions

Item 6-L - new item added.

L. When protection of occupied outfit cars is provided by control operator as prescribed by Rule 25(A)(2)(b), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6-M - new item added.

M. When protection of employee on, under or between rolling equipment is provided by control operator as prescribed by Rule 26(2)(c), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

15. Maintenance of Way Rules Changes and Additions

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

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

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

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

Rule J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99 of the General Code of Operating Rules. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

Rule 3

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

Rule 6 - explanation of characters:

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

Rule 25(A) - New rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words OCCUPIED CAMP CAR in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailling position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.


(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

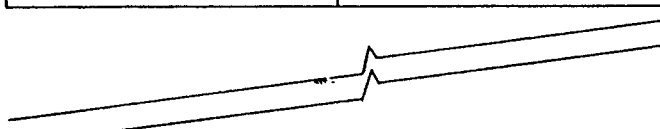
Track Warrant Form - Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

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



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

Form D U.S.A.

16. Safety Rules and General Rules Changes and Additions

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

Rule 181 - is modified as follows:

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

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

WORKMEN:

(No change)

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

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the

employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

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

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

Rule 299 - following paragraph is added:

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

Rule 336 m - added:

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

Rule 345 - following paragraph is added:

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

Rules 382 through 411 - are canceled. BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16404 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

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

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

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

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

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

To prevent access to the Facility:

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

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

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

Rule 564 - following paragraph is added:

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

Rule 565 - is changed to read:

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

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

Rule 566 - is canceled.

Rule 572 - is changed to read:

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

Rule 575(A) - added:

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

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

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

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

Rule 592 - is changed to read:

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

Rule 597 - is changed to read:

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

17. Automatic Cab Signals

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

18. Helper Behind Caboose

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

19. Trackman's Train Location Line-up

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

20. Certificate of Rules Examination

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

21. Dumping Toilets

Except when discharged into appropriate container, dumping of toilets from NRPC equipment is prohibited while:

- Passing through limits of Track Bulletin Form B.
- In Nelson Bennett, Seattle, Everett, Cascade and Flathead tunnels.

Train and engine crews will coordinate their efforts to ensure compliance. Train crews are responsible for notification of on board service personnel. Speed Sensor Override Switch must not be placed in **DUMP BELOW 25 MPH** position except when an employee is in attendance.

22. NRPC Stops

Except for emergency conditions or when required by rule, NRPC passenger trains will not make an unscheduled stop unless authorized by the train dispatcher.

23. Federal Railroad Administration Presumption of Impairment Notice

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

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

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

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

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

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

24. Procedures For State Drug and Alcohol Testing

BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA

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

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

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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

NOTE: For a test administered pursuant to Federal Railroad Administration (FRA) regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for CompuChem Laboratories P. O. Box 12652, 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652 ATTN: Clinical Receiving Dept., and a third for CompuChem Laboratories, Attention: Special Division 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652. The procedures for shipping the specimen to CompuChem Laboratories Special Division will be done in accordance with FRA regulations.

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

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

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

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

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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

25. Physical Examinations

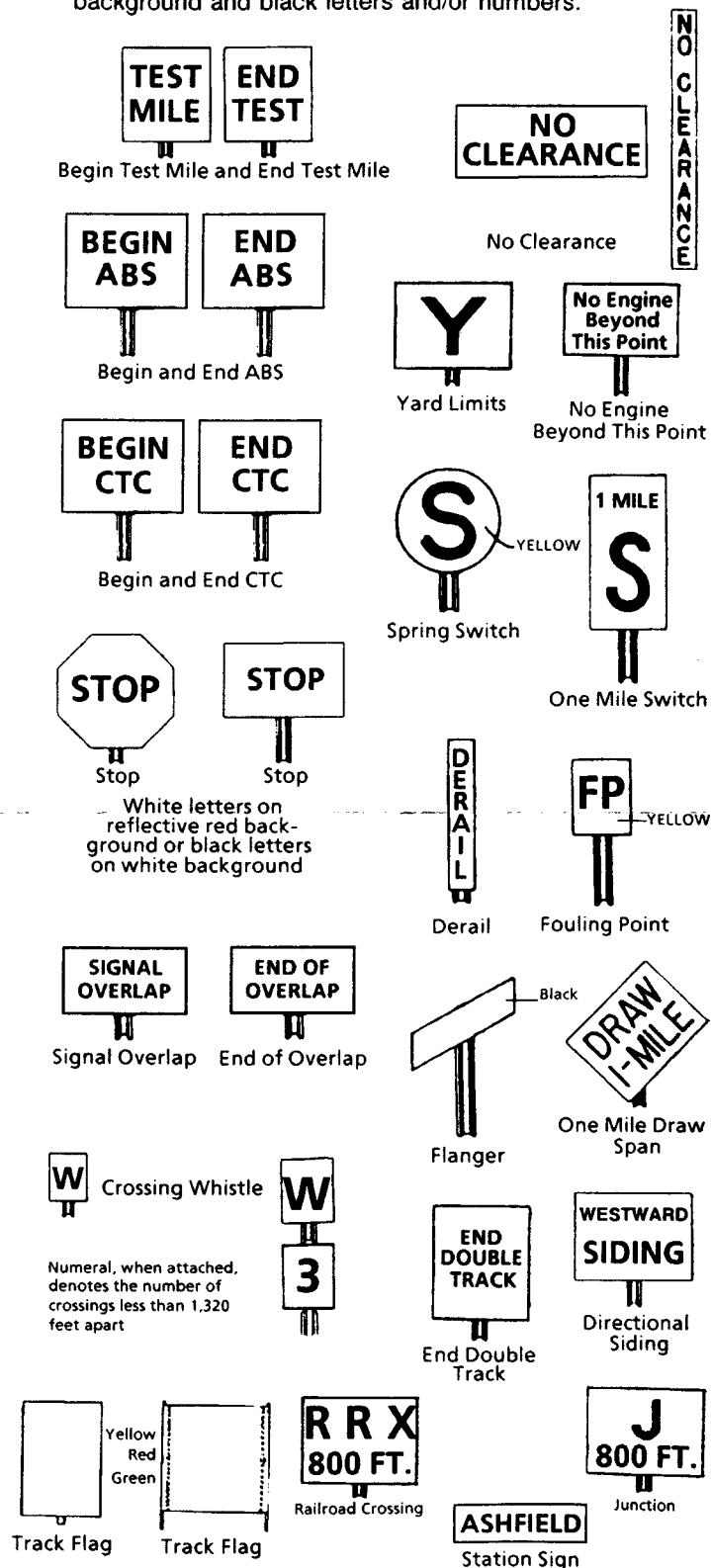
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

26. Division Instructions

See back of timetable for instructions that apply to all or most subdivisions of this division.

27. Roadway Signs-

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



28. Tonnage Profile Chart

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

TONNAGE CHART PROFILE OF TRAIN 808

15-JAN-91 22:42

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

b. STATION LBS MTYS TONS FEET

TOTALS 52 11 6452 3736 63 CARS 1 CABS 2 ENGS

c. 102 TONS/OP. BRAKE

d. TON

```

150 ..
140 ..
130 ..X          X XXXXX      XXXX X XX XXXXXX
120 ..X X      X          X XXXXXXXXXXX XXXX X XX XXXXXX X X X
110 ..X X      XX XXXXX    X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XX X XXX XXXX
100 EEX X      XX XXXXX X  X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXC
 90 NNX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXA
 80 GGX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXB
 70 ..X X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXX.
 60 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXXX X XX XXXXXXXXXXX XXXXXXXX XXXX.
 50 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX.
 40 ..X XX     XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX.
 30 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX.
 20 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX.

```

e. LEN

S S SSS SS

LL S

S

LL LSS

f. SPH

D*

D

**** ***** *

C=CAU D=DAN E=EXP H=HWI P=POG R=RM * =ALL OTHER SPHOLG CODES

NOTES:

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

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

Special Handling Codes shown on wheel report.

CCR	Customer Chassis Required	MRE	Mechanical Refrigeration
COM	Combustible	NPR	No Placard Required
CRO	Circus Ramp	ORM	Other Regulated Material
DAN	Dangerous	PBC	Perishable in Boxcar
DNH	Do Not Hump	POG	Poison Gas
EH	Excessive Height or Weight	RAM	Radioactive Material
	Not Being Handled as a	RE	Rear End
	Hi-Wide or Overload	RII	Rejected in Interchange
EPG	Explosives and Poisen Gas	RSS	Rail Surveillance Service
EXP	Explosives	R90	Rejected Interchange Rule 90
HFR	Home For Repair	SPD	Speed Restricted
HIV	High Value Load	Sxx	Speed in Miles Per Hour (xx is MPH)
HWI	High Wide	TSS	Tank Surveillance Service
INB	In Bond	UOS	Unload From One Side Only
MIC	Person in Charge of Car	ZIP	Expeditor Trains Only

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from Tex-line	EASTWARD
					Office Calls	Rule 6		
		40788	485	452.9	Z	TEXLINE	BKY	0
		40790		454.2		1.2		1.2
				347.2		SIXELA	Y	
						9.6		
	4,973,	40799		337.6		CLAYTON		10.8
						7.2		
	8,955	40807		330.4		ROYCE		18.0
						14.8		
	8,627	40825		315.6		GRENVILLE		32.8
						15.5		
	8,363	40837	477	300.1		GRANDE		48.3
						7.6		
	7,349	40844		292.5	MS	DES MOINES		55.9
						8.0		
	7,323	40854		284.5		FOLSOM		63.9
						12.2		
	7,587	40865		272.3		ALPS		76.1
						9.2		
	8,099	40874		263.1		BRANSON		85.3
						12.1		
	8,527	40886	477	251.0		TRINCHERE		97.4
						15.8		
	7,888	40903		235.2		BARELA		113.2
						15.0		
	8,126	40917		220.2		BESHOAR		128.2
						6.3		
	7,085	40924		213.9		EAST TRINIDAD	Y	134.5
						2.1		
		40924		211.8	DA	TRINIDAD	BIKY	136.6
						3.8		
	8,126	40924	477	208.0		WEST TRINIDAD	Y	140.4
						11.9		
	7,735	40939		196.1		LUDLOW		152.3
						6.4		
	8,078	40946		189.7		LYNN		153.7
						9.6		
	7,851	40957		180.1		MAYNE		168.3
						8.5		
	6,100	40965		171.6		WALSENBURG	JXY	176.8
						16.4		
		40981	477	154.7	DT	LASCAR	X	193.2
						11.5		
		40993		143.5		CEDARWOOD	X	204.7
						18.9		
	4,530	41013		124.8		SOUTHERN JCT.	JY	223.6
						2.3		
	4,235	41014		122.5	2MT	MINNEQUA	Y	225.9
						1.3		
				121.2		SALT CREEK JCT.	JY	227.2
						2.7		

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

41020	477	118.5		PUEBLO	J	TWC	229.9
				114.4			

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

41134	477	4.2	2MT	SOUTH DENVER	IJMY		344.3
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BN Radio Channel No. 1 in service Pueblo to Trinidad.
BN Radio Channel No. 2 in service Trinidad to Texline.
BN Radio Channel No. 2 in service at Commanche Power Plant.
Train Dispatcher Calls-Mt. Dora-42, Des Moines-43,
Trinchere-44, Trinidad-45, Walsenburg-46, Southern Jct.-47.

1. Maximum Speeds Permitted - Zone-Between

Freight

Texline and Southern Jct.	49 MPH.
MP 297.0 and MP 171.7 - Trains 100 Tons/OB and over.....	35 MPH.
MP 338.4 and MP 337.5	25 MPH.
MP 297.0 and MP 291.0	40 MPH.
MP 291.0 and MP 282.0	35 MPH.
MP 282.0 and MP 281.0	25 MPH.
MP 281.0 and MP 275.0	35 MPH.
MP 275.0 and MP 273.5	25 MPH.
MP 273.0 and MP 214.1	35 MPH.
Bridge 247.82 Trinchere, cars heavier than 263,000 lbs	10 MPH.
Bridge 240.87 Barela, cars heavier than 263,000 lbs.....	10 MPH.

MP 214.1 and MP 212.4	20 MPH.
MP 212.4 and MP 211.3	10 MPH.
MP 211.3 and MP 197.9	35 MPH.
MP 197.9 and MP 187.5	45 MPH.
MP 187.5 and MP 173.4	35 MPH.
MP 173.4 and MP 172.5	25 MPH.
MP 172.5 and MP 170.8	20 MPH.
Bridge 172.24 Walsenburg, cars heavier than 263,000 lbs	10 MPH.
MP 171.7 and MP 125.0 Westward Main Track	
Trains 100 Tons/OB and over.....	35 MPH.
Walsenburg-dual control switch	20 MPH.
Southern Jct. and Walsenburg (Eastward Track-DRGW).....	30 MPH.
MP 124.7 Commanche Power Plant	
Lead to Commanche Power Plant.....	10 MPH.
MP 124.8 and MP 124.3	10 MPH.
Southern Jct. and Salt Creek Jct. North Main Track	20 MPH.
Southern Jct. and Minnequa South Main Track	20 MPH.
Through turnouts and sidings at Des Moines, Alps, Trinchere, Beshoar, West Trinidad, Ludlow, Lynn, and Mayne	20 MPH.
All other turnouts and sidings	10 MPH.
MP 618.3 and MP 618.6 Between Pueblo Jct. and Pueblo Yard on ATSF	10 MPH.
Item 1A, Applies to loaded or empty C6 hoppers.	

2. Bridge and Equipment Weight Restrictions-

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

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

3. TWC Instructions-

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

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

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

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

Rule 405-In effect for trains at Trinidad, Pueblo and Texline.

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

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

6. Spring Switches-

Following Spring Switches not equipped with facing point lock:

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

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

7. Double Track-

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

8. Two Main Track-

At South Denver.

Between Southern Jct. and Salt Creek Jct.

North Main Track, Southern Jct. to Salt Creek Jct.-

Rule 93 in effect and authority for movement by ATM at Pueblo.

South Main Track, Salt Creek Jct. to Southern Jct. via Minnequa-

Rule 93 in effect Minnequa to Southern Jct. and authority for movement by ATM at Pueblo.

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

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

Westward signal at MP 122.1 on North Main Track is a Distant signal to the ATSF Minnequa District at Salt Creek Jct.

No. 4 track extending from MP 122.9 Minnequa to crossover east end of Minnequa Yard is known as Minnequa Siding.

Track just South of South Main Track extending from crossover East End Minnequa Siding to MP 124.2 is Southern Jct. Siding.

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

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

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

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

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

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

- 10. Twin Mountain Industry track** has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 13 feet from top of rail. The load tracks have an overhead clearance of 15 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 12 feet 6 inches from top of rail.

11. Loaded coal trains- May not be operated on the sidings at Clayton.

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

12. Rule 93-

MP 347.2 and MP 346.5

MP 213.9 and MP 208.0

MP 172.5 and MP 169.7

MP 125.0 and MP 121.1

MP 4.2 and MP 541.2 (Denver Div. 2nd Subdivision)

13. Handling 80 feet or Longer Cars-

(See All Subdivisions Items 3 and 4A.)

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

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

Between Pueblo and Minnequa-

Trains of greater than 3600 trailing tons must handle empty cars 80 feet and longer in the rear 3600 tons. Applies to South Main Track.

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

Between Minnequa and Trinidad-

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

Between Trinidad and Texline-

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

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

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

Cars weighing less than 50 ton, gross weight

Flat cars with 1 loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers.

14. Air Brake and Train Handling Rules-Rule 612(B) Additional Requirements:

Sidings at which requirements of ABTH Rule 612(B) must be exceeded are as follows:

Minimum of 20 on each end at:

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

15. Signal overlap-Between Walsenburg and Trinidad MP 171 and MP 211. Trains holding main track for meeting opposing trains must not pass signal overlap signs before arrival of opposing trains.**16. The following Track Side Warning Detectors protect bridge, tunnels, or other structures- None.****Other Track Side Warning Detector Locations-**

MP 184.7

MP 217.5

MP 245.1

MP 290.1

MP 319.0

17. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
40807 Royce backtrack	Royce	6	Both
40837 Grande backtrack	Grande	8	East
40844 Track #2	Des Moines	20	Both
40850 Twin Mountain	5.5 West of Des Moines	70	West
40854 Folsom backtrack	Folsom	6	Both
40865 Alps backtrack	Alps	3	Both
40874 Branson backtrack	Branson	10	Both
40886 Trinchere backtrack	Trinchere	10	West
40903 Barela backtrack	Barela	6	East
40917 Beshoar backtrack	Beshoar	15	East
40939 Ludlow backtrack	Ludlow	4	Both
40946 Lynn Spur	.5 East of Lynn	20	East
40957 Mayne backtrack	Mayne	6	East
40981 Lascar Spur	Lascar	5	West
40993 Cedarwood Spur	Cedarwood	5	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Sterling
	84081	21	115.1	ST	STERLING 23.5	0.0

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

	84105		138.6		UNION	J	23.5
	7,376	84109	141.2		NEW HILLROSE		26.1
			148.0		BRUSH JCT.	JT	32.9
					To East Brush .9		
					2.0		
N7,308 S7,112	20891		150.0	BU	BRUSH CENTER	BJKT	34.9
			454.9		1.5		
			456.5		WEST BRUSH		36.4
					1.5		
	20894		458.0		PAWNEE JCT.	J	37.9
					6.5		
6,220	20900		464.3		FT. MORGAN		44.4
					4.1		
7,920	20904		468.5		BIJOU		48.5
					10.5		
7,312	20915		478.9		WIGGINS	CTC	59.0
					10.1		
7,133	20924		489.1		CREST		69.1
					6.3		
7,048	20932		495.7		ROGGEN		75.4
					9.9		
7,101	20941		505.4		KEENESBURG		85.3
					7.6		
6,146	20949		513.0		HUDSON		92.9
					5.5		
7,191	20954		518.5		TONVILLE		98.4
					6.0		
7,613	20960		524.5		BARR		104.4
					7.4		
7,656	20968		531.7		IRONDALE		111.8
					4.9		
	20973		536.9		SAND CREEK	I	116.7
					4.3		
	20977		541.2	W	31st ST. YARD	BIKT	121.0
					0.3		
			541.5		23rd STREET	AJY	121.3
					0.6		
		135	542.1		19th STREET	IJXY	121.9
					0.3		
			542.5		CHERRY CREEK	Y	122.2
			0.3				
		477	2.2		SOUTH PARK JCT	JXY	124.1
					1.9		
	41134		4.2		SOUTH DENVER	IY	126.0

MP 506.0 and MP 506.7 60 MPH.
MP 535.3 and MP 537.2 (Eastward
trains headend only at 535.3) 40 MPH. 40 MPH.
Over UP crossing MP 537.3 30 MPH. 30 MPH.
MP 537.4 and signal MP 539.7 40 MPH. 30 MPH.
Signal MP 539.7 and signal MP 541.2 30 MPH. 15 MPH.
Signal 541.2 and 23rd Street Crossover
MP 541.7 10 MPH. 10 MPH.
Through turnouts off main track, coal 1
and 2 and south lead at 38th Street 20 MPH. 20 MPH.
Through Denver Union Terminal Limits 10 MPH. 10 MPH.
All crossovers 31st street and South
Denver 10 MPH. 10 MPH.
Trains leaving through turnouts of
controlled sidings 25 MPH. 25 MPH.
On siding Ft. Morgan 10 MPH. 10 MPH.

2. Bridge, and Equipment Weight Restrictions-

Items 5e and 5f may operate.

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

Sterling-Welsh elevator, Caboose track, Dago No. 1, and Dago No. 2

Brush Center-Oil track

Moseley-Stocktrack

Fort Morgan-South house track and Factory Lead

3. TWC Instructions-

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

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

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

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

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

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

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

Rule 350 (B):

Brush Center-MP 149.8 and MP 149.9.

Roggen- East end and West end of Elevator Track.

Eno- MP 529.4

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

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

8. Two Main Track-

Between 31st St. Yard and South Denver.

Two (2) Main Tracks will be in service from 31st Street to MP 4.2, South Denver. West Main Track will be designated as Main Track 1 inbound and East Main Track will be designated as Main Track 2 inbound.

1. Maximum Speeds Permitted -

Zone-Between	Passenger	Freight
Union and South Denver.....		60 MPH.
Trains 100 Ton O/B and over		50 MPH.
Empty coal trains		60 MPH.
Union turnout		15 MPH.
New Hillrose-Through turnouts and on sidings		25 MPH.
MP 149.5 and MP 149.9		20 MPH.
Brush Center and South Denver	79 MPH.	
East Brush and Brush Jct.	25 MPH.	25 MPH.
Crossover switch MP 150.0, MP 454.9 Brush Center	20 MPH.	20 MPH.
MP 454.9 and MP 456.5 Track #1	20 MPH.	20 MPH.

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

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

Close Clearance at Diesel Facility Fueling track.

Train and engine movement between 23rd Street and South Denver will be governed by Rule 93 under the jurisdiction of Yardmaster at 38th Street.

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

11. Federal Railroad Administration (FRA) Excepted Track All Subdivisions Item 6-Market Street Line between York Street and MP 6.15; Park Lead, Park Yard and Atlas Metal. South Denver Yards and Mississippi Tracks.

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

12. Rule 93-
BN MP 112.2 and UP MP 59.1
MP 541.2 and MP 4.2

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

Other Track Side Warning Detector Locations-

MP 426.6 MP 470.7 MP 494.1 MP 521.9

14. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
84109 Old Hillrose	3.8 west of Union	50	East
20894 Pawnee	1.0 west of Pawnee Jct.	370	East
20898 Moseley	4.1 west of Pawnee Jct.	68	West
20899 Excel	5.0 west of Pawnee Jct.	30	West
20901 Ft. Morgan Sugar Factory ..	Fort Morgan		East
20949 Rocky Mt. Rail Car8 east of Hudson		Both
20966 Eno	5.0 west of Barr	11	West
20970 Ladora	2.5 west of Irondale	27	West
20971 Commerce City	3.5 west of Irondale	35	East

W E S T W A R D	Length of Siding In, Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Third Street	E A S T W A R D
					Office Calls	Rule 6		
				0.3	THIRD STREET To Alliance 0.5	J	0.0	
				3.0	2.7 PRAIRIE	X	2.7	
				4.6	1.6 SOUTH ALLIANCE		4.3	
	8,745	32014		13.1	8.5 BONNER		12.8	
	7,132	32022		20.3	7.2 ANGORA		20.0	
		32034		33.8	13.5 NORTHPORT	JT	33.5	
				34.4	0.6 UP CROSSING To West Northport 0.7	IJT	34.1	
	7,400	84003	21	36.5	2.1 BRIDGEPORT	CTC	36.2	
	7,122	84011		44.2	7.7 ALDEN		43.9	
	7,342	84023		56.4	12.2 DALTON		56.1	
		84028		62.3	5.9 GURLEY		62.0	
	8,355	84035		69.2	6.9 HUNTSMAN	T	68.9	
		84042		75.4	6.2 NY SIDNEY		75.1	
	7,242	84050		83.0	7.6 LORENZO		82.7	
	8,995	84056		90.0	7.0 PEETZ		89.7	
	7,122	84067		98.3	8.3 BUCHANAN		98.0	
				112.1	13.8 EAST STERLING		111.8	
		84081		115.1	3.0 ST STERLING	BJKTY	114.8	

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

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

Train Dispatcher Calls-Alliance-70, Bridgeport-71, Huntsman-72, Peetz-73.

1. Maximum Speeds Permitted - Zone-Between

Freight

Third Street and Sterling:

MP 0.7 and MP 3.0-Sterling Main 25 MPH.

MP 3.0 and MP 112.2-Trains 100 tons O/B and over..... 50 MPH.

Over hand throw switches:

MP 1.0 20 MPH.

MP 3.2 Main 2 20 MPH.

Alliance Wye 10 MPH.

MP 24.4 and MP 30.2 35 MPH.

Over all UP Dual Control switches 15 MPH.

Union Pacific Transfer Track..... 10 MPH.

MP 33.7 and MP 34.4 25 MPH.

MP 34.4 and MP 36.8 35 MPH.

MP 49.5 and MP 56.0 35 MPH.

Through turnouts, beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches 25 MPH.

Item 1A, Applies to loaded or empty C6 hoppers in train.

2. Bridge and Equipment Weight Restrictions- None

3. TWC Instructions- None.

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

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

Two main tracks- MP 3.0 and MP 4.6.

Rule 350(B)-

Bonner Back Track Peetz Elevator Track

Alden Old Elevator Spur Ginther

Dalton Elevator Spur Ackerman

Bridgeport Dock Track UP Transfer

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

Engineer taking train from UP at Northport will assume the train has received a proper initial terminal air test by UP under run-through certified with FRA.

Before fouling UP main track at Northport, BN crew must contact UP Dispatcher at North Platte using UP channel 1 on UP locomotive or caboose on Digital Radio channel 2727. If contact cannot be established in this way, contact BN train dispatcher, Alliance.

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

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

At West Northport: Track connecting 3rd Subdivision to Union Pacific Main Line located at MP 34.29 is known as the "UP TRANSFER TRACK".

7. Rule 93-

BN MP 112.2 and UP MP 59.1

8. Alliance Terminal Radio Instructions:

- BN Channel 1: Main Line train movements, Dispatchers and emergencies.
 BN Channel 2: All Terminal Operations (except switch engines), arriving and departing trains, hostlers, taxis, air tests, yard CTC.
 BN Channel 3: Switch engines and carmen.
 BN Channel 4: Diesel Pit and Storehouse.

All radio transmissions between inbound/outbound trains and the Yardmaster or Diesel Tower will be handled on BN Channel 2 except in an emergency situation or as directed by the Yardmaster.

Inbound trains will switch from Channel 1 to Channel 2 after passing these respective points:

- From the East: MP 354.8 crossovers
 From the South: East Bonner
 From the West: East Berea

Outbound trains will switch from Channel 2 to Channel 1 after passing these respective points:

- To the East: Swepeco crossovers
 To the South: MP 4.6 (South Alliance)
 To the West: West Alliance

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

Other Track Side Warning Detector Locations-

- MP 39.4 MP 61.5
 MP 85.9 MP 104.5

10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
32007 Letan	0.2 west of South Alliance	60	Both
32022 Angora Elevator Trk.	Angora	93	Both
32034 U. P. Conn. Trk.	Northport		East
32028 Vance	6.1 west of Angora	40	East
84003 Bridgeport Trk. #1	Bridgeport	57	Both
84003 Bridgeport Trk. #6	Bridgeport	47	Both
84003 Bridgeport Trk. #19	Bridgeport	5	West
84003 Bridgeport Trk. #31	Bridgeport	114	East
84003 Bridgeport Trk. #16	Bridgeport	15	West
84028 Gurley Trk. #1	Gurley	45	Both
84035 Huntsman Wye Trk. to Sidney and Lowe R.R.	Huntsman		East
84042 Sidney Trk. #1	Sidney	39	Both
84042 Sidney U.P. Conn. Trk.	Sidney		West
84042 Sidney Trk. #7	Sidney	57	Both
84050 Lorenzo Trk. #1	Lorenzo	36	Both
84071 Padroni	6.0 west of Buchanan	35	East
84073 Ginther	7.8 west of Buchanan	6	West
84078 Ackerman	14.9 west of Buchanan	25	West

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from East Alliance	T E A S T W A R D
					Office Calls	Rule 6		
				364.4	2MT	EAST ALLIANCE X(2)	0.0	
		30364		365.6	J	1.2 ALLIANCE BKT	1.2	
				365.9		0.3 EMERSON	1.5	
				366.2		0.3 THIRD STREET J	1.8	
				369.1	2MT	2.9 WEST ALLIANCE	4.7	
9,860	30374			375.6		6.5 BEREa	11.2	
10,948	30383			384.6		9.0 HEMINGFORD	20.2	
	30399			400.3		15.7 MARSLAND	35.9	
				403.9		3.6 CROSSOVER 403.9 X(2) CTC	39.5	
				408.4		4.5 CROSSOVER 408.4 X	44.0	
10,227	30409			409.7		1.3 BELMONT X	45.3	
				419.8		10.1 CROSSOVER 419.8 X(2)	55.4	
	30422			422.9	2MT	3.1 CRAWFORD BX	58.0	
				423.1		0.2 CNW CROSSING IX	58.2	
				423.6		.5 CROSSOVER 423.6 X	58.7	
				425.5		1.9 CROSSOVER 425.5 X	60.6	
				432.8		7.3 CROSSOVER 432.8 X(2)	67.9	
	30436			437.3		4.5 JODER	72.4	
7,724	30449			450.3		13.0 ARDMORE	85.4	
14,167	30457			458.8		8.5 RUMFORD	93.9	
	30466			465.2		6.4 PROVO	100.3	
				466.9		1.7 CROSSOVER 466.9 X(2)	102.0	
				473.6		6.7 CROSSOVER 473.6 X(2)	108.7	
	30475			476.1	2MT MR	2.5 EDMONT BKT	111.2	

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

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

Train Dispatcher Calls-Alliance-20, Belmont-21, Crawford-22, Ardmore-23, Edgemont-24.

1. Maximum Speeds Permitted - Zone-Between

Freight

Alliance and Edgemont-

- Trains 100 Tons/OB and over..... 50 MPH.
 MP 365.6 and MP 366.2 10 MPH.
 Alliance Wye and moves via dog leg..... 10 MPH.
 MP 393.6 and MP 399.8 40 MPH.
 Through siding Belmont..... 25 MPH.
 MP 409.4 and MP 412.8 30 MPH.
 MP 412.8 and MP 414.1 20 MPH.
 MP 414.1 and MP 423.0 25 MPH.
 Over CNW Crossing 25 MPH.
 Br 452.14 & 453.73 Ardmore, cars heavier than 263,000 lbs 10 MPH.
 MP 466.7 and MP 469.4 (Both main tracks)..... 40 MPH.
 Through turnout MP 475.2 10 MPH.
 MP 469.4 and MP 475.8 45 MPH.
 Edgemont between east and west Highway crossings, head end of train 25 MPH.

Through turnouts:

Marsland MP 400.3	45 MPH.
Joder MP 437.3	35 MPH.
Provo MP 465.2	35 MPH.

Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches 25 MPH.

2. Bridge and Equipment Weight Restrictions-

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

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

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

Rule 350(B):

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

Moveable Point Frog-

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

A-Symmetrical Turnout-

Marsland	MP 400.3
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Dual Control Derail-

Belmont Siding	MP 408.4
Crawford Main 2	MP 423.1

6. Handling 80-feet or Longer Cars- (See Handling 80-feet or Longer Cars, All Subdivisions-Item 4A.)**7. Belmont-** Unoccupied caboose may be dropped over dual control switch in the HAND position after permission has been obtained from the Train Dispatcher. Rules 103(M) and 104 of the General Code of Operating Rules are modified accordingly.**8. Crawford-**

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

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

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

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

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

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

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

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

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

9. Alliance Terminal Radio Instructions:

BN Channel 1:	Main Line train movements, Dispatchers and emergencies.
BN Channel 2:	All Terminal Operations (except switch engines), arriving and departing trains, hostlers, taxis, air tests, yard CTC.
BN Channel 3:	Switch engines and carmen.
Bn Channel 4:	Diesel Pit and Storehouse.

All radio transmissions between inbound/outbound trains and the Yardmaster or Diesel Tower will be handled on BN Channel 2 except in an emergency situation or as directed by the Yardmaster.

Inbound trains will switch from Channel 1 to Channel 2 after passing these respective points:

From the East:	MP 354.8 crossovers
From the South:	East Bonner
From the West:	East Berea

Outbound trains will switch from Channel 2 to Channel 1 after passing these respective points:

To the East:	Swepeco crossovers
To the South:	MP 4.6 (South Alliance)
To the West:	West Alliance

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

MP 391.3	MP 454.6
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Dragging Equipment Detector-

MP 412.7-Main 1	MP 414.2-Main 2
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11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
30369 Ginn	1.2 west of West Alliance	22	West
30380 Nida	5.7 west of Berea	35	West
30383 Hemingford #1	Hemingford	37	East
30383 Hemingford #2	Hemingford	32	East
30390 Nonpareil	6.7 west of Hemingford	66	Both
30399 Marsland #1	Marsland	27	West
30422 Crawford #20	Crawford	24	Both
30422 Crawford #23	Crawford	30	East
30422 Crawford #1	Crawford	15	East
Crossover Switch at MP 425.5	2.6 West Crawford	6	East
30436 Joder #2	Joder	6	East
30466 Provo #2	Provo	15	East
30467 Area Wye	1.2 west of Provo	60	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS			Distance from Edge- mont	EAST WARD ↑	
					Office Calls	Rule 6				
		30475	4	476.1	2MT	MR	EDGEMONT	BK	0.0	
								0.6		
		30476		476.7			DEADWOOD JCT. To MP 3.0	TX	0.6	
				478.8		2.1				
						CROSSOVER 478.8	X(2)	2.7		
						5.5				
		30483		484.3		MARIETTA		8.2		
						11.5				
8,143		30494		495.8		DEWEY		19.7		
						11.3				
		30507		507.1		OWENS		31.0		
						2.9				
				510.0	2MT		CROSSOVER 510.0	X(2)	33.9	
							3.9			
		30514		513.9			SPENCER		37.8	
						5.4				
		30518		519.3		EAST NEWCASTLE		43.2		
						1.4				
		30519		520.7	NC		NEWCASTLE		44.6	
							0.8			
		30522		521.5			WEST NEWCASTLE		45.4	
						6.5				
8,146		30527		528.0		PEDRO		51.9		
						7.4				
8,296		30534		535.4		OSAGE		59.3		
						11.8				
		30546		547.2	2MT		EAST UPTON	CTC	71.1	
							0.9			
9,976		30548		548.1		RO			UPTON	72.0
							2.1			
		30550	550.2		WEST UPTON			74.1		
					1.5					
			551.6		CROSSOVER 551.6	X	75.6			
					0.4					
			552.0		CROSSOVER 552.0	X	76.0			
					4.2					
		30555	556.3		THORNTON		80.2			
					5.7					
		30562	562.0	2MT		KARA	85.9			
						5.0				
			567.0			CROSSOVER 567.0	X(2)	90.9		
					2.0					
		30568	569.0		MOORCROFT		92.9			
					7.5					
		30581	576.5	2MT		EAST ROZET	100.4			
						4.9				
			581.4			ROZET	X(2)	105.3		
					3.0					
			584.4		CROSSOVER 584.4	X(2)	108.3			
					2.4					
		30587	586.8		EAST DONKEY CREEK	JTX(2)	110.7			
					0.4					
		30587	587.2	2MT		WEST DONKEY CREEK	JT	111.1		
						0.4				
		30587	587.2			WEST DONKEY CREEK	JT	111.1		
					0.4					
		30588	587.6		EAST CAMPBELL	JTX	111.5			
					0.7					
		30588	588.3		WEST CAMPBELL	JT	112.2			
					3.0					
		30589	591.3		WYODAK		115.2			
					4.0					
		30595	595.3		EAST GILLETTE		119.2			
					1.9					
		30596	597.2	X	GILLETTE	BKTY	121.1			

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

Train Dispatcher Calls-Edgemont-24, Newcastle-31, Upton-32, Donkey Creek-33.

1. Maximum Speeds Permitted - Zone-Between

	Freight
Edgemont and Rozet- Trains 100 Tons/OB and over	50 MPH.
Edgemont between east and west highway crossings, head end of train	25 MPH.
MP 519.6 and MP 521.0	30 MPH.
Over Upton siding bridge 549.44	10 MPH.
MP 550.5 and MP 550.7 on Main 2	25 MPH.
Rozet and Campbell all trains	30 MPH.
MP 588.5 and Gillette	50 MPH.
Through turnouts	
Marietta MP 484.3	
Owens MP 507.1	
Spencer MP 513.9	
East Upton MP 547.2	
Thornton MP 556.3	
Kara MP 562.0	
Moorcroft MP 568.9	
East Rozet MP 576.5	35 MPH.
Through turnouts, beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	25 MPH.

2. Bridge and Equipment Weight Restrictions-

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

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

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

3. TWC Instructions- None.

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

5. CTC- in effect between Edgemont and Gillette.

Two Main Tracks:

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

Rule 350(B)

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

Moveable Point Frog-

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

6. Industrial Track-Trackage between Deadwood Jct. and MP 3.0 is industrial trackage. Rule 105 applies.

7. Rule 93-

MP 595.4 and MP 600.0

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

Other Track Side Warning Detector Locations-

MP 492.0 MP 516.5 MP 539.5 MP 573.8

9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
30483 Marietta Back Track	0.2 East of Marietta Switch	13	East
30494 Dewey Back Track	0.5 East of West Dewey	15	Both
30518 Newcastle Pass Track	0.5 East of East Newcastle	45	Both
30532 Energy Spur Track	0.9 East of East Osage		
	Switch	28	West
30534 Osage Power Plant Track	At East Osage Switch		Both
30534 Osage Chip Track	0.3 West of West Osage		
	Switch	20	Both
30541 Jerome	4.2 East of Upton	35	West
30548 Upton Back Track	0.6 West of East Upton		
	Switch	15	East
30549 Colloid	2.1 West of Upton	48	Both
30550 Bentley	At Crossover 551.6 Switch	38	East
30555 Thornton Back Track	At Thornton Switch	67	Both
	At West Back Track Switch	15	Both
30568 Moorcroft Chip Track (Back Track)	0.1 East of Moorcroft Switch	33	East
30568 Moorcroft Cement Plant Track (Stock Track)	0.8 West of Moorcroft Switch	29	Both
30581 Rozet Fertilizer Track	0.2 West of Rozet #3 Switch	15	East
30581 Rozet No. 3 Track	At Crossover Switch 584.4	158	East
30581 Rozet No. 4 Track	0.4 West of Rozet #3 Switch	158	East
	Between Rozet #3 & Donkey Creek #3	68	
30587 Donkey Creek No. 3 Track	At Crossover Switch 584.4	164	East
30587 Donkey Creek No. 4 Track	At Both Ends of Donkey #3	164	Both
	Minturn		
	Switch	55	Both
30589 Wyodak	2.2 West of West Campbell		Both
	Switch		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Gillette
				Office Calls	Rule 6	
7,852	30596		597.2	X GILLETTE	BKTY	0.0
				9.2		
8,965	30605		606.4	ORIVA		9.2
				15.0		
12,854	30620		621.4	ECHETA		24.2
				9.8		
12,587	30630		631.4	LARIAT		34.0
				16.9		
12,759	30647		648.0	KENDRICK		50.9
				12.5		
11,787	30659		660.5	CLEARMONT		63.4
				11.1		
12,744	30670		671.8	ULM		74.5
				14.7		
	30689		686.5	EAST DUTCH		89.2
				1.5		
12,883	30689		688.0	DUTCH		90.7
				1.1		
	30689		689.1	DUTCH CENTER		91.8
				1.3		
	30689	4	690.4	WEST DUTCH	JT	93.1
				8.2		
7,179	30697		698.6	SA SHERIDAN	BKT	101.3
				8.1		
	30705		706.3	KIEWIT		109.4
				8.2		
14,333	30713		714.9	RANCHESTER		117.6
				9.2		
7,100	30723		724.1	RK PARKMAN		126.8
				6.8		
7,065	30730		731.0	ABERDEEN		133.6
				19.4		
7,681	30749		750.2	GT LODGE GRASS		153.0
				9.9		
7,001	30759		760.1	BENTEEN		162.9
				15.0		
7,004	30775		775.0	DUNMORE		177.9
				17.6		
7,327	30791		792.7	ROWLEY		195.5
				21.3		
8,396	30812		813.9	ANITA		216.8
				11.9		
	30825		825.1	MORAN JCT. To Jones Jct. 1.4	J	228.7
				3.4		
	30828		829.3	HU HUNTLEY	J	232.1

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

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

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

1. Maximum Speed Permitted-
Zone-Between

	Freight
MP 599.8 and MP 615.1	45 MPH.
MP 615.1 and MP 615.4	35 MPH.
MP 615.4 and MP 619.5	45 MPH.
MP 619.5 and MP 620.0	45 MPH.
MP 638.2 and MP 646.0	45 MPH.
MP 650.0 and MP 651.3	45 MPH.
MP 667.0 and MP 676.2	40 MPH.
MP 676.2 and MP 696.6	50 MPH.
MP 696.6 and MP 700.2	25 MPH.
MP 704.3 and MP 707.4	45 MPH.
MP 783.7 and MP 783.8-Over Center Street west of depot with locomotive	40 MPH.
Freight Trains 100 Tons/OB and over without dynamic availability between:	
Parkman and Aberdeen	35 MPH.
Curve between MP 707.9 and MP 708.1	35 MPH.
Ulm and Clearmont	25 MPH.
Clearmont and MP 641.0	30 MPH.
MP 603.0 and Gillette	30 MPH.

Trains through turnouts and on sidings at following locations:

Clearmont, Lodge Grass,
Dutch, Ranchester, Parkman,
Aberdeen, Benteen, Anita
Oriva, Echeta, Lariat, Kendrick, Dunmore, Rowley 25 MPH.
All other sidings and turnouts 10 MPH.
All elevator and industry tracks 5 MPH.
Moran Jct. and Jones Jct. on connection track 10 MPH.

2. Bridge and Equipment Weight Restrictions-

Items 5c and 5d not permitted on the **Hardin North Line Spur** beyond MP 1.6 and **Fort McKenzie spur**.

Six axle locomotives not permitted on following tracks:

Sheridan-L-3 track beyond the switch to No. 109, **M** tracks beyond Grinell Street and City 2 track.

Fort McKenzie spur-Bridge 0.48 to end of track.

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

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

3. TWC Instructions-

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

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

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

4. Rule 99- Flagging distance against Westward trains is as follows:

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

Flagging distance against Eastward trains is 2.2 miles.

5. CTC- CTC in effect between Gillette and Huntley.

Rule 350(B)-

Reeves Concrete Spur
Reno
Ranchester Elevator Track
Back Track at Wynno

6. Restricted Clearance-

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

7. 1000 Mile Inspection Point-

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

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

8. Hardin North Line Spur-End of track MP 2.1. Car stop in place.

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

10. Rule 93-

MP 600.0 and MP 595.4

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

Other Track Side Warning Detector Locations-

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

12. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
30605 Oriva-Gas Track	Oriva	3	East
30628 Echeta-Back Track	Echeta	8	Both
30630 Lariat-Back Track	Lariat	8	Both
30640 Arvada	7.1 east of Kendrick	22	East
30647 Kendrick-Back Track	Kendrick	8	Both
30659 Clearmont-Stock Track	Clearmont Both	26	
30670 Ulm-Back Track	Ulm	5	Both
30678 Verona	8.0 west of Ulm	81	Both
30686 Arno	0.6 east of Dutch	11	Both
30692 Wakeley	5.6 west of Dutch	60	East
30705 Kiewit	Kiewit	210	Both
30707 Kleenburn	1.6 west of Kiewit	50	Both
30713 Ranchester-Elevator	Ranchester	12	East
30723 Parkman-Back Track	Parkman	12	East
30730 Aberdeen-Back Track	Aberdeen	12	Both
30736 Wyola	6.2 west of Aberdeen	7	West
30759 Benteen-Back Track	Benteen	7	East
30779 Reno	5.1 west of Dunmore	10	West
30782 Hardin	8.7 west of Dunmore	90	Both
30791 Rowley-Back Track	Rowley	6	East
30812 Anita-Back Track	Anita	6	West

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from North-port
				Office Calls	Rule 6	
	32034		0.0	NORTHPORT	JT	0.0
			0.4	WEST NORTHPORT To UP Crossing 0.7	JT	0.4
	32036		3.4	DEGRAW		3.4
			10.1	EAST BAYARD		10.0
	32046		11.8	BAYARD	T	11.8
7,182			15.9	BRADLEY		15.9
	32056		21.8	MINATARE		21.8
7,148			24.7	WINTERS		24.7
	32065		30.8	SB SCOTTSBLUFF	BKT	30.8
7,167	32072		36.8	JANE		36.8
	32074		40.2	MITCHELL	T	40.2
7,284			44.6	ENTERPRISE		44.6
	32080		46.5	MORRILL		46.5
	32088		53.7	HENRY		53.7
7,554			57.3	STUART		57.3
	32096		62.2	TORRINGTON		62.2
7,115			69.6	TEXAS		69.6
	32106		71.7	LINGLE		71.7
7,238	80.0		80.0	GRATTAN		80.0
	32116		82.0	FORT LARAMIE		82.0
			91.2	EAST GUERNSEY		91.2
	32129		95.0	GUERNSEY	BKTY	95.0
7,166	32133		100.0	STOKES		100.0

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from North- port
				Office Calls	Rule 6	
4,667	32137	5	103.3	WENDOVER	JT	103.3
			107.8	EAST CASSA		107.8
	32145		111.0	CASSA		111.0
			111.7	WEST CASSA	CTC	111.7
6,770	32153		119.6	GLENDO		119.6
7,329			122.0	ELKHORN		122.0
7,083	32162		129.2	BONA		129.2
			133.2	BRIDGER JCT.	J	133.2

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

BN Radio Channel No. 2 in service at Guernsey.

Train Dispatchers Calls-Bridgeport-71, Scottsbluff-81, Torrington-82, Wendover-91, Bona-68.

1. Maximum Speeds Permitted- Zone-Between

Freight

Northport and Bridger Jct.-	50 MPH.
Northport and Guernsey- Trains 100 tons/OB and over	50 MPH.
Northport Wye	25 MPH.
Bridge 87.69 East Guernsey, cars heavier than 263,000 lbs..	10 MPH.
MP 91.2 and MP 95.0	20 MPH.
Bridge 91.47 East Guernsey, cars heavier than 263,000 lbs..	10 MPH.
Guernsey-MT 1 and MT 2 through fuel pit area until entire movement clears the area	10 MPH.
Guernsey and MP 101.7	25 MPH.
MP 101.7 and MP 115.0	35 MPH.
MP 107.8 and MP 11.7 MT-2	25 MPH.
Bridge 109.22 Cassa, cars heavier than 263,000 lbs.	10 MPH.
MP 125.2 and MP 127.5	35 MPH.
Wendover-West and East Legs of Wye	10 MPH.
Glendo Siding	10 MPH.
Between eastward and westward absolute signals governing dual control switch at MP 103.5 when switch is lined for movement to and from the 11th Subdivision	10 MPH.
Through turnouts, beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	25 MPH.

2. Bridge and Equipment Weight Restrictions-

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

Bayard Factory Yard-Pulp track

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

Not more than one locomotive permitted on the following tracks:

Bayard-All Sugar Factory trackage except Storage 1 & 2

Minatare-Stock track

Mitchell-All Sugar Factory trackage except Main Line Storage 1 & 2

Lingle-Elevator track

3. TWC Instructions-

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

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

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

Two Main Tracks: MP 0.4 - MP 3.4 and MP 107.8 - MP 111.7.

Rule 350(B)

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

Moveable Point Frog-

East Elkhorn	MP 121.2
West Elkhorn	MP 122.7

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

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

Engineer taking train from UP at Northport will assume the train has received a proper initial terminal air test by UP under run-through certified with FRA.

Before fouling UP main track at Northport, BN crew must contact UP Dispatcher at North Platte using UP channel 1 on UP locomotive or caboose on Digital Radio channel 2727. If contact cannot be established in this way, contact BN train dispatcher, Alliance.

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

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

8. Rule 93-

MP 91.2 and MP 96.2

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

Other Track Side Warning Detector Locations-

MP 20.5	MP 82.9
MP 42.3	MP 131.0
MP 65.9	

10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
32034 Northport Back Track	Northport	57	Both
Heldt	2.7 west of Scottsbluff	15	West
32046 Bayard Trk. Siding	Bayard	103	Both
32046 Bayard So. Back Track	Bayard	26	West
32046 Bayard Sugar Factory	Bayard	139	West
West Wye Trk.			
32046 Simplot Spur	0.1 east of Bayard	3	East
32047 Mitchell North Siding	Mitchell	122	Both
32047 Mitchell Trk. to serve Sugar Factory	Mitchell	157	East
32056 Minatare Siding	Minatare	113	Both
32056 Kelly Bean Spur	1.0 west of Minatare	5	West
32056 Minatare North House Trk.	Minatare	39	Both
32080 Morrill So. Ind. Trk.	Morrill	34	East
32080 Morrill No. House Trk.	Morrill	74	West
32088 Henry Back Trk.	Henry	61	West
32096 Torrington So. Ind. Trk.	Torrington	17	East
32096 Torrington Fert. Trk.	Torrington	13	East
32096 Torrington No. Siding	Torrington	52	West
32106 Lingle Back Trk.	Lingle	78	Both
32116 Ft. Laramie Back Trk.	Ft. Laramie	35	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS		Distance from Bridger Jct.
				Office Calls	Rule 6	
			133.2	BRIDGER JCT.	J CTC	0.0
5,628	32167		134.4	1.2 ORIN	Y	1.2
6,334	32182		148.8	14.4 DOUGLAS		15.6
6,000	32192		158.6	9.8 ORPHA		25.4
4,063	32205		171.5	12.9 CLAYTON		38.3
5,492	32212		178.2	6.7 GLENROCK		45.0
	32236		202.2	24.0 CS CASPER	BKY	69.0
5,726	32247		213.0	11.1 BISHOP		80.1
4,100	32257		223.9	10.6 BUCKNUM		90.7
5,661	32275		241.5	17.6 POWDER RIVER		108.3
3,616	32286		252.5	10.7 LOX		119.0
6,840	32294		260.4	8.3 ARMINTO		127.3
3,660	32307		273.8	13.5 MADDEN		140.8
4,249	32318		284.1	10.1 LYSITE	TWC	150.9
3,928	32325		290.4	7.1 GATE		158.0
	32338		303.9	13.4 SHOBON	JY	171.4
6,884	32339		304.0	0.5 BONNEVILLE	Y	171.9
5,027	32349		314.7	10.8 PIPER		182.7
4,345	32358		323.2	8.0 DORNICK		190.7
2,687	32366		331.7	8.7 MINNESELA		199.4
4,750	32370		336.0	4.4 THERMOPOLIS		203.8
3,290	32377	5	343.1	7.1 LUCERNE		210.9
3,622	32382		348.0	4.9 KIRBY		215.8
2,117	32388		353.6	5.5 CHATHAM		221.3
3,650	32394		359.9	6.3 PULLIAM		227.6
3,516	32403		368.4	8.5 WORLAND		236.1
1,082	32411		376.7	7.8 DURKEE		243.9
3,464	32422		387.2	11.1 MANDERSON		255.0
3,078	32431		396.2	8.9 BASIN		263.9
2,534	32438		403.9	7.8 B GREYBULL	BKY	271.7
4,192	32450		415.3	11.5 SPENCE		283.2
3,696	32456		422.0	6.6 HIMES		289.8
3,654	32466		431.7	9.8 KANE		299.6
4,894	32476		441.7	9.9 LOVELL		309.5
4,440	32481		447.2	5.4 COWLEY		314.9
4,075	32487		452.9	5.8 DEEVER		320.7
4,780	32493		458.9	6.3 FRANNIE	JTY TWC	327.0
2,033	32500		465.2	6.1 WARREN		333.1
5,613	32511		476.1	10.8 WADE		343.9
				10.7		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS		Distance from Bridger Jct.
				Office Calls	Rule 6	
2,323	32521		486.8	EAST BRIDGER		354.6
5,000	32528		493.7	6.9 FROMBERG		361.5
3,152	32534	5	499.6	5.9 EDGAR	TWC	367.4
5,291	32541		506.1	6.5 SILESIA		373.9
	30855		515.6	9.5 KD LAUREL	JY	383.4

BN Radio Channel No. 2 in service Bridger Jct. to Laurel.
Dispatcher Radio Mobile Calls-Douglas-61, Glenrock-64, Casper-53, Powder River-46, Dornick-54*, Thermopolis-52, Copper MT.-51, Greybull-52, Himes-52, Frannie-55*, Laurel-53.

1. Maximum Speeds Permitted - Zone-Between

	Freight
Bridger Jct. and Laurel	49 MPH.
Bridger Jct. and Laurel-Trains 100 Tons/OB and over	30 MPH.
MP 224.0 and MP 367.7	30 MPH.
MP 367.7 and MP 368.8	25 MPH.
MP 368.8 and MP 378.9	40 MPH.
MP 392.0 and MP 413.6	30 MPH.
MP 413.6 and MP 414.2	25 MPH.
MP 414.2 and MP 415.3	30 MPH.
MP 415.3 and MP 422.0	40 MPH.
MP 422.0 and MP 423.4	30 MPH.
MP 423.4 and MP 425.0	10 MPH.
MP 465.2 and MP 491.0	30 MPH.
MP 498.1 and MP 498.4	40 MPH.
MP 501.4 and MP 501.6	30 MPH.
MP 515.0 and MP 515.6	10 MPH.
All sidings	10 MPH.

Item 1A, All Subdivisions applies to loaded or empty C6 hoppers.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Not more than one six axle locomotive permitted on the following tracks:

Worland-Crown Cork and Seal Track
Himes-Georgia Pacific trackage

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

4. Rule 99- Flagging distance is 2.0 miles.

5. CTC- In effect at Bridger Jct.

6. Rule 93-

MP 133.2 and MP 136.0
MP 196.4 and MP 204.4
MP 303.8 and MP 306.0
MP 402.6 and MP 406.5
MP 457.2 and MP 459.7-Between 1001 until 1601 Monday through Friday
MP 514.2 and MP 515.6

7. Restricted Clearance-

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

Warren-Close clearance on south side of Industry track at Industry Building, and at the (2) Limestone Tipples.

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

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

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

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

Other Track Side Warning Detector Locations-MP 153.5.

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
32167 Orin Long X-Over To CNW.....	Orin	28	Both
32182 Douglas Equip. Trk.	Douglas	16	Both
32207 Dave	1.6 west of Clayton	120	East
32370 Thermopolis Trk. So. Siding	Thermopolis	70	Both
32400 Geddes	5.3 west of Pulliam	17	West
32403 Worland So. Siding	Worland	32	Both
32403 Worland East House Trk.	Worland	39	Both
32403 Worland West House Trk.	Worland	32	Both
32405 Coors	2.5 west of Worland	28	Both
32431 Basin Back Trk.	Basin	12	Both
32440 Magnet Cove	2.2 west of Greybull	112	Both
32446 Stucco	7.7 west of Greybull	50	Both
32468 Baroid	2.0 west of Kane	70	Both
32473 Quality	7.0 west of Kane	24	Both
32476 Lovell West Pass	Lovell	79	Both
32476 Lovell So. House Trk.	Lovell	35	Both
32479 Sage Creek Spur	2.4 west of Lovell	9	East
32493 Frannie No. Siding	Frannie	56	Both
32500 Warren So. Pass	Warren	59	Both
32523 Fromberg House Trk.	Fromberg	40	Both
32534 Edgar No. Trk.	Edgar	64	Both
32534 Edgar So. Trk.	Edgar	34	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Frannie
	32493		0.8	FRANNIE	JTY	0.0
1,668	86514		14.5	GARLAND		14.5
1,742	86519	330	19.5	POWELL		19.5
1,911	86525		25.5	RALSTON	TWC	25.5
	86542		42.7	CODY	BKTY	42.4

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

Dispatch Radio Mobile Call - Frannie - 55*

1. Maximum Speeds Permitted-Zone-Between

Freight

Frannie and Cody	25 MPH.
Powell-Leading car or engine over Main Street Crossing	10 MPH.
Cody-Leading car or engine over road crossing opposite Husky Refinery	10 MPH.
All sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted on the following tracks:

Cody-Tracks No. 8-15, Roundhouse No. 2, Pullman and Main track west of MP 42.5.

O'Donnell-Siding.

3. TWC Instructions-

TWC is in effect between Frannie and Cody.

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

5. CTC- None.

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

7. Rule 93-

MP 0.7 and MP 1.4

MP 40.6 and MP 42.7

8. Industrial Tracks and Other Tracks-

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS		Distance from Bridger Jct.
					Office Calls	Rule 6	
			186	127.3	BJ BRIDGER JCT.	J	0.0
				126.2	1.1 ORIN JCT.	J	1.1
				123.6	2.6 FISHER JCT.	J	3.7
				123.2	0.4 EAST FISHER		4.1
				120.3	2.9 WEST FISHER		7.0
				117.7	2.6 SHAWNEE JCT.	J	9.6
				107.3	10.4 EAST WALKER		20.0
				102.4	4.9 WEST WALKER		24.9
	33182			93.2	9.2 EAST BILL		34.1
				87.9	5.3 CROSSOVER 87.9	X	39.4
				85.5	2.4 EAST CNW JCT.	JX	41.8
				82.7	2.8 WEST BILL		44.6
				80.8	1.9 WEST CNW JCT.	J	46.5
				72.5	8.3 EAST LOGAN		54.8
				67.7	4.8 CROSSOVER 67.7	X	59.6
	33160			65.4	2.3 CONVERSE JCT.	J	61.9
				63.0	2.4 WEST LOGAN		64.3
	33158			62.4	0.6 EAST NACCO	T	64.9
	33158			62.2	0.2 NACCO WYE JCT. To North Antelope 4.7	J	65.1
	33158			62.0	0.2 WEST NACCO	T	65.3
	33142			52.3	9.7 EAST RENO		75.0
	33142			47.3	5.0 CROSSOVER 47.3	CTC	80.0
	33142			43.0	4.3 CROSSOVER 43.0	XT	84.3
	33142			42.1	1.1 CROSSOVER 42.1	XT	85.4
	33142			40.6	1.5 WEST RENO		86.7
13,395	33131			31.4	9.2 ANTELOPE		95.9
	33125			26.5	4.9 EAST COAL CREEK	T	100.8
	33125			26.2	0.3 COAL CREEK JCT. To Coal Creek 2.1	J	101.1
	33125			25.9	0.3 WEST COAL CREEK	T	101.4
				24.5	1.4 SUNEDCO JCT.	J	102.8
			23.8	0.7 EAST CORDERO JCT. To Cordero 2.2	J	103.5	
			21.1	2.7 WEST CORDERO JCT.	J	106.2	
14,200			19.2	1.8 HAIRE		108.1	

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS		Distance from Bridger Jct.	EAST WARD ↑
					Office Calls	Rule 6		
		33117		17.4	ROJO JCT. To Caballo Rojo 0.7	JT	109.9	
		33117		17.3	0.1 WEST ROJO	J	110.0	
		33115		16.4	East BELLE AYR JCT. To Belle Ayr 1.8	J	110.9	
			186	15.4	1.0 East CABALLO JCT.	J	111.9	
		33114		14.9	0.5 West CABALLO JCT. To Caballo 0.4	J	112.4	
				14.7	0.2 CROSSOVER 14.7	XJ	112.6	
				8.2	6.5 CROSSOVER 8.2	X	119.1	
		30587		0.0	8.2 DONKEY CREEK	J	127.3	

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

Train Dispatcher Calls-Walker-62, Bill-63, Logan-67, Reno-65,
Coal Creek-66.

1. Maximum Speeds Permitted- Zone-Between

Freight

Bridger Jct and MP 15.5.....	45 MPH.
MP 15.5 and Donkey Creek.....	25 MPH.
Through turnout Donkey Creek and both legs of Wye	25 MPH.
North American Car Corporation at Bill all tracks	10 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	25 MPH.
Nacco Jct. to North Antelope and Rochelle Mines	20 MPH.

2. Bridge and Equipment Weight Restrictions-

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

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

3. TWC Instructions- None.

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

5. CTC- in effect between Bridger Jct. and Donkey Creek.

Two Main Tracks:

MP 0.0 - MP 15.7	MP 82.7 - MP 93.2
MP 40.6 - MP 52.5	MP 102.4 - MP 107.3
MP 63.0 - MP 72.6	MP 120.3 - MP 123.3

Rule 350(B)-

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

6. All coal Mines-Trains will notify Train Dispatcher before leaving mine property.

7. North Antelope Mine (NACCO Jct.)- Trains will load counterclockwise and stop short of light-weight scale until advised of loading instructions. DO NOT EXCEED 10 MPH while on loop tracks.

Coal Creek-Trains will load counterclockwise and stop short of light-weight scale until advised of loading instructions. All trains will weigh empties inbound and loads outbound at not to exceed 2 MPH.

Cordero-Empty hopper trains approaching Cordero Mine will stop short of scale until advised by mine personnel the track scale is ready for operation, and loop assignment.

All trains approaching Cordero Loop tracks will weigh empties inbound and loads outbound on the weigh in motion scale at a speed not exceeding 3 MPH, loading counter clockwise.

Trains will be directed by mine personnel as to which loop track train will load and as to loading speed. Trains will load counter-clockwise.

Caballo Rojo Mine (Rojo Jct.)-Trains will load clockwise and stop short of loop track switch until advised of loop assignment. Trains are to stop short of light-weight scale before entering silos in order to obtain Pacesetter and loading instructions.

8. Belle Ayr- Hopper trains approaching Belle Ayr Mine will stop short of scale, and request permission to proceed over scales. Mine personnel will advise speed of operation.

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

Empty hopper train personnel approaching Belle Ayre will be governed by instructions from mine. Trains must receive permission from coal plant control room before entering silo structure.

9. Caballo- Hopper trains approaching Caballo Mine will stop short of dirt crossing 500 feet east of silos. Permission and loop assignment must be received from mine personnel before proceeding.

A sign located 400 feet east of silos reads "Start of Scale-2 MPH."

A sign located 400 feet west of silos reads "End of Scale-Resume Loop Speed."

Trains will be directed by mine personnel as to loading speed. Trains will load clockwise.

10. Rochelle-Trains will load clockwise and will stop short of light weight scales until advised by mine personnel to proceed.

11. South Antelope Mine (Converse Jct.)-

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

12. Between Shawnee Jct. and West Caballo Jct.-

CNW Trains and Engines will be governed by BN timetable and General Code of Operating Rules.

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

Other Track Side Warning Detector Locations-

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

14. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
West Walker Back Track	0.7 East of West Walker	36	Both
Transico Rail Serv. Co.	1.0 East of CNW	124	Both
33182 East Bill Set-out Trk.	3.0 West of East Bill	5	Both
33182 West Bill Set-out Trk.	0.5 West of East CNW	5	Both
33162 West Logan Spur Trk.	3.0 West of East Logan	5	East
33162 West Logan Back Trk.	0.4 West of West Logan	5	Both
North American Car	0.1 east of Bill	124	Both
Rochelle	4.7 from Nacco Jct.		Loop
North Antelope	4.7 from Nacco Jct.		Loop
33142 Reno Back Trk.	0.2 East of Crossover 42.1	36	Both
Western Gas Processors(Ind. Trk.)	2.0 East of East Antelope	48	Both
33131 Antelope Back Trk.	1.2 East of West Antelope	5	Both
33029 Coal Creek	2.1 east of Coal Creek Jct.		Loop
33024 Cordero	2.7 west of W. Cordero Jct.		Loop
Caballo-Rojo	0.7 from Rojo Jct.		Loop
33018 Belle Ayr	1.8 west of E. Belle Ayr Jct.		Loop
33114 Caballo	0.4 West of West Caballo Jct.		Loop
33108 White Tail Back Trk.	At Crossover 8.2	8	West

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv MAIN LINE STATIONS		Distance from Denver U.D.	EAST WARD
					Office Calls	Rule 6		
		41137		0.0	Denver UD	BIJK	0.0	
				0.8	23rd STREET	AY	0.8	
		84301		1.0	PROSPECT JCT. To Golden 15.3	IJXY	1.0	
		41140		3.4	UTAH JCT.	IJY	3.4	
		41141		4.5	CLEAR CREEK	TY	4.5	
	9,777	41151		14.0	BROOMFIELD To Lafayette 7.7		14.0	
	3,948	41168		27.3	BOULDER	Y	27.3	
	4,449	41180		43.6	LONGMONT To Barnett 9.0	BJTY	40.3	
	1,920	41186		49.2	HIGHLAND		46.0	
	2,548	41191		54.5	BERTHOUD		51.2	
	4,079	41197		60.7	LOVELAND		57.4	
		41211		74.4	FT. COLLINS To LaPorte 4.6 To Greeley 24.8	JTUY	71.1	
	7,295	41213	476	76.5	NORTH YARD	BKY	73.3	
	7,216	41228		91.7	BULGER		88.4	
		41233		96.7	PLATTE RIVER JCT.	J	93.4	
	4,988	41236		99.6	NORFOLK		96.4	
	3,942	41249		113.0	SPEER		109.7	
		41256		119.4	CHEYENNE	BKTY	116.1	
	8,562	41276		138.8	FEDERAL		135.8	
	3,921	41289		152.4	HORSE CREEK		149.1	
	4,634	41294		157.0	ALTUS		153.7	
	4,011	41307		170.0	LAMBERT		166.8	
	8,182	41325		188.7	CHUGWATER		185.4	
	3,942	41339		202.6	BORDEAUX		199.3	
	5,832	41351		214.3	WHEATLAND	B	211.2	
		41357		220.5	MOBA JCT.	J	217.2	
	4,660	41367		230.6	DWYER		227.7	
	8,235	32137		240.8	WENDOVER	JTY	237.5	

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

BN Radio Channel No. 2 & No. 3 in service at Denver Yard.

Train Dispatcher Mobile Call In-Longmont-31, Berthoud-32,
Ft. Collins-31, Cheyenne-34, Horse Creek-35, Chugwater-36 and
Wheatland-37.

1. Maximum Speeds Permitted- Zone-Between

	Freight
Denver UD and Wendover	49 MPH.
Trains 100 Tons/OB and over	30 MPH.
All sidings	10 MPH.
Through Denver Union Terminal Limits	10 MPH.
Denver Union Station and Utah Jct. Main Track	10 MPH.
Pepper Packing Plant railroad crossing on Jersey Cut Off in Denver Yard	5 MPH.
MP 13.7 and MP 26.2	30 MPH.

MP 45.8 and MP 49.8	40 MPH.
MP 58.3 and MP 62.0	25 MPH.
Westward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7	15 MPH.
Eastward trains from MP 74.7 until lead locomotive has passed Prospect Street MP 72.8	15 MPH.
MP 96.8 and MP 99.0	40 MPH.
MP 110.1 and MP 110.6	30 MPH.
MP 130.4 and MP 132.0	40 MPH.
MP 143.0 and MP 146.0	40 MPH.
MP 146.0 and MP 165.7	30 MPH.
MP 206.5 and MP 211.5	30 MPH.
MP 213.5 and MP 217.5	40 MPH.
MP 219.0 and MP 220.5	25 MPH.
MP 227.0 and MP 238.0	30 MPH.
MP 239.5 and MP 240.8	10 MPH.
All coal trains through Main Track Switch at MOBA	10 MPH.
East and West Legs of Wye Wendover	10 MPH.

Prospect Jct. to Golden

Prospect Jct. and C&S Jct. over dual control switch at MP 2.0 on D&RGW RR	20 MPH.
Utah Jct. on D&RGW RR over failed equipment detector and Interlocking Plant	25 MPH.

Broomfield and Lafayette

Switch point Derrail MP 17.8. Normal position will be in the Derailing position, except when in use.	10 MPH.
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Longmont and Barnett

Longmont and Barnett	10 MPH.
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Ft. Collins and LaPorte

Ft. Collins and LaPorte	10 MPH.
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Ft. Collins and Greeley

Ft. Collins and Greeley	20 MPH.
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2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted on the following tracks:

Between Fort Collins and Greeley, La Porte and Fort Collins, Long-
mont and Barnett, Burns Jct. and Lafayette

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

Six axle locomotives in excess of 350,000 lbs not permitted on
following tracks:

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

Six axle derricks not permitted Broomfield and Lafayette or between
Longmont & Barnett

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

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

3. TWC Instructions-

TWC is in effect between Utah Jct. and Wendover.

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

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

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

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

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

5. CTC-None.

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

MP 0.0 and MP 6.5.
MP 26.2 and MP 32.1.
MP 41.3 and MP 45.8.
MP 72.8 and MP 80.2.
MP 117.6 and MP 122.6
MP 238.0 and MP 240.7

- 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. Permission from DRGW Train Dispatcher to hand operate crossover switch at Utah Jct. From BN to DRGW.

- 8. Denver-** Train and engine movement between 23rd Street and South Denver (on Denver Division 2nd Sub.) will be governed by Rule 93 under the jurisdiction of Yardmaster at 38th Street.

Close Clearance at Diesel Facility Fueling Track.

- 9. Prospect Jct.-** All movements from DUT on the Buck Main to Utah Jct. on the main track will be under control of 31st Street Yardmaster.

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

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

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

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.

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 Operator will contact D&RGW Train Dispatcher 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.

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

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

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

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

- 11. Arvada-** Within the city limits of Arvada, if for any reason a train will be blocking any public roadway crossing for more than 5 minutes at a time, notify the Yardmaster 31st Street immediately.

31st Street Yardmaster will call the Arvada Police Department, phone number 424-5556, requesting traffic control assistance and advising possible duration that the crossing will be blocked.

- 12. Broomfield-** Westward trains that will be at Broomfield thirty (30) minutes or longer will remain 500 ft. from the fouling point at the West switch.

- 13. Boulder-**

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

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

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

- 14. 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.

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

- 16. 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.

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

See All Subdivisions Items 3 and 4A.

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

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

Between Bordeaux and Cheyenne, between Boulder and Broomfield-

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

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

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

Cars weighing less than 50 ton, gross weight
Flat cars with 1 loaded trailer
Flat cars with empty trailers
Flat cars with either loaded or empty containers.

- 18. 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.

- 19. Rawhide Power Plant-**

The following speed restrictions apply:

Entering switch on BN Main Track to Rawhide Lead	
Switch	20 MPH.
Rawhide Lead Switch to Dumper	10 MPH.
Through Dumper until train is released	2 MPH.
Dumper to Rawhide Lead 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.

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

If train indicator signals do not display a PROCEED indication when train movement is within 100 feet of said crossing, movement must be protected by flagman.

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

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

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

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

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

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

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

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

- 23. FRA Excepted Track-Lafayette Line** between Burns Jct. MP 15.8 and MP 22.17: Black Hollow-At North yard; Longmont to Barnett MP 38.38-MP 47.15. See All Subdivisions Item 6.

22. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
C&S Jct.	3.8 west of Prospect Jct. on D&RGW track		
89309 Horton (Columbine Glass & Container Systems)	9.6 west of Prospect Jct.	21	East
89311 Terrill	9.6 west of Prospect Jct.	25	East
89310 Sweetners	10.5 west of Prospect Jct.	17	East
89311 Mount Olivet	11.8 west of Prospect Jct.	17	Both
89313 Ball Metals	12.5 west of Prospect Jct.	10	West
89313 Boise	12.6 west of Prospect Jct.	14	West
Coors Bulk Plant	12.8 west of Prospect Jct.	17	West
Coors End Plant	13.2 west of Prospect Jct.	29	West
89316 Golden Depot	15.3 west of Prospect Jct.	39	Both
41141 Western Paving	Clear Creek	35	Both
41142 Birko Chem	1.9 west of Utah Jct.	11	East
41143 Westminster	2.8 west of Utah Jct.	12	Both
41147 Homestead House	7.1 west of Utah Jct.	8	West
84315 Burns Jct.	1.3 west of Broomfield		
84322 Lafayette	7.7 west of Broomfield	23	Both
41155 Rocky Mtn. Ind. Park	4.7 west of Broomfield	20	East
41161 Valmont	11.5 west of Broomfield	6	West
41163 Atwell	12.4 west of Broomfield	17	Both
41172 IBM	4.6 west of Boulder	90	East
84344 Western Spur	6.5 west of Longmont	40	Both
84347 Medberry	7.7 west of Longmont		
84347 Barnett	9.0 west of Longmont		
41192 Champion Home Builders	1.3 west of Berthoud	6	East
41207 McClellands	9.2 west of Loveland	5	West
41211 Union Mfg. Co.	1.3 west of Ft. Collins	37	West
41214 Black Hollow Spur	3 west of North Yard	40	East
41216 Busch Spur	3.3 west of North Yard	50	Both
41222 Wellington	11.3 west of Ft. Collins	10	East
41224 Dixon	13.1 west of Ft. Collins	58	East
89507 U. S. Steel	6.3 west of Ft. Collins	8	East
89512 Windsor	19.4 west of Ft. Collins	10	Both
89515 Kodak	21.8 west of Ft. Collins	34	West
89519 Farmers	26.3 west of Ft. Collins	20	Both
89525 Greeley	31.7 west of Ft. Collins	30	Both
41257 Warren Missile Base	2.4 west of Cheyenne	60	East
41268 Silver Crown	12.0 west of Cheyenne	30	East
41299 Farthing	5.7 west of Altus	40	West
89753 Murke Spur	0.5 west of Horse Creek	99	East
41334 Slater	9.0 west of Chugwater	22	Both
41357 MOBA	5.8 west of Wheatland West		
	Track No. 1	104	Both
	Track No. 2	15	West
	Track No. 3	17	West
	Track No. 4	34	East
	Track No. 5	24	East
	Track No. 6	18	Both
	Track No. 7	20	Both
	Track No. 8	8	West
	Track No. 9	120	East

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

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Call- Reno-65.

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

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

2. Bridge and Equipment Weight Restrictions- None.**3. TWC Instructions- None.****4. Rule 99- When flagging is required, distance will be 1 mile.****5. CTC- in effect between Black Thunder Jct. and Reno.****6. Black Thunder and Jacobs Ranch-**

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

7. Industrial Track- Trackage between Black Thunder Jct. and Black Thunder and Jacobs Ranch is considered industrial track, Rule 105 applies.**8. All Coal Mines- Crews must advise mine personnel whether or not they have a caboose before arrival. Trains must notify train dispatcher before leaving mine property.****9. Industrial Tracks and Other Tracks-**

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance from Campbell
				Office Calls	Rule 6	
	30588		0.0	CAMPBELL	JT	0.0
			0.5	EAST FORTIN	X	0.5
7,650			2.1	WEST FORTIN		2.1
	33303		3.0	CLOVIS POINT JCT. To Clovis Point 1.6	J	3.0
	33306		6.0	FT. UNION JCT. To Ft. Union 1.0	J	6.0
			7.9	Dry Fork To Dry Fork 0.7	J	7.9
	33309		9.5	EAGLE BUTTE JCT. To Rawhide 1.7 To Eagle Butte 4.5 To Buckskin 6.6	J	9.5

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

Train Dispatcher Call- Donkey Creek-33.

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

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

2. Bridge and Equipment Weight Restrictions- None.**3. TWC Instructions- None.****4. Rule 99- When flagging is required, distance will be 2 miles.****5. CTC- in effect between Campbell and Eagle Butte Jct.****6. Industrial Track- Tracks between Clovis Point Jct. and Clovis Point, between Eagle Butte Jct. and Rawhide, Eagle Butte Jct. and Eagle Butte, Eagle Butte Jct. and Buckskin, Ft. Union Jct. and Ft. Union is considered industrial track, Rule 105 applies.****7. Clovis Point- Hopper trains approaching Clovis Point will stop at loop track switch and receive permission to proceed by radio from Mine personnel and will load clockwise.**

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

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

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

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

9. Eagle Butte- Trains will advise mine personnel their manifest number and if their train has a caboose. Trains will not proceed over scales until permission has been obtained from mine personnel and loading speed designated.**10. Buckskin- Hopper trains approaching Buckskin will stop short of scale and receive permission to proceed from mine personnel over scale not to exceed 1 MPH. Loading will be counter-clockwise with the loadout operator directing loadout speed.****11. Ft. Union- Hopper trains approaching loadout area will stop and be directed by mine personnel when to proceed. The loading direction will be clockwise.****12. All Coal Mines- Trains must notify Train Dispatcher before leaving mine property.****13. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
33303 Clovis Point	1.6 west of Clovis Point Jct.	140	Loop East
	Clovis Point Stub Trk.		At Clovis Point Jct. Switch
33306 Ft. Union	1.4 west of Fort Union Jct.	140	Loop
	Dry Fork	140	Loop
33309 Eagle Butte	4.5 west of Eagle Butte Jct.	140	Loop
33308 Buckskin	6.6 west of Eagle Butte Jct.	140	Loop
	Buckskin Siding		Both
33312 Rawhide	1.7 west of Eagle Butte Jct.	140	Loop

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS		Distance from Dutch
				Office Calls	Rule 6	
	30689		0.0	DUTCH	JT	0.0
			14.7			
6,660	33218		14.7	DECKER	Y	14.7
	33228		22.6	NERCO		22.6

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

Train Dispatcher Calls- Dutch-71, Decker-70.

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

	Freight
Dutch and Nerco	30 MPH.
Dutch-On west leg of Wye	25 MPH.
On east leg of wye to west crossover at Dutch Center	25 MPH.
MP 14.7 and MP 16.6	10 MPH.
Loop Track West Decker	10 MPH.
Loop Track East Decker	5 MPH.
Loop Track - Nerco	10 MPH.
Loading speed will be 0.5 MPH.	

2. Bridge and Equipment Weight Restrictions-

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

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

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

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

4. Rule 99- Flagging distance is 2.0 miles.**5. CTC-** in effect between Dutch and MP 14.7.

Rule 350(B)- Countant Creek.

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

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

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

The main track switch to East Decker Loop Track located at MP 14.6, the outbound switch at West Decker located at MP 14.74 and main track switch to Nerco located at MP 14.8 have no designated normal position.

7. Nerco- The Loop Track has the capacity to hold two coal trains, and the normal position for the Loop Track Switch is for an outbound movement. Verbal authority must be received from the tipple operator before trains move under tipple. Tipple operator will bring out the Nerco radio for the conductor's use while loading. Trains will load counterclockwise.**8. 1000 Mile Inspection Points-**

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

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

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

9. Rule 93-

MP 14.5 and MP 16.3

10. All Coal Mines- Trains must notify Train Dispatcher before leaving mine property.**11. Industrial Tracks and Other Tracks-**

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

LINE SEGMENT NUMBERS**YARD LINE SEGMENTS**

Line Segment	Yard
483	South Park Jct-Sheridan
494	Denver West Side Line
496	Jersey Cut Off
717	Greybull
739	Sheridan
760	Pueblo Welding Plant
890	Alliance
891	Alliance Shop
892	Edgemont
893	Guernsey
894	Casper
896	Scottsbluff
897	Newcastle
901	38th to 31st Street
903	Prospect Jct.
904	Market Street Line
905	Rice Yard
907	Sterling
908	Brush
952	Gillette

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
166	Rawhide Spur	9.5 to 12.9
167	Eagle Butte Spur	9.5 to 14.1
168	Buckskin Spur	9.4 to 17.3
171	Ft. Union Spur	6.0 to 8.5
172	Caballo Rojo Spur	17.5 to 23.0
173	Coal Creek Spur	0.0 to 5.8
175	North Antelope Spur	62.1 to 69.8
179	Burns Jct.-Lafayette	14.9 to 26.0
179	Longmont-Barnette	35.6 to 47.2
181	Deadwood Jct.-MP 3.0	0.6 to 3.0
187	Wallace-Sutherland	0.0 to 17.5
189	Belle Ayr Spur	14.8 to 20.0
190	Cordero Spur	21.1 to 24.7
191	Black Thunder Jct.-Jacobs Ranch	2.9 to 9.2
193	Black Thunder Spur	2.9 to 7.3
194	Caballo	14.6 to 20.8
196	Clovis Point Spur	3.0 to 6.2
308	Moran Jct to Jones Jct	0.0 to 1.5
314	Decker Mine	14.7 to 17.8
317	East Decker Mine	14.4 to 20.3
320	Nerco	22.6 to 28.7
480	Ft. Collins-Laporte	74.4 to 79.0
481	Ft. Collins-Greeley	74.4 to 98.8
482	C&S-Golden	4.9 to 14.4
495	Black Hollow Jct.-Black Hollow	77.1 to 79.5

BALLAST PITS

Line Segment	Yard
750	Sheridan
899	Guernsey

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Alliance Disprs. Office	1	Continuous
McCook Disprs. Office	1	Continuous
Wayside Stations		
Alliance Yard	1 road	Continuous
	2 Terminal Opr.	Continuous
	3 Swt Eng. & Carman	Continuous
	4 Storehouse	Continuous
	4 Diesel Pit	Continuous
Belmont	1	Continuous
Crawford	1	Continuous
Ardmore	1	Continuous
Edgemont	1 road	Continuous
Edgemont	2 yard	Continuous
Newcastle	1	Continuous
Upton	1	Continuous
Donkey Creek	1	Continuous
Gillette	1	Continuous
Cordero Mine	1	Continuous
Reno	1	Continuous
Bill	1	Continuous
Casper	2	8:00 am-4:00 pm
Bridger Jct.	2	Continuous
Tunnel No. 3	1	Continuous
Guernsey	1 road	Continuous
	2 yard forces	Continuous
Torrington	1	Continuous
Scotts Bluff	1	Continuous
Bridgeport	1	Continuous
Sidney	1	8:00 am-4:00 pm
Peetz	1	Continuous
Huntsman	1	Continuous
Sterling	1	Continuous
Brush	1	Continuous
Wiggins	1	Continuous
Keenesburg	1	Continuous
Barr	1	Continuous
Denver	1	Continuous
	2 & 3 yard forces	
Golden	1	7:00 am-11:00 pm
Prospect	2	Continuous
Longmont	2	Continuous
Berthoud	2	Continuous
Ft. Collins	2	Continuous
Cheyenne	2	Continuous
Horse Creek	2	Continuous
Chugwater	2	Continuous
Wheatland	2	Continuous
Textline	2	Continuous
Clayton	2	Continuous
Des Moines	2	8:00 am-4:00 pm
		Mon. thru Fri.
Trinchere	2	Continuous
Trinidad-North	1	Continuous
Trinidad-South	2	Continuous
Walsenburg	1	Continuous
Pueblo	1	Continuous
Beulah	2	8:00 am-5:00 pm
		Mon. thru Fri.
Huntley	2	Continuous
Gillette	1	Continuous
Gillette(North only)	2	Continuous
Echeta	2	Continuous
Arvada	2	Continuous
Clearmont	2	Continuous
Ulm	2	Continuous
Arno	2	Continuous
Decker	2	Continuous
Sheridan	2	Continuous
Parkman	2	Continuous
Lodge Grass	2	Continuous
Hardin	2	Continuous
Rowley (10 miles west)	2	Continuous
Greybull	2	Continuous
Casper	2	Continuous
Laurel	2	Continuous

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdiv	Commercial
8-271-2482	Chief Disp. (Alliance)	(308) 762-6000 ext. 2482
8-271-2246	Asst. Chief East (Alliance)	(308) 762-6000 ext. 2246
8-271-2313	Asst. Chief West (Alliance)	(308) 762-6000 ext. 2313
8-284-2234	Chief Disp. (McCook)	(308) 345-2850
8-284-2246	Asst. Chief Disp. East (McCook)	(308) 345-2850
8-284-2247	Asst. Chief Disp. No. & So. (McCook)	(308) 345-2496
8-284-2240	1st Sub. (Middle)	(308) 345-7957
8-284-2249	2nd Sub. (West)	(308) 345-5541
8-271-2317	3rd, 7th Sub. (South)	(308) 762-6000 ext. 2317
8-271-2314	4th Sub. (West)	(308) 762-6000 ext. 2314
8-271-2316	5th, 10th, 13th Sub. (North)	(308) 762-6000 ext. 2316
8-271-2317	7th, 10th, 12th Sub. (Orin)	(308) 762-6000 ext. 2317
8-271-2319	6th, 14th Sub. (Sheridan)	(308) 762-6000 ext. 2319
8-284-2248	8th, 9th Sub. (East)	(308) 345-3006
8-284-2240	11th Sub. (North)	(308) 345-5835

DENVER DIVISION SPECIAL PROJECT RECOLLECTABLE
CODES - JANUARY, 1991

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
0004	422.9		Extraordinary or unusual expense for M/O interlocker Crawford, NE	J 3088
0005	134.40	202.20	Exclusive C&NW derailments or any personal injury occurring as a result of M&O of trackage Orin to Casper, WY. Bill 1101653	J 3052
0005	235.3		M/O of M/L T/O, connecting track & industry track at Sodium, WY	J 4026
0005	241.5		M/O of M/L T/O, connecting track & industry track at Powder River, WY	J 4025
0166	9.5	12.9	Maintenance & inspection of track serving Rawhide Mine	O85AN000010
0166	9.5	12.9	Test track scale, Carter Mining Co., Rawhide Mine	O85AN000101
0167	9.51	14.1	Maintenance & inspection of track serving Eagle Butte Mine	O85AN000008
0167	9.51	14.1	Test track scale Amax Coal Co., Eagle Butte Mine	O86AN000081
0168	9.41	17.3	Maintenance & inspection of track serving Buckskin Mine	O85AN000003
0168	9.41	17.3	Test track scale, Triton Coal Co., Buckskin Mine	O85AN000031
0171	6.0	8.5	Maintenance & inspection of track serving Ft. Union Mine	O85AN000011
0172	17.5	23.0	Maintenance & inspection of track serving Caballo Rojo Mine	O85AN000015
0172	17.5	23.0	Test track scale, Mobile Coal Producing Inc, Rojo Caballo Mine	O85AN000161
0173	0.0	5.8	Maintenance & inspection of track serving Coal Creek Mine	O85AN000005
0173	0.0	5.8	Test track scale, Atlantic Richfield Co., Coal Creek Mine	O85AN000051
0175	62.1	69.8	Maintenance of signals N Antelope Spur	O85AN000001
0175	62.1	69.8	Track maintenance N Antelope Spur	O85AN000014
0175	62.1	69.8	Track inspection N Antelope Spur	O85AN000012
0175	62.1	69.8	Test track scale, N Antelope Coal Co, Antelope Mine	O85AN000141
0186	14.94	24.50	Ultrasonic Testing of coal line vs C&NW	J 3070
0186	24.50	117.70	Ultrasonic Testing of coal line vs C&NW	J 3071
0186	62.3		Test track scale Rochelle Coal Co., Rochelle Mine	O85AN000151
0186	65.4		Maintenance & inspection of tracks S Antelope Mine	O87AN000162
0186	14.94	24.50	Wages of chief & assistant chief dispatchers & dispatch clerks at Alliance, NE T/R 771-100, Pos 001, 002, 003, 004 and T/R 712-110, Pos 010, 011, 201, 210, 301, 310 for control of line Coal Creek Jct. to Southerly Jct. to Caballo Mine	J 3089

DENVER DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - JANUARY, 1991

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
0186	14.94	24.50	Wages of trick dispatchers at Alliance, NE T/R 712-110, Pos 009, 209, 309 and Pos 004, 204, 304 for control of line Coal Creek Jct. to Southerly Jct. to Caballo Mine	J 3090	0314	14.7	17.8	Maintenance & inspection of tracks, xings & switches West Decker Coal Co, BN 5730	O85YN000008
0186	14.94	24.5	M/O of track, sidings, CTC, signals, bridges & communications including southerly connection (xover track) to Caballo Mine & southern legs of Belle Ayr Mine Spur	J 3093	0317	14.4	20.3	Maintenance & inspection of tracks, xings & switches East Decker Coal Co, BN 9216	O85YN000005
0186	14.94	24.5	M/O of all switches from the M/L including southerly connection (xover track) to Caballo Mine & siding switches	J 3094	0320	14.7	28.7	Maintenance & inspection of track, xings & switches Spring Creek Coal Co, BN 12184	O85YN000007
0186	14.94	24.5	Repairs to tracks, bridges, signals & other facilities damaged by C&NW derailment	J 3096	0330	42.22		Maintenance of signals, Cody, WY Dick Jones Trucking Co, BN Q-16009 & Q-57554	O85RM000001
0186	14.94	117.7	M/O of microwave sights at Reno & Wright, WY	J 3079	0476	36.0		Maintenance of signals on spur tracks International Business Machines, BN 7393	O85CO000001
0186	24.5	117.7	M/O of all tracks, switches, bridges, culverts & CTC signals	J 3076	0476	71.28		Maintenance of signals Swallo Road, City of Fort Collins	O85CO000002
0186	24.5	117.7	Repairs to tracks, bridges, signals & other facilities damaged by C&NW derailment	J 3086	0476	119.3	120.5	M/O of jointly owned trackage (UP) including spur track connections at Cheyenne, WY	J 3153
0186	24.5	117.7	Wages of chief dispatcher, Asst chief dispatchers & dispatcher clerk at Alliance, NE T/R 771, 100, Pos 001, 002, 003 & 004; T/R 712-110, Pos 010, 011, 201, 210, 301 & 310 for control of line Shawnee Jct to Coal Creek Jct, WY	J 3082	0476	119.4		M/O of xing signals located at 16th St and Reed Ave in Cheyenne	J 3150
0186	24.5	117.7	Wages of trick dispatchers at Alliance, NE T/R 712-110, Pos 009, 209 & 309 is billable & Pos 004, 204 & 304 for control of line Shawnee Jct to Coal Creek Jct, WY	J 3084	0476	119.4		M/O of xing signals located at 17th through 24th Sts in Cheyenne	J 3151
0186	42.5	107.3	M/O of section & signal buildings at Bill and Reno, WY	J 3080	0476	119.4		M/O of jointly owned trackage between UP connection at 16th St to & including Track 11 Cheyenne Yard (Transfer Track 4)	J 3152
0186	123.6	126.2	Extraordinary or unusual expense for M/O of trackage, bridges & culverts, signals & related apparatus from Orin Jct to Fisher Jct. Bill is flat rated	J 3081	0476	119.4		M/O of jointly owned trackage known as Camp Carlin near Cheyenne, WY	J 3154
0189	14.79	20.0	Maintenance & inspection of track & cleaning switches for Belle Ayr Spur	O85AN000002	0477	0.0	4.1	M/O Consolidated Corridor I/B Main S Denver (including 711' xover 16th to 19th Sts) O/B Main Bridge 0.27 S Denver Switches 16th St (including Rennick Lead) BN 24527	J 3005
0189	14.79	20.0	Test track scale, Amax Coal Co, Belle Ayr Mine	O85AN000021	0477	118.5	118.5	M/O of Pueblo Jct interlocker	J 3066
0190	21.1	24.7	Maintenance & inspection of track serving Cordero Mine	O85AN000007	0477	124.35	171.6	M/O of N/B M/L track between Walsenburg & Southern Jct in Walsenburg, CO	J 3050
0190	21.1	24.7	Test track scale, Cordero Mining Co., Cordero Mine	O85AN000071	0477	171.31	171.8	M/O power switches & manual connections at Walsenburg, CO	J 3055
0191	0.0	3.0	M/O of tracks from E & W Reno Jct to Black Thunder Jct, WY	J 3078	0477	171.6	171.60	M/O of station in Walsenburg, CO, bill has been flat rated	J 3060
0191	0.0	3.0	Repairs to tracks, bridges, signals & other facilities damaged by C&NW derailment	J 3087	0477	171.6	171.60	M/O of station in Walsenburg, CO, bill has been flat rated	J 3061
0191	2.9	9.2	Maintenance & inspection of track serving Jacobs Ranch Mine	O85AN000009	0477	171.6		M/O xing signals on Main & Russell Sts, Walsenburg, CO	J 3065
0191	2.9	9.2	Test track scale, Kerr McGee Coal Corp, Jacobs Ranch Mine	O85AN000091	0486	I/B 3.92		Xover M/O consolidated corridor I/B main S Denver (including 711' xover 16th to 19th Sts) O/B Main O/B 3.92 BR 0.27 Bridge 0.27 S Denver, switches 16th St (including Rennick Lead) BN 24527	J 3005
0193	2.9	7.3	Maintenance & inspection of track serving Black Thunder Mine	O85AN000013	0901			Labor & material inspecting & servicing ATSF locomotives at 23rd St roundhouse, Denver CO	J 3020
0193	2.9	7.3	Test track scale, Atlantic Richfield Co., Black Thunder Mine	O85AN000131	0901			Salaries & fringe benefits of BN 38th St yardmaster T/R 432-140, Pos 002, 202, 302, BN 24527	J 3006
0194	14.5	20.8	Maintenance & inspection of track serving Caballo Mine	O85AN000004	0935			M/O Remaco Spur trackage in Denver, CO J 3010	
0194	14.5	20.8	Test track scale, Carter Mining Co., Caballo Mine	O85AN000041	0935			Cost of utilities & engine rent on the Remaco Industrial Spur in Denver, CO	J 3010
0196	3.0	6.2	Maintenance & inspection of track servicing Clovis Point Mine	O85AN000006	0935			Wages of yardmen & yard enginemen for switching joint trackage on Remaco Industrial Spur in Denver, CO	J 0108
0196	3.0	6.2	Test track scale, Kerr McGee Coal Corp, Clovis Point Mine	O85AN000061	0935			Wages of yardmen & yard enginemen for switching non-joint trackage on Remaco Industrial Spur in Denver, CO	J 0109
								Wages of yardmen & yard enginemen for non-productive time on Remaco Industrial Spur trackage in Denver, CO	J 0110

GST CODE TO CAR KIND DESCRIPTION - FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE	DESCRIPTION	CODE	DESCRIPTION
A4	AUTO BOX LESS THAN 49'8"	IT9	FLAT TOFC 89' AND OVER TWIN 45' S
A5	AUTO BOX 49'8" AND LESS THAN 59'8"	IX9	FLAT TOFC 89' AND OVER TWIN 45'S OR 3-28' PUPS
A6	AUTO BOX 59'8" AND LESS THAN 79'8"	H9D	HOPPER OPEN UNIQUE DESIGN/SPECIAL SERVICE W/2 ROTARY COUPLERS
A7	AUTO BOX 79'8" AND OVER	IF5	FLAT TOFC LESS THAN 80' FIXED HITCH
B1	BOX 50' 6' AND 7' SINGLE DOOR	IF8	FLAT TOFC 80' AND OVER FIXED HITCH
B2	BOX 40' 6' AND 7' SINGLE DOOR	IF9	FLAT TOFC 89' AND OVER TWIN 45'S FIXED HITCH
B3	BOX 50' 8' TO 12' SINGLE DOOR (PLUG OR SLIDING)	IP9	FLAT TOFC 89' AND OVER TWIN 45'S OR 3-28' PUPS FIXED HITCH
B5	BOX 50' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)	IU5	FLAT TOFC/COFC DUAL PURPOSE LESS THAN 80FT
B6	BOX 40' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)	IU8	FLAT TOFC/COFC DUAL PURPOSE 80FT AND OVER
B7	BOX 50' DOUBLE SLIDING 12' OR MORE DOOR	IU9	FLAT TOFC/COFC DUAL PURPOSE TWIN 45'S
B8	BOX 40' DOUBLE SLIDING 12' OR MORE DOOR	IUX	FLAT TOFC/COFC 89' AND OVER TWIN 45'S OR 3-38' PUPS
B9	BOX 60' 6' TO 12' AND OVER DOORS (SINGLE, DOUBLE, PLUG, COMB OR SLIDING)	IOD	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS DOUBLE STACK
BD	BOX 40' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS	I1D	FLAT COFC 1 PLATFORM DOUBLE STACK
BDC	BOX 40' NONINSULATED WITH MOVEABLE BULKHEADS	I2D	FLAT COFC ARTICULATED 2 PLATFORMS DOUBLE STACK
E	BOX 50' NONINSULATED BLET RAIL EQUIPPED FOR CROSS BARS	I3D	FLAT COFC ARTICULATED 3 PLATFORMS DOUBLE STACK
BEC	BOX 50' NONINSULATED WITH MOVEABLE BULKHEADS	I4D	FLAT COFC ARTICULATED 4 PLATFORMS DOBULE STACK
BF	BOX 60' AND OVER NONINSULATED BELT RAIL EQPD FOR CROSS BARS	I5D	FLAT COFC ARTICULATED 5 PLATFORMS DOUBLE STACK
BFC	BOX 60' AND OVER NONINSULATED WITH MOVEABLE BULKHEADS	I6D	FLAT COFC ARTICULATED 6 PLATFORMS DOUBLE STACK
BG	BOX 40' SINGLE PLUG DOOR W/GRAIN ACCESS/GENERAL PURPOSE	I7D	FLAT COFC ARTICULATED 7 PLATFORMS DOUBLE STACK
BS	BOX SPECIAL (SPECIFIC SERVICE OR SPECIAL DESIGN)	I8D	FLAT COFC ARTICULATED 8 PLATFORMS DOUBLE STACK
C2	HOPPER, COVERED LESS THAN 2200 CU CAP-50 TO 70 TON	I9D	FLAT COFC ARTICULATED 9 PLATFORMS DOUBLE STACK
C4	HOPPER, COVERED 2200 TO 3899 CU CAP 70 TON	IOC	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS SINGLE STACK
C5	HOPPER, COVERED TO 3900 CU CAP OVER 175,000 LB CAP	I2T	FLAT TOFC ARTICULATED 2 PLATFORMS
C6	HOPPER, COVERED OVER 3900 CU CAP OVER 175,000 LB CAP	I3T	FLAT TOFC ARTICULATED 3 PLATFORMS
C6E	HOPPER, COVERED JUMBO WITH 'E' GRADE COUPLER	I4T	FLAT TOFC ARTICULATED 4 PLATFORMS
C6L	HOPPER, COVERED JUMBO LEASED	I5T	FLAT TOFC ARTICULATED 5 PLATFORMS
C9	HOPPER, COVERED UNIQUE DESIGN/SPEC SERV OVER 5000 CU CAP TO 190,000 LB CAP	I6T	FLAT TOFC ARTICULATED 6 PLATFORMS
C9M	HOPPER, COVERED EQUIPPED MECHANICAL REFRIGERATOR	I7T	FLAT TOFC ARTICULATED 7 PLATFORMS
CA	HOPPER, AIRSLIDE LESS THAN 3000 CU CAP	I8T	FLAT TOFC ARTICULATED 8 PLATFORMS
CB	HOPPER, AIRSLIDE OVER 3000 CU CAP	I9T	FLAT TOFC ARTICULATED 9 PLATFORMS
CR	COKE RACK	I0U	FLAT TOFC/COFC DUAL PURPOSE 10 OR MORE PLATFORMS
F2	FLAT BI-LEVEL STANDARD	I2U	FLAT TOFC/COFC DUAL PURPOSE 2 PLATFORMS
F3	FLAT TRI-LEVEL	I3U	FLAT TOFC/COFC DUAL PURPOSE 3 PLATFORMS
F3V	FLAT STAC-PAC, VERT-A-PAC, MULTI-LEVEL	I4U	FLAT TOFC/COFC DUAL PURPOSE 4 PLATFORMS
F4	FLAT LESS THAN 50'	I5U	FLAT TOFC/COFC DUAL PURPOSE 5 PLATFORMS
F5	FLAT 50' AND LESS THAN 59'	I6U	FLAT TOFC/COFC DUAL PURPOSE 6 PLATFORMS
F6	FLAT 59' AND LESS THAN 80'	I7U	FLAT TOFC/COFC DUAL PURPOSE 7 PLATFORMS
F8	FLAT 80' AND OVER	I8U	FLAT TOFC/COFC DUAL PURPOSE 8 PLATFORMS
F9	FLAT ARTICULATED	I9U	FLAT TOFC/COFC DUAL PURPOSE 9 PLATFORMS
FA2	FLAT BI-LEVEL FULLY ENCLOSED	PH	BOX, PASSENGER
FA3	FLAT TRI-LEVEL FULLY ENCLOSED	PR	REFRIGERATOR, PASSENGER
FB4	FLAT BULKHEAD LESS THAN 50'	R1	REFRIGERATOR REGULAR LESS THAN 49'
FB5	FLAT BULKHEAD 50' AND LESS THAN 59'	R2	REFRIGERATOR REGULAR LESS THAN 49'
FB6	FLAT BULKHEAD 59' AND LESS THAN 80'	R3	REFRIGERATOR MECHANICAL LESS THAN 49'
FB8	FLAT BULKHEAD 80' AND OVER	R4	REFRIGERATOR MECHANICAL LESS THAN 49'
FC6	FLAT CENTER BEAM BULKHEAD LESS THAN 70'	R5	REFRIGERATOR INSUL 49' TO 59' BELT RAIL EQPD FOR CROSS BARS
FC7	FLAT CENTER BEAM BULKHEAD 70' TO 80'	R5C	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD 49' TO 59'
FC8	FLAT CENTER BEAM BULKHEAD GREATER THAN 80'	R6	REFRIGERATOR INSUL LESS THAN 49' BELT RAIL EQPD FOR CROSS BAR
FE	FLAT CHAIN TIE DOWN, PERMANENT STAKES ETC.	R6C	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD LESS THAN 49'
FL	FLAT LOG LOADING	R7	REFRIGERATOR INSULATED 59' TO 79'
FS	FLAT SPECIAL NOT CONTROLLED BY AAR ON CSD 439 (PERM STAKES OR RACKS) HEAVY DUTY	R8	REFRIGERATOR BULK POTATO
FSA	FLAT SPECIAL CONTROLLED BY AAR ON CSD 439 WELL DEPRESSED (PERM STAKES OR RACKS) HEAVY DUTY AND GEN PURPOSE FLATS OVER 200,000 LB CAP	R8M	REFRIGERATOR BULK POTATO
G1	GONDOLA 50' SOLID BOTTOM FIXED ENDS	R9	REFRIGERATOR INSUL 59' TO 79' BELT RAIL EQPD FOR CROSS BARS
G2	GONDOLA 40' SOLID BOTTOM FIXED ENDS	R9C	REFRIGERATOR INSUL W/MOVEABLE BULKHEAD 59' TO 79'
G3	GONDOLA 50' DROP BOTTOM	R85	REFRIGERATOR BUNKERLESS UNEQUIPPED 49' TO 59'
G4	GONDOLA 40' DROP BOTTOM	R86	REFRIGERATOR BUNKERLESS UNEQUIPPED LESS THAN 49'
G6	GONDOLA 60' AND OVER SOLID BOTTOM FIXED ENDS	R89	REFRIGERATOR BUNKERLESS UNEQUIPPED 59' TO 79'
GBD	HOPPER OPEN 48' AND OVER INSIDE W/2 ROTARY COUPLERS	RCO	REFRIGERATOR CO2 FROZEN FOOD LOADING RR REFRIGERATOR W/RACK OR RAILS
GBR	HOPPER OPEN 4150 CU CAP NO DOORS W/1 ROTARY COUPLER	RR1	ROAD RAILER - DRY VAN W/ADAPTERS
GC	GONDOLA COVERED	RR2	ROAD RAILER - CHASSIS
GE	GONDOLA 50' SOLID BOTTOM DROP END	RR3	ROAD RAILER - AUTO RACK
GF	GONDOLA 60' AND OVER SOLID BOTTOM DROP END	RR4	ROAD RAILER - DRY VAN (MARK IV)
GS	GONDOLA SPECIAL EQUIPPED CONTAINER, PERM STAKES ETC.	RR5	ROAD RAILER - DRY VAN (MARK V)
GSD	HOPPER OPEN 4000 CU CAP W/2 ROTARY COUPLERS	SB	BOX SYSTEM STOCK CARS CONVERTED TO GRAIN USE
GSH	HOPPER OPEN FOR UNLOADING ON DUMPING MACHINE	T1	TANK 7,000 GAL CAPACITY
GSR	HOPPER OPEN 4000 CU CAP W/1 ROTARY COUPLER	T2	TANK 8,000 TO 9,000 GAL CAPACITY
H1	HOPPER OPEN, ORE CAR	T3	TANK 10,000 TO 11,000 GAL CAPACITY
H2	HOPPER OPEN 50 TON	T4	TANK 12,000 TO 18,000 GAL CAPACITY
H4	HOPPER OPEN 70 TON	T5	TANK 19,000 TO 21,000 GAL CAPACITY
H4D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS	T6	TANK 22,000 TO 24,000 GAL CAPACITY
H4R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER	T7	TANK 25,000 TO 27,000 GAL CAPACITY
H5	HOPPER OPEN LESS THAN 3900 CU CAP OVER 175,000 LB CAPACITY	T8	TANK 28,000 TO 31,000 GAL CAPACITY
H5D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS	T9	TANK 32,000 GAL CAPACITY AND OVER
H5R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER	NOTE:	TANKS LISTED BELOW BY GST CODE ARE SPEED RESTRICTED WHEN LOADED WITH HAZARDOUS MATERIALS
H6	HOPPER OPEN OVER 3900 CU CAP OVER 175,000 LB CAPACITY	TR1	TANK 7,000 GAL CAPACITY
H6D	HOPPER OPEN 4000 CU CAP WITH W/2 ROTARY COUPLERS	TR2	TANK 8,000 TO 9,000 GAL CAPACITY
H6R	HOPPER OPEN OVER 3900 CU CAP W/1 ROTARY COUPLER	TR3	TANK 10,000 TO 11,000 GAL CAPACITY
H9	HOPPER OPEN UNIQUE DESIGN/SPECIAL SERVICE	TR4	TANK 12,000 TO 18,000 GAL CAPACITY
HS	HOPPER OPEN HART SELECTIVE REVENUE OR COMPANY SERVICE	TR5	TANK 19,000 TO 21,000 GAL CAPACITY
IC5	FLAT CONTAINER LESS THAN 80'	TR6	TANK 22,000 TO 24,000 GAL CAPACITY
IC8	FLAT CONTAINER 80' AND OVER	TR7	TANK 25,000 TO 27,000 GAL CAPACITY
IT5	FLAT TOFC LESS THAN 80FT	TR8	TANK 28,000 TO 31,000 GAL CAPACITY
IT8	FLAT TOFC 80' AND OVER	TR9	TANK 32,000 GAL CAPACITY AND OVER
IX8	FLAT CONTAINER 80' AND OVER 3-28' PUPS	TRS	TANK GLASS LINED
		TS	TANK GLASS LINED
		WC	WOOD CHIP
		XF4	BOX 40' EQPD W/INTERIOR TO PREVENT CONTAMINATION
		XF5	BOX 50' EQPD W/INTERIOR TO PREVENT CONTAMINATION

GSTCS

GST CODE TO CAR KIND - COMPANY SERVICE DESCRIPTION SEE "GSTCS"

CODE	DESCRIPTION	CODE	DESCRIPTION
MA3	AIR DUMP 30'	MF1	FLAT, UNIVAN, 7 MAN
MA4	AIR DUMP 40'	MF2	FLAT, UNIVAN, 8 MAN
MA5	AIR DUMP 50'	MF3	FLAT, UNIVAN, 10 MAN
MBA	BOX, AIR REPEATER (BNH CAR SERIES)	MF4	FLAT, 40' GENERAL SERVICE
MBB	BOX, BULK, 8 MAN, CONVERTED	MF5	FLAT, 50' GENERAL SERVICE
MBC	BOX, COAL	MF6	FLAT, 60' GENERAL SERVICE
MBD	BOX, DINER, CONVERTED	MF7	FLAT, 70' GENERAL SERVICE
MBF	BOX, FOREMAN, CONVERTED	MF8	FLAT, 80' GENERAL SERVICE
MBG	BOX, GROCER, COMMISSARY	MF9	FLAT, 90' GENERAL SERVICE
MBI	BOX, ICE CARS, INSULATED	MGP	GONDOLA, PANEL, RAIL OR TRACK
MBK	BOX, KITCHEN CONVERTED	MGS	GONDOLA, SCALE TEST CARS
MBL	BOX, LUBRICATOR, RAIL	MGT	GONDOLA, TIE SERVICE
MBM	BOX, MAIL, COMPANY	MGW	GONDOLA, WEDGE PLOW
MBO	BOX, OUTFIT, TOOL	MG1	GONDOLA, WHEELS, SECOND HAND, ALL EQUIPMENT
MBR	BOX, MINI-TRAIN TRANSPORT	MG4	GONDOLA, 40' GENERAL SERVICE
MBS	BOX, SHOWER, CONVERTED	MG5	GONDOLA, 50' GENERAL SERVICE
MBV	BOX, VEGETATION CONTROL, CHEMICALS, SUPPLIES	MG6	GONDOLA, 60' GENERAL SERVICE
MB1	BOX, 40' UNEQUIPPED, GENERAL SERVICE	MG7	GONDOLA, 70' GENERAL SERVICE
MB2	BOX, 50' UNEQUIPPED, GENERAL SERVICE	MCA	HOPPER, COVERED, SAND, BOTTOM DROP, AIR PRESSURE
MB3	BOX, 40' EQUIPPED, GENERAL SERVICE	MCC	HOPPER, COVERED, SAND, CENTER BOTTOM DROP, GRAVITY UNLOAD
MB4	BOX, 50' EQUIPPED, GENERAL SERVICE	MHS	HOPPER, OPEN, BALLAST, HART SELECTIVES
MB5	BOX, SAND SERVICE	MJS	JORDAN SPREADER, WITHOUT DITCHER
MB6	BOX, CRANES, DERRICKS AND WRECKER SERVICE	MJ1	JORDAN SPREADER, WITH DITCHER
MC1	CRANE, 25 TON	MLL	LOCOMOTIVE, MOW
MC2	CRANE, 30 TON	MLP	PLOW, ROTARY
MC3	CRANE, 40 TON	MPA	PASSENGER, BUSINESS CARS (BNA CAR SERIES)
MC4	CRANE, 50 TON	MPB	PASSENGER, BUNK, 10 MAN, CONVERTED
MC5	CRANE, 55 TON	MPG	PASSENGER, COMBINATION KITCHEN, DINER AND BUNK
MC6	CRANE, 100 TON	MPD	PASSENGER, DINER, CONVERTED
MCT	FLAT, CONCRETE TIE	MPG	PASSENGER, GROCERY, COMMISSARY
MDD	DOZER, PLOW	MPK	PASSENGER, KITCHEN, CONVERTED
MD1	DERRICK, 150 TON	MPL	PASSENGER, BUFFET, CONVERTED
MD2	DERRICK, 160 TON	MPO	PASSENGER, OUTFIT
MD3	DERRICK, 200 TON	MPS	PASSENGER, STORAGE CARS
MD4	DERRICK, 250 TON	MPT	PASSENGER, TOOL CARS
MFA	FLAT, AUTO LOADER	MP1	PASSENGER, DETECTOR CARS, MAGNETIC
MFB	FLAT, BOOM CAR	MP2	PASSENGER, DETECTOR CARS, ULTRA-SONIC
MFC	FLAT, CATERPILLAR TRACTORS	MP3	PASSENGER, TRACK GEOMETRY CARS
MFD	FLAT, DITCHER EQUIPMENT	MP4	PASSENGER, AIR BRAKE INSTRUCTION CARS
MFE	FLAT, EXCAVATOR EQUIPMENT	MP9	PILE DRIVERS
MFF	FLAT, DEPRESSED WELL	MRP	PLOW, RUSSELL
MFG	FLAT, GENERATOR TRANSPORT, DIESEL ENGINE	MSB	SHOULDER BALLAST CLEANER
MFH	FLAT, LOCOMOTIVE TRUCKS	MSS	SCALE TEST CARS
MFI	FLAT, IDLER	MTA	TANK, FIRE CARS
MFK	FLAT, KITCHEN, UNIVAN	MTC	TANK, CREOSOTE
MFL	FLAT, DINER, UNIVAN	MTD	TANK, DIESEL FUEL AND LUBE OIL
MFM	FLAT, BOLTED RAIL SERVICE	MTG	TANK, GASOLINE ONLY
MFO	FLAT, OUTFIT, TOOL	MTJ	TANK, JOURNAL OIL
MFP	FLAT, PANEL, RAIL	MTV	TANK, VEGETATION CONTROL CHEMICALS
MFR	FLAT, RAIL, WELDED	MTW	TANK, WATER SERVICE
MFS	FLAT, LONG RAIL ONLY, ENGINEERING	MT1	TANK, CLEANER CHEMICALS
MFT	FLAT, TIE, BULKHEAD	MT2	TANK, DIRTY OR DRAIN OIL, WASTE DIESEL FUEL AND FURNACE OIL
MFU	FLAT, WHEELS, DIESEL ENGINE	MT3	TANK, USED MINERAL SPIRITS
MFV	FLAT, WHEELS, FREIGHT CARS	MT4	TANK, WATER TREATMENT CHEMICALS
MFV	FLAT, WHEELS, PASSENGER CARS	MT5	TANK, MISCELLANEOUS SERVICE
MFY	FLAT, UNIVAN, 2 MAN	MUC	CABOOSE CONVERSION, 4 MAN LIVING CAR
MFY	FLAT, UNIVAN, 4 MAN		
MFZ	FLAT, UNIVAN, 6 MAN		

CHIEF MEDICAL OFFICERS

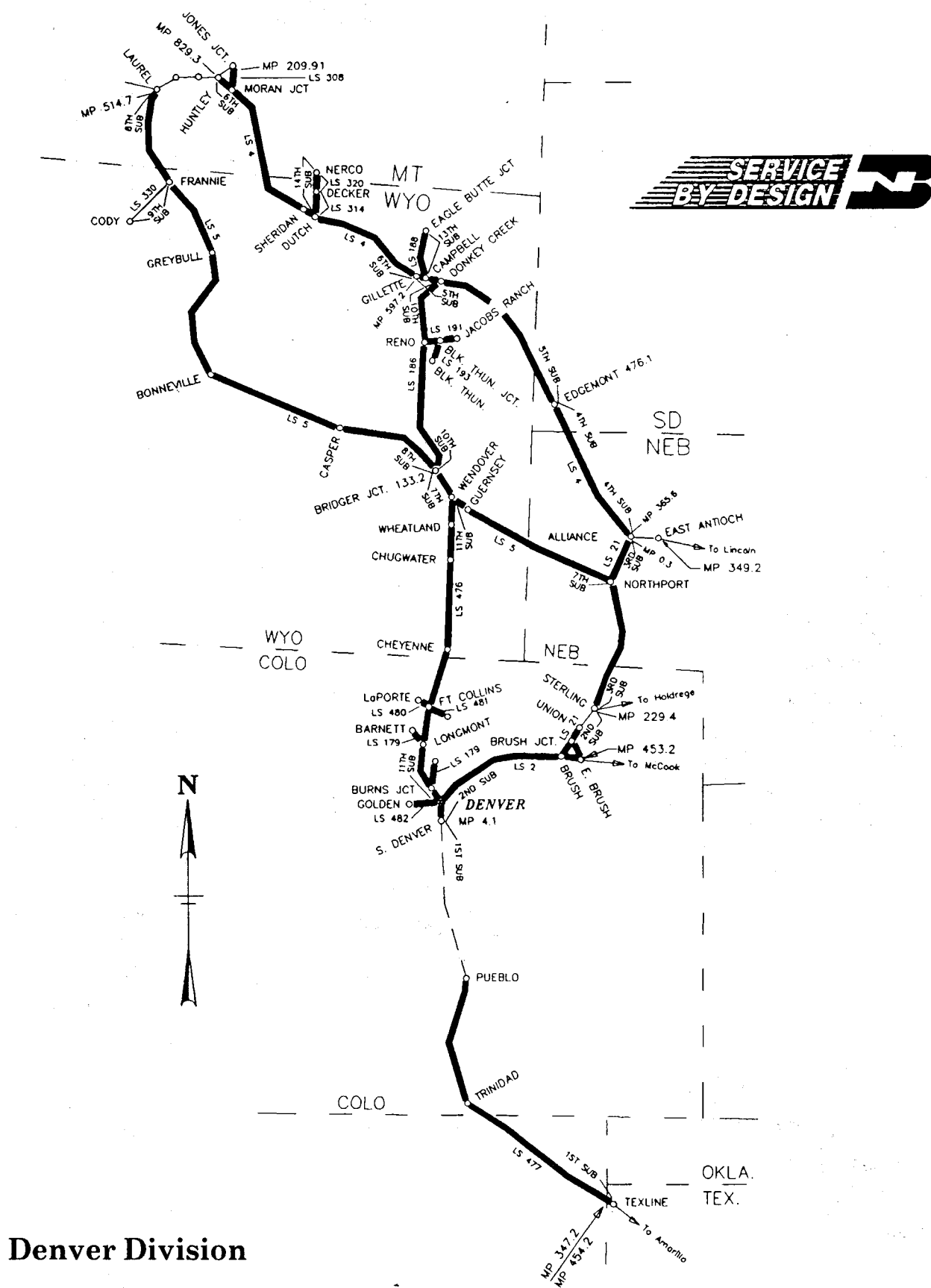
Dr. Thomas V. Mears, Chief Safety and Medical Officer Overland Park, Kansas
 Dr. Hi. E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS (Denver Division)

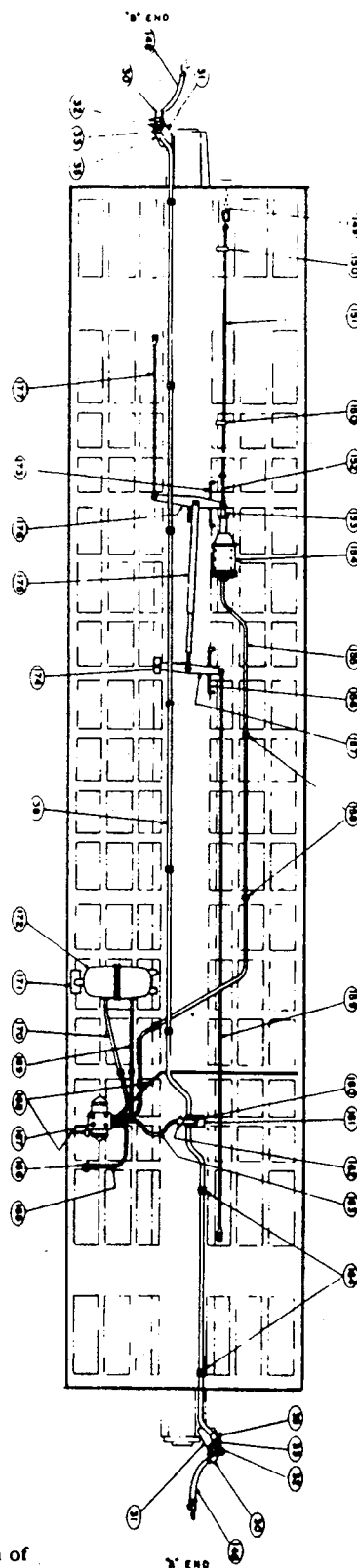
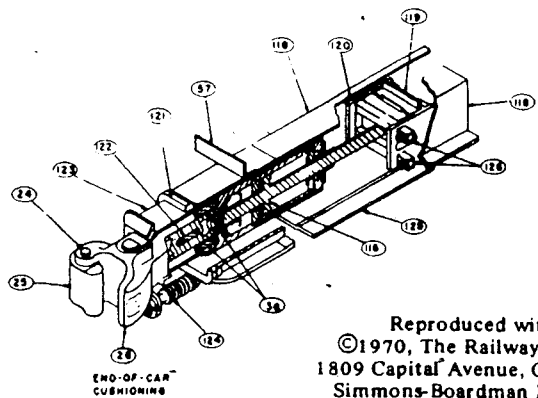
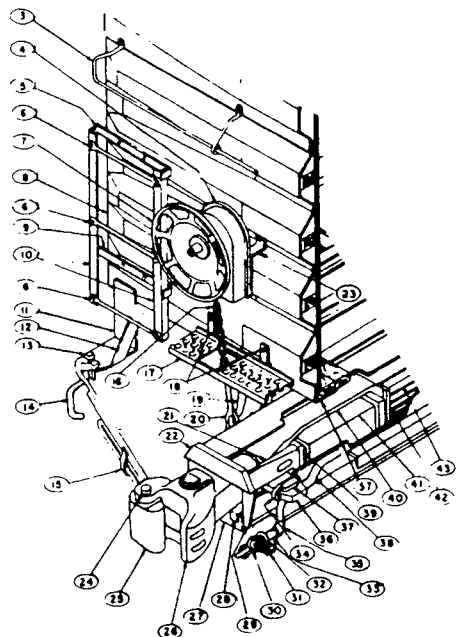
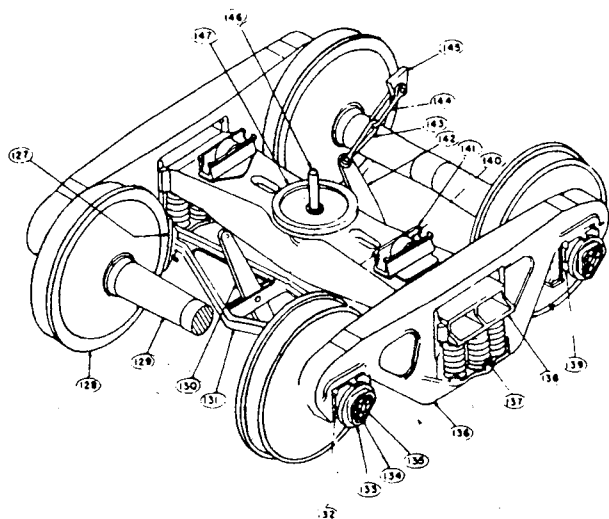
* Alliance Medical Center	Alliance	Laurel Medical Center	Laurel
* Box Butte Medical Center	Alliance	Dr. J. C. Freudenburg	Longmont
Dr. James Elsbree	Alliance	Dr. E. L. King	Manhattan
Copsey Clinic	Alliance	Mayville Clinic	Mayville
Dr. Kenneth Stout	Benkelman	Dr. D. F. Prince	Minden
Billings Clinic	Billings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

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

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



CAR CHART



3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/4"
170. Emergency reservoir pipe, 1/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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1. TAMPER P-811S-

Tamper P-811S Track Laying Machine can be operated as a train and is accompanied by an Operating Supervisor. If this machine is operated as a piece of on-track equipment (as opposed to being operated as a train), then the maximum speed will be 35 MPH.

2. TURNOUTS EQUIPPED WITH TWO SWITCH MACHINES (MOVEABLE POINT FROGS)-

When dual control switches equipped with two switch machines are operated by hand, the switch machine which operates the switch points and the switch machine which operates the moveable point frog must both be operated.

Rules 315 and 315(A) apply at all locations where turnouts are equipped with two switch machines (moveable point frogs).

2a. TURNOUTS EQUIPPED WITH CRANK OPERATED SWITCH MACHINES-

Turnouts equipped with two switch machines at locations specified under individual subdivision special instructions are equipped with a crank operated switch machine to operate the switch points. When operating the switch points by hand, permission must be obtained from the control operator before removing the hand crank located in the crank holder on the signal bungalow. When proceeding per rule 315 or 315(e), the hand crank must be turned an additional 10 revolutions after the switch points are in the desired position to insure sufficient closure tension at the switch points.

3. INSTRUCTIONS TO CONDUCTORS-

When setting cars out on line, the details of activity for each car must be recorded on a copy of the wheel report and submitted to a clerk or agent at the end of each tour of duty. This information is to include:

- * Exact location where cars are spotted or set out.
- * Time and date of set out.
- * If unable to spot cars at proper location, indicate any condition which prevented car(s) from being properly spotted.

This information is necessary to maintain expedient service to our customers and proper records of car movements.

Conductors are required to submit a train delay report with their timeslip whenever operating outside the switching limits of their head-quarters.

4. SHUT-DOWN AND RESTART OF LOCOMOTIVES-

Locomotives tied up at outlying points which will not be in service for a period of one hour or more must have the diesel engine shut down and locomotive properly secured when ambient temperature is expected to be 40 degrees or above.

In addition to complying with the requirements of Rule 417 of the Air Brake and Train Handling Rules (BN FORM 15338, 10/89, Revised 10/90), locomotive engineers are reminded to open the main battery switch before leaving locomotive. On EMD locomotives the main battery switch must not be opened until after the turbo aux. pump light has gone out. This indicates that the 15-35 minute cycle necessary to cool turbocharger bearings has expired.

In the event that locomotive fails to re-start the appropriate train dispatcher and Lincoln Diesel Shop must be notified in order to initiate action to correct the situation.

Locomotives must not be shut down when the ambient temperature is expected to be 40 degrees fahrenheit or below.

5. DAILY INSPECTION OF LOCOMOTIVES-

Air Brake and Train Handling Rule 123 requires that each locomotive in service must be inspected at least once each calendar day and includes instructions for completing the required written reports.

BN FORM 16450N* (2/90) is to be used by locomotives in place of BN FORM 15033 when locomotive engineers are making record of daily inspection of locomotives. Instructions for completing BN FORM 16450 are contained on the FORM booklet covers.

NOTE: If no defects are noted or no repairs are needed, there is no need for an entry in the "repairs" section of the form. Defects noted must be corrected and signed off by the person making repairs as indicated on the form. General statements which do not apply to a defect or inspection of the locomotive on the calendar day indicated must be omitted from the "repairs needed" section of the form.

Locomotive engineers are responsible for insuring that all locomotives due FRA 229.21. Daily inspection are inspected once each calendar day as required.

6. FUEL TENDER PLACEMENT-

Unit coal trains and unit grain trains operating with three or more locomotives must have fuel tender separated from train by at least one locomotive. Fuel tenders must not be used on 54 car unit grain trains operating with two or less locomotives.

On all other trains, fuel tender may be first car in train or may be ahead of the last locomotive in the consist.

7. DOT EMERGENCY RESPONSE COMMUNICATIONS STANDARD-

Federal law requires emergency response information to be carried by transporters of hazardous materials. In addition to present shipping paper requirements the following is in effect:

Each train, yard and engine service employee must have a copy of emergency response guide book (DOT p-5800.5) in their possession while on duty.

Also, any company vehicle used to transport hazardous materials in any quantity, must have an emergency response guide book on board. It is the responsibility of the driver to insure compliance with this requirement.

THE EMERGENCY RESPONSE GUIDEBOOK is intended for use by "first responders" and its availability is required by dot regulations.

8. RIGHT-OF-WAY FIRE-

- * Every effort must be made to prevent and control right-of-way fires.
- * Whenever a right-of-way fire is observed the appropriate train dispatcher and responding fire district must be notified immediately.
- * Every effort must be made to support immediate response to right-of-way fires in order to minimize damage to private and company property.
- * Right-of-way fires must be reported on F-27 FORM by Section Foreman OR Roadmaster handling incident.
- * Trains notified of active right-of-way fire must not exceed restricted speed through the identified fire area.
- * Whenever it is determined that a train is the cause of a right-of-way fire, train must be stopped and dispatcher notified. Train should not proceed until malfunction is corrected or released by proper authority.
- * Sections and other maintenance-of-way crews should assist fire fighters in controlling and extinguishing right-of-way fires.

**9. TEMPERATURE RESTRICTIONS-
COLD WEATHER-****At Denver and Guernsey:**

All loaded and empty coal trains will receive an initial terminal airbrake test when temperatures are zero degrees or colder.

1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 10th & 11th Subdivisions:

When temperatures are zero degrees or colder, trains up to 100 tons per operative brake do not exceed 45 MPH.

When temperature is zero degrees or colder, trains 100 tons per operative brake and over, do not exceed 30 MPH.

When temperature is zero degrees or colder, trains consisting entirely of passenger equipment do not exceed 60 MPH.

8th Subdivision:

When temperature is zero degrees or colder, all trains do not exceed 35 MPH where designated speed is 40-49 MPH and 25 MPH where designated speed is 30 MPH.

✓ SCHEDULED TIMES FOR NATIONAL RAILROAD PASSENGER CORPORATION (NRPC) TRAINS
TO BE USED FOR INFORMATION PURPOSES ONLY
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN

WEST WARD ↓	1005 NRPC Daily	STATION	1006 NRPC Daily
	DENVER DIVISION 2nd SUBDIVISION		
		EAST BRUSH 10.6	
	s0604	FT. MORGAN	s2229
	DENVER DIVISION 11th SUBDIVISION		
	s0750	DENVER UD	2110

s - regular stop

**PERFORM SWITCHING IN A MANNER
WHICH WILL AVOID DAMAGE TO
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

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

TRACK BULLETIN FORM B

The engineer must attempt to contact employee in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of Track Bulletin Form B No _____, line No _____. My location is MP _____ on (specify track), over."

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman _____ (name) (or Gang No _____) using train order (track bulletin) No. _____ line No _____ between MP _____ and MP _____ on _____ Subdivision."

(1) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:
"_____(train) may pass red flag located at MP _____ (or enter limits) on (specify track) without stopping, over."

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(2) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

"_____(train) may proceed through the limits at _____ MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(3) To require train or engine to move at a speed less than restricted speed, the following speed will be added:

"_____(train) proceed at restricted speed but not exceeding _____ MPH (adding, if necessary, 'until reaching _____ MP '), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by example (1) above.