

ALLIANCE DIVISION

C. E. Doggett—Division Superintendent

A. W. RICKET	Asst. Supt. Transportation	Alliance
G. W. STENGEM	Asst. Supt. Transportation	Gillette
E. F. HATZENBUHLER	Asst. Supt. Administration	Alliance
J. L. BOMAN	Asst. Supt., Roadway Maintenance	Alliance
D. R. HESTERMANN	Asst. Supt., Roadway Maintenance	Guernsey
D. F. HIBBARD	Division Chief Dispatcher	Alliance
K. E. MADDEN	Trainmaster	Alliance
M. A. BACIGALUPO	Trainmaster	Alliance
L. W. TAYLOR	Asst. Trainmaster	Guernsey
D. L. HOWLAND	Trainmaster	Guernsey
B. R. SWAIN	Trainmaster	Edgemont
F. R. GULLEDGE	Trainmaster	Gillette
R. R. PAY	Trainmaster	Gillette
K. R. MATZICK	Road Foreman-Trainmaster	Alliance
R. R. HANCOCK	Road Foreman	Alliance
W. W. KISSNER	Road Foreman	Alliance
W. J. CLARK	Road Foreman	Edgemont
R. D. STENDER	Trainmaster-Road Foreman	Gillette
J. F. COOPER	Road Foreman	Gillette
	Trainmaster-Road Foreman	Sterling
S. L. WEATHERBY	Trainmaster	Sterling
R. M. ESTES	General Road Foreman	Alliance

ALLIANCE YARD

R. C. Ellis—Terminal Superintendent

E. H. HENDRICKS	Terminal Trainmaster	Alliance
J. W. HARTWIG	Terminal Trainmaster	Alliance
W. M. GREEVES	Terminal Trainmaster	Alliance
J. E. LUTZENBERGER	Terminal Trainmaster	Alliance
R. P. SHAPLEY	Terminal Trainmaster	Alliance

COLORADO DIVISION

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J. M. HOVIS	Trainmaster-Road Foreman	Cheyenne
H. NICHOLAS	Trainmaster-Agent	McCook
K. W. DURYEA	Road Foreman	McCook
T. CRABB	Road Foreman	Denver
M. D. POTTHOFF	Chief Dispatcher	McCook
R. D. GORSAGE	General Road Foreman	Denver

DENVER YARD

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T. I. MCCANN	Terminal Trainmaster	Denver
L. E. HAHN	Terminal Trainmaster	Denver
R. F. LOUKOTA	Terminal Trainmaster	Denver
R. L. KREGER	Terminal Trainmaster	Denver

FORT WORTH DIVISION

T. H. Lynch—Division Superintendent

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B. A. BRYAN	Asst. Supt., Administration	Fort Worth
R. G. STRONG	Asst. Supt., Roadway Maintenance	Fort Worth
B. G. GILBERT	Chief Dispatcher	Fort Worth
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D. L. BANTER	Trainmaster-Road Foreman	Teague
L. D. TACKITT	Trainmaster	Wichita Falls
F. D. SMITH	Trainmaster	Amarillo
K. E. ISENSEE	Trainmaster	Trinidad
W. D. LINGBLOOM	Trainmaster-Road Foreman	Trinidad
K. R. LARSEN	Trainmaster-Road Foreman	Wichita Falls
W. A. GIBSON	Road Foreman	Amarillo
R. D. GORSAGE	General Road Foreman	Denver

FORT WORTH YARD

W. T. Reilly—Terminal Superintendent

M. J. ARITA	Terminal Trainmaster	Fort Worth
D. L. STULL	Terminal Trainmaster	Fort Worth
M. R. EVANS	Trainmaster-Road Foreman	Fort Worth
E. S. HUFFMAN	Asst. Trainmaster-Agent	Fort Worth

REGION TRANSPORTATION

D. K. WATTS	Supt. Transportation	Denver
J. D. SPAULDING	Manager Train Operations	Denver
D. R. SCHOEERLEIN	Manager Train Operations	Denver
T. W. HAMILTON	Manager Train Operations	Denver
R. E. HAND	Manager Train Operations	Denver

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BURLINGTON NORTHERN RAILROAD CO. DENVER REGION

ALLIANCE, COLORADO
AND FORT WORTH DIVISIONS

TIMETABLE NO. 5

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

~~Mountain Standard Time~~

Sunday, April 27, 1986

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President
D. E. BAKER

General Manager
R. V. JABENS

Vice President
Transportation—System
J. R. GALASSI

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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

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

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

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

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

Unless otherwise provided—

Movements on:	
Sidings	20 MPH.
Tracks other than main tracks and sidings	10 MPH.

Light locomotive consist or caboose hop	50 MPH.
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All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise	12 MPH.
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Cold Weather Speed Restrictions (fahrenheit)

	Psgr. Trains	Frt. Trains
0 to 10 degrees F below zero	65 MPH.	50 MPH.
11 degrees F below zero and colder ...	60 MPH.	45 MPH.

	Main Line	Branch Line
Equipment		
Ore cars, BN 99000-99799	45 MPH.	20 MPH.
All other ore cars	40 MPH.	20 MPH.
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and 979026	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 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:	45 MPH.	45 MPH.
BCIT 816150-817649	GN 60680-60686	NP 68011-68023
BCOL 17000-17999	GN 160000-160744	SLSF 5200-5249
BN 615312-616999	GN 161300-161499	SLSF 5600-5646
CB&Q 92400-92799	NP 62300-62949	SLSF 5650-5657
CPI 316397-316599	NP 66100-66249	SLSF 5662-5694
CS 300-349	NP 67183-67514	SLSF 5701-5748
CS 616375-616474	NP 67550-67552	SLSF 5750-5794
FWD 644-699	NP 67595-67599	

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—

Locomotives with friction bearings	35 MPH.
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1A. Control of Harmonic Rocking—

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

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

2. Restrictions on Locomotives—

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

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

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

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

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

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

Trains of more than 15 cars—

May be all or any portion of the powered locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over.

Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less—

No placement restrictions.

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

1-585, 1000-1004, 1400-1438, 1955-1971, 6100-6237, 9900-9925.

3. Manned Helper Operations—

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

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

1702-1721, 1723-1749, 1751-1775, 1777-1779, 1782-1791, 1795-1799, 1802-1807, 1811-1812, 1816, 1819, 1822, 1829, 1831-1833, 1835-1836, 1839-1863, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1898, 1900-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993, 1995-1997.

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

Locomotives including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers if there are 18 or more powered axles in the combined helper and road locomotive.

Unless otherwise provided in Individual Subdivision Special Instructions:

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

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

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

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

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

BN 513900-513999 (GN 70400-70499)
 BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 524000-525299 (CBQ 160200-161499)
 BN 540000-540210

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

3A. Locomotive Group Chart

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

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3.
B	GP9B GP-5 GP-9	600-602, 604.* 1352, 1355-1360, 1364-1365. 1723, 1725-1726, 1728-1729, 1731-1732, 1734, 1736-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821-1822, 1829, 1887-1889, 1902-1904, 1910, 1913-1918, 1920, 1922-1931, 1934-1936, 1938-1939, 1941-1942, 1944, 1946, 1951-1952, 1954-1958, 1960-1964, 1966-1967, 1969, 1971, 1980. 1991, 1993, 1995-1997.
	GP-18	
C	SW-7 SW-12	77-78, 115, 122, 132, 142. 106, 162-166, 170-220, 222-255, LSTT 105, AMTK 565.
	SW-9 SW-10 NW-2	155, 169, 262-266, 268-269. 375-394, 427-449, 574-585. LSTT 101-104.
D	NW-12 MP-15 GP-15-1 GP-10 GP-9	1, 5, 14, 19. 1000-1004. 1375-1399. 1400-1422, 1426, 1436, 1438. 1702-1704, 1706-1707, 1709-1714, 1717, 1719-1721, 1762-1767, 1769-1770, 1773-1775, 1777, 1779, 1782-1787, 1791, 1799-1800, 1802-1804, 1807, 1831-1836, 1839-1841, 1850-1851, 1853-1854, 1858, 1860-1863, 1867-1869, 1873, 1875, 1877-1878, 1881-1883, 1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1977-1978.
	GP-20	2003, 2005-2006, 2008-2012, 2014, 2016, 2026, 2030-2031, 2034-2037, 2041-2042, 2044-2045, 2047-2050, 2052-2054, 2058-2060, 2062-2064, 2066-2068, 2070.
	GP-30	2217-2219, 2221-2227, 2229, 2232, 2234, 2236, 2241-2242, 2244-2246.
	GP-39-2	2700-2739.

Group	Model	Locomotive Numbers
E	SW-15 GP-38 GP-38-2 GP-30 GP-35	20-65, 300-324. 2072-2077, 2110-2135, 2137-2138, 2155-2189. 2078-2109, 2150-2154, 2255-2314, 2316-2369. 2200, 2203-2207, 2210, 2212-2216, 2247, 2249-2253. 2501, 2503-2504, 2507-2509, 2511-2514, 2516-2518, 2521-2537, 2539-2545, 2550-2552, 2554-2557, 2559-2561, 2570-2572, 2576, 2579-2580, 2582.
	GP-38-B GP-38-2B GP-40 GP-40-2 GP-50	2600*. 2601*. 3000-3013, 3015-3017, 3019-3020, 3022-3038. 3040-3064. 3100-3162.
	B-30-7A U-28-B U-30-B B-30-7 B-32-8 F-40-PH	4000-4050, 4052-4119. 5450-5451, 5453-5459. 5471-5481, 5483-5484, 5770-5780, 5782-5799. 5485-5492. 5497-5499. Amtrak 200-400.
F		None.
G	SD-9	6127-6128, 6131-6135, 6139, 6141-6143, 6145-6148, 6150-6154, 6156-6164, 6166-6168, 6170-6172, 6174, 6176-6179, 6181-6185, 6187-6200, 6202, 6204-6206, 6216-6219, 6221, 6223-6228, 6230-6237.
H	SD-9 E-9	6100-6103, 6105, 6107-6123, 6125-6126. 9900-9908, 9910-9925.
I	U-3-CB C-30-7 U-30-C	4500*. 5000-5135, 5137-5141, 5500-5599. 5300-5335, 5338-5362, 5364-5394, 5396-5399, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	U-33-C SD-38-2 SD-40	5725-5765. 6260-6263. 6300-6301, 6303-6318, 6320-6324, 6335-6341, 6344-6347, 6394-6395, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6377-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181, 8300-8302.
	SD-45	6400, 6402-6403, 6405, 6411, 6415-6421, 6423-6425, 6428-6429, 6435-6436, 6440, 6442-6645, 6447, 6492-6527, 6530-6567, 6570-6574, 6593-6599, 6650, 6653-6656, 6659-6664, 6666-6669, 6671, 6673-6696.
	F-45 SD-40-2B SD-40-B	6626-6645. 7500-7502* 7600*.

* Cabless.

4. Restrictions On Cars—

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

Outfit cars EXCEPT univans

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

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

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, wings must be properly secured.

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

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

Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

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

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

4B. Multi-Platform and Stack Intermodal Cars—

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.

Description—Stack Cars

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

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

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

Yard Operation—

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

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

Train Operation—

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

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

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.

5. Car Weight and Length Restrictions—

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

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Air Repeater Operation—

When air repeater equipment is to be operated in train, it must be placed approximately in the middle of the train. Air repeater equipment is identified as follows:

Cars—BNH 3-14.

Locomotives—5450-5451, 5453-5459, 5473, 5475-5476, 5479, 5481, 5484, 5771, 5773, 5776 and 5778.

7. Dimensional and Special Shipment Restrictions—

- All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625.
- 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.
- Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- 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.
- Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

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

CODE	RESTRICTION APPLICABLE
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
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.
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.

8. Track Side Warning Detector—

Train Inspection—

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

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

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

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

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

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

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to superintendent and chief dispatcher indicating date, train and location of track side warning detector which

failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, crew will inspect train in advance of such structure.

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

Track Side Warning Detector—Radio Reporter—

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

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

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

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

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 rear of the train 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.

9. Storage of Cars Within Yard Limits Non-ABS Territory—

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

10. Commodities Insulating Track in CTC and ABS—

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

11. General Code of Operating Rules—Rules changes and additions—

The following General Code of Operating Rules apply only on Burlington Northern Railroad.

Rule G—change to read:

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule Q—Add the following:

MT — Main Track(s)

Rules 2 and 3—

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

Rule 2—

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

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

Rule 3—

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

Rule 6(A)—explanation of characters:

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

Rule 10(E)—add the following paragraphs:

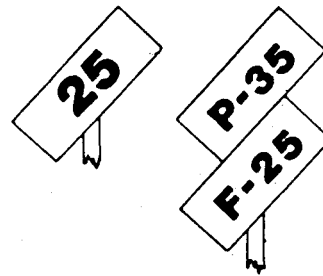
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) and Resume Speed Sign (vertical).

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

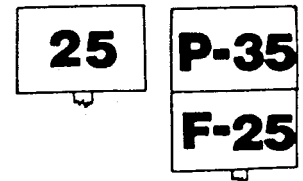
At the end of a reduced speed zone, a train or engine will be governed by a “Speed Sign” displaying a higher speed or a “Resume Speed Sign” which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign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

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

ADVANCE WARNING SIGN



SPEED SIGN



RESUME SPEED SIGN



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

- Figures preceded by letter P apply to passenger trains.
- Figures preceded by letter F apply to freight trains.
- Figures not preceded by a letter apply to all train movements.

Rule 81—

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

Rule 82(A)—add as last paragraph:

At intermediate locations in CTC territory, Rule 82(A) will not apply when so authorized by train dispatcher.

Rule 93—add the following two paragraphs:

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

General order or special instructions will read, as example:

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

Rule 103(E)—change to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)—change first paragraph to read:

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter “S” located on or near spring switch. Facing point movements over spring switches will be protected by signals or indicators where required.

Rule 104(M)—change fifth paragraph first sentence 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—add the following paragraph:

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

Rule 223, Rule 225 and Form N Train Order—Will not be used.

Form M Train Order—

The following is added to Form M train order:

(3) Line No _____ of order No _____ is ANNULLED

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

Form O Train Order and Rule 456—Will not be used; Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.


Form Y Train Order, Example (2)—Will not be used.

Rule 241—NAME is changed to: **RESTRICTED PROCEED.**
INDICATION is changed to: **Proceed at restricted speed.**


Rule 248—new:

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


Rule 248(A)—Take Siding Indicator

Aspects	Indication
	When illuminated, proceed at restricted speed without stopping. Hand operate switch and enter siding.


Rule 248(B)—Operate Switch Indicator

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

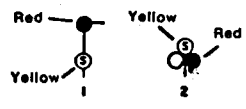
Rule 248(C)—Block Indicator

Aspects	Indication
	Block clear.

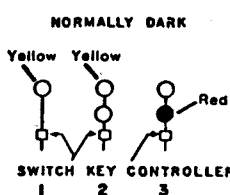
Rule 248(D)—Block Indicator

Aspects	Indication
	Block occupied.

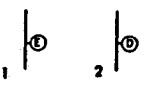
Rule 248(E)—Spring Switch Indicator

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 236.

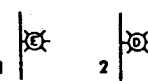
Rule 248(F)—Switch Indicator

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


Rule 248(G)—Failed Equipment Indicator

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


Rule 248(H)—Failed Equipment Indicator

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


Rule 248(I)—Slide Fence Indicator

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

Rule 248(J)—Slide Fence Indicator

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

Rule 248(K)—Resume Speed

Aspects	Indication
	End of slide fence restriction; resume speed.

Rule 312(2)(b)—

The waiting time is 10 minutes.

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

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

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

If a train or engine 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 or engine 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 or engine on the conflicting route.

Rule 319—add new paragraph following paragraph (2):

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

Rule 351—add the following two paragraphs:

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

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

Rule 408—add the following two paragraphs:

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision, items 2 and 3 on the same track warrant may be used to authorize a second movement.

Rules 410 and 411—modification:

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

Rule 413—add the following paragraph:


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

Rule 463—change first paragraph to read:

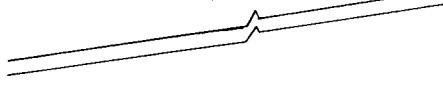
To void a track bulletin or part of a track bulletin, the train dispatcher will issue a track bulletin Form D using the following:

(a) LINE 4 OF TRACK BULLETIN NO 8 IS VOID.

Rule 463—example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No.	Date	19
10	AT	
	AT	
	AT	
	AT	



OK	COPIED	DISPATCHER
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Form D-10-10-10

Rule 620—change 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.

YARD SERVICE RULES

Rule Y-1. The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

Rule Y-2. The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employees working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

12. Rules of the Maintenance of Way—Rules changes and additions—**Rule G—change to read:**

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule Q—Add the following:

MT — Main Track(s)

Rule 3—

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

Rule 6(A)—explanation of characters:

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

Rule 351—cancel fourth paragraph reading:

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

Rule 408—add the following two paragraphs:

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision, items 2 and 3 on the same track warrant may be used to authorize a second movement.

Rules 410 and 411—modification:

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

Rule 413—add the following paragraph:

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

13. Safety Rules and General Rules—Rules changes and additions—

Rule 299—last paragraph is changed to read:

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

Rule 336 m—added:

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

Rule 345—following paragraph added:

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

Rule 565—change to read:

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule 566—cancel.

Rule 572—changed to read:

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

Rule 575(A)—added:

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

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

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

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

Rule 592—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—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.

14. Automatic Cab Signals—

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

15. Helper Behind Caboose—

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

16. 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.

17. Certificate of Rules Examination—

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

18. Remote Control Operation—

When operating in remote control operation with trains over 100 tons/OB and exceeding 8,000 feet in length, train speed must be reduced 10 MPH less than the maximum speed authorized when radio communication between the master and remote locomotive is interrupted (COM INT) or remote shows feed valve out (FEED VALVE OUT).

Such speed or slower speed must be maintained until communication is re-established.

19. Federal Railroad Administration Presumption of Impairment Notice—

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test

cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

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

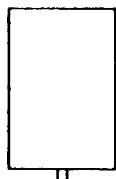
"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and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

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

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

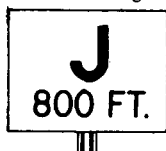
Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of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

20. Roadway Signs—



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

Track Flag



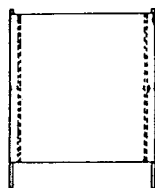
Junction
Rule 98(B)



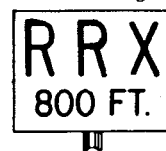
Yard Limit
Rule 93



End Double-Track



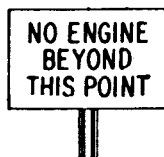
Track Flag



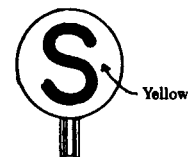
Railroad Crossing
Rules 98 & 98(B)



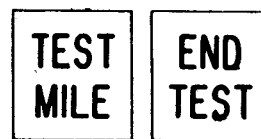
Conditional Yard Limits
Rule 93



No Engine Beyond This Point



Spring Switch
Rule 104(M)



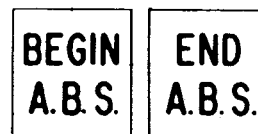
Begin Test Mile and End Test Mile



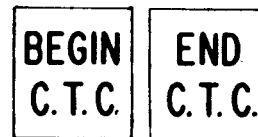
Stop
Rules 98 and 98(B)



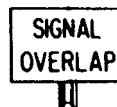
One Mile Switch



Begin and End ABS



Begin and End CTC



Signal Overlap
Rule 303



End of Overlap
Rule 303



Crossing Whistle
Rule 15(I)

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





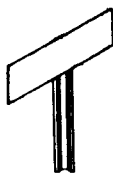
Derail
Rule 104(L)



Westward Siding or
Eastward Siding



Fouling Point



Flanger

Rule 105(A)



No Clearance



One Mile Draw Span
Rule 98

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Ravenna	1st Subdiv MAIN LINE STATIONS			EASTWARD
						Office Calls	Rule 6(A)		
		30126	127.7	4	0.0	R	RAVENNA	BKRT	CTC
		30128	128.3		0.6		WEST RAVENNA		
		30137	137.8		10.1	2MT	HAZARD	X	
		30143	144.3		16.8		LITCHFIELD	X	
		30152	155.0		27.3		MASON		
		30166	165.1		37.4	2MT	BERWYN		
		30174	175.0		47.3		FAIR	X	
7,933		30175	176.3		48.6		BK BROKEN BOW	BK	
		30183	183.6		57.0	2MT	MERNA		
		30194	195.7		67.9		ANSELMO		
		30206	205.5		77.8	2MT	LINSCOTT		
		30214	214.4		86.7		DUNNING		
		30224	223.9		96.2	2MT	HALSEY		
		30234	235.3		107.6		NATICK		
8,124		30241	242.6		114.9		THEDFORD		
		30249	249.1		121.4		NORWAY		
		30256	257.6		129.9	2MT	SENECA		
		30259	259.3		131.6		WEST SENECA		
		30267	267.3		139.6	2MT	MULLEN		
		30277	279.3		151.6		HECLA		
		30292	292.8		165.1	2MT	WHITMAN		
		30305	306.9		179.2		HYANNIS		
		30314	314.5		186.8	2MT	ASHBY		
		30323	324.8		197.1		BINGHAM		
8,737		30333	333.9		206.2		ELLSWORTH		
		30335	335.8		208.1	2MT	WEST ELLSWORTH		
		30341	344.0		216.3		LAKESIDE		
		30349	349.2		221.5		ANTIOCH		
		30358	358.9		231.2	2MT	BIRDSSELL	X	
		364.4			236.7		EAST ALLIANCE	X(2)	
		30364	365.6	237.9	J	ALLIANCE	BKRT		

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

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

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

Ravenna and Alliance—
Trains up to 100 Tons/OB..... 50 MPH.
Head end of train over highway crossing from Fifth Street at Stock Yards, to Fourteenth Street, the first crossing west of Depot Broken Bow..... 35 MPH.
MP 364.5 and MP 365.3..... 25 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches 25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

3. Train Register Exceptions—None.

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

Track Bulletins are authorized on this Subdivision.

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

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

Other Track Side Warning Detector Locations—

MP 156.5	MP 286.6
MP 180.9	MP 309.0
MP 200.5	MP 338.1—Main 1
MP 247.5	MP 338.2—Main 2

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

Hazard Elevator Track	Hecla Business Track
Broken Bow B&D Spur	Bingham Business Track
Broken Bow House Track	Ellsworth Business Track
Dunning Business Track	Lakeside Business Track
Seneca X-1 Track	Antioch Business Track
Mullen Stock Track	Alliance Bean Spur

8. CTC—Two Main Tracks between the following locations:

MP 127.7-MP 155.0	MP 267.3-MP 279.3
MP 165.1-MP 175.0	MP 292.8-MP 306.9
MP 183.6-MP 195.7	MP 314.5-MP 324.8
MP 205.5-MP 214.4	MP 333.9-MP 344.0
MP 223.9-MP 235.3	MP 349.2-MP 364.4
MP 249.1-MP 259.3	

9. Crossovers—At other than stations:

MP 133.5	MP 254.2 two
MP 150.6 two	MP 273.9 two
MP 169.8 two	MP 300.1 two
MP 185.0	MP 320.2 two
MP 190.0	MP 339.4 two
MP 210.0 two	MP 354.8
MP 229.9 two	MP 361.6 two

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Alliance	2nd Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	EAST WARD	
		30364	365.6	4	0.0	J	ALLIANCE	BKRT			
			365.9		0.3			EMERSON			
			366.2		0.6			THIRD STREET	J		
						2MT	2.9				
			369.1		3.5		WEST ALLIANCE				
9,860	30374	375.6			10.0		6.5	BEREA			
10,948	30383	384.6			19.0		9.0	HEMINGFORD			
	30399	400.3			34.7	2MT	15.7	MARSLAND			
10,227	30409	409.7			44.1		9.4	BELMONT	X		
	30422	422.9			56.8		12.7	CRAWFORD	BRX		
		423.1			57.0	2MT	0.2	CNW CROSSING	AX		
	30436	437.3			71.2		14.2	JODER			
7,724	30449	450.3			84.2		13.0	ARDMORE			
14,167	30457	458.8			92.7	2MT	8.5	RUMFORD			
	30466	465.2			99.1		6.4	PROVO			
	30475	476.1			110.0		10.9	MR EDMONT	BKRT		

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

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

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

Alliance and Edgemont— Trains up to 100 Tons/OB.....	50 MPH.
MP 365.3 and MP 367.1.....	20 MPH.
Alliance Wye and moves via dog leg.....	10 MPH.
MP 393.6 and MP 396.2.....	40 MPH.
Through siding Belmont.....	25 MPH.
MP 409.0 and MP 412.8.....	30 MPH.
MP 412.8 and MP 414.1.....	20 MPH.
MP 414.1 and MP 423.2.....	25 MPH.
Over CNW Crossing.....	25 MPH.
Through turnout MP 475.2.....	10 MPH.
Edgemont between east and west Highway crossings, head end of train.....	25 MPH.
MP 469.4 and MP 475.8.....	45 MPH.
MP 475.8 and MP 476.1.....	20 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches.....	25 MPH.
Item 1A, All Subdivisions, applies MP 475.5 to MP 467.0 to eastward trains only.	

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

3. Train Register Exceptions—

Crawford—Trains originating or terminating will register.

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

Track Bulletins are authorized on this Subdivision.

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

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

Other Track Side Warning Detector Locations—

MP 391.3 MP 454.6

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

Alliance Coop Spur
Buchfinck Bean Spur
Berea Elevator Track
Berea Spud Track
Nida Back Track
Hemingford Mill Track
Marsland Back Track

Edgemont City Track
Edgemont House Track
Joder Back Track
Ardmore Back Track
Rumford Back Track
Provo Back Track

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

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

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

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

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

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

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

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

10. CTC—Two Main Tracks between the following locations:

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

11. Crossovers—At other than stations:

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

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Edgemont	3rd Subdiv MAIN LINE STATIONS		
					Office Calls	Rule 6(A)	
	30475	476.1		0.0	MR EDGEMONT	BKRT	
					0.6		
	30476	476.7		0.6	DEADWOOD JCT. To Custer 45.0	TX	
					7.6		
	30483	484.3		8.2	MARIETTA		
					11.5		
8,143	30494	495.8		19.7	DEWEY		
					11.3		
	30507	507.1		31.0	OWENS		
					6.8		
	30514	513.9		37.8	SPENCER		
					5.4		
	30518	519.3		43.2	EAST NEWCASTLE		
					1.4		
	30519	520.7		44.6	NC NEWCASTLE		
					0.1		
	30522	520.8		44.7	WEST NEWCASTLE		
					7.2		
8,146	30527	528.0		51.9	PEDRO		
					7.4		
8,296	30534	535.4		59.3	OSAGE		
					11.8		
	30546	547.2		71.1	EAST UPTON		
					0.9		
9,976	30548	548.1		72.0	RO UPTON		
					2.1		
	30547	550.2		74.1	WEST UPTON		
					6.1		
	30555	556.3		80.2	THORNTON		
					5.7		
	30562	562.0		85.9	KARA		
					7.0		
	30568	569.0		92.9	MOORCROFT		
					7.5		
	30581	576.5		100.4	EAST ROZET		
					4.9		
		581.4		105.3	ROZET	X(2)	
					5.1		
	30587	586.5		110.4	DONKEY CREEK	JTX	
					1.4		
	30588	587.9		111.8	CAMPBELL	JTX	
					3.4		
	30589	591.3		115.2	WYODAK		
					4.0		
	30595	595.3		119.2	EAST GILLETTE		
					1.9		
	30596	597.2		121.1	X GILLETTE	BKRTY	

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted Freight

Edgemont and Rozet trains up to 100 Tons/OB	50 MPH.
Rozet and Campbell all trains	30 MPH.
MP 588.5 and Gillette	50 MPH.
MP 476.1 and MP 476.5	20 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 591.3 and MP 591.4	25 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	25 MPH.
Both legs of Wye Deadwood Jct.	10 MPH.
Item 1A, all subdivisions, applies MP 570.8 to MP 563.7 and MP 526.1 to MP 519.4 to eastward trains only.	

2. Bridge, Engine and Heavy Car Restrictions—

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

Deadwood Jct and Custer—

Item 5d not permitted.

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

3. Train Register Exceptions—None.

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

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

Track Bulletins are authorized on this Subdivision.

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

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

Other Track Side Warning Detector Locations—

MP 492.0 MP 516.5 MP 539.5 MP 573.8

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

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

8. Local Crossing Ordinance—

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

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

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

10. Handling 80-feet or Longer Cars—

Deadwood Jct to Custer—80 feet or longer cars must not be handled without authority of Superintendent.

11. Trackage between Deadwood Jct and Custer is industrial trackage. Rule 105 applies.

12. Crossovers—At other than stations:

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

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Campbell	4th Subdiv MAIN LINE STATIONS		
					Office Calls	Rule 6(A)	
	30588	0.0		0.0	CAMPBELL	JT	
					1.3		
7,650		1.3		1.3	FORTIN	X	
					1.7		
		3.0	188	3.0	CLOVIS POINT JCT. To Clovis Point 1.6	J	
					3.0		
		6.0		6.0	FT. UNION JCT. To Ft. Union 1.0	J	
					3.5		
	33309	9.5		9.5	EAGLE BUTTE JCT. To Rawhide 1.7 To Eagle Butte 4.5 To Buckskin 6.6	J	

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted Freight

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

2. Bridge, Engine and Heavy Car Restrictions—None.**3. Train Register Exceptions—None.****4. Clearance Provisions and Exceptions Rule 82(A)—**

At all stations, Rule 82(A) will not apply.

Track Bulletins are authorized on this Subdivision.

5. Rule 99—When flagging is required, distance will be 2 miles.**6. Tracks between Clovis Point Jct. and Clovis Point—**
Between Eagle Butte Jct. and Rawhide, Eagle Butte Jct. and Eagle Butte, Eagle Butte Jct. and Buckskin, Ft. Union Jct. and Ft. Union is considered industrial track, Rule 105 applies.**7. Clovis Point—**Hopper trains approaching Clovis Point will stop at loop track switch and receive permission to proceed by radio from Mine personnel and will load clockwise.

Weigh-in and weigh-out speed 1½ MPH. Scales located 300 feet either side of load out hopper. Loading speed 3/10 MPH to start and then as directed by load-out operator.

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—Mine will advise train of appropriate loop assignment before trains proceed past entrance to the east switch at Eagle Butte Mine. Trains must receive permission from coal plant personnel before crossing the inbound scale and circuit and entering silo. Coal trains approaching silo will weigh empties inbound and loads outbound at speeds not exceeding 1 MPH. Trains will load counterclockwise. Weight-in-motion scales located six car lengths either side of silos. Loading speeds to be directed by loadout operator.

All loaded coal trains, A or H, 40, 41, 78 and 79 routed through Gillette must make 1000 mile train air brake inspection before departing Eagle Butte Mine.

10. Buckskin—Hopper trains approaching Buckskin will stop short of scale and receive permission to proceed from mine personnel over scale not to exceed 1 MPH. Loading will be counter-clockwise with the loadout operator directing loadout speed.**11. Ft. Union—**Hopper trains approaching loadout area will stop and be directed by mine personnel when to proceed. The loading direction will be clockwise.

1. Speed Restrictions—	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.
MP 7.0 and MP 7.3	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—None.**3. Train Register Exceptions—None.****4. Clearance Provisions and Exceptions Rule 82(A)—**

Reno—Rule 82(A) will not apply.

Track Bulletins are authorized on this Subdivision.

5. Rule 99—When flagging is required, distance will be 1 mile.**6. Black Thunder and Jacobs Ranch—**

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

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

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

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

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Bridger Jct.	6th Subdiv MAIN LINE STATIONS			
						Office Calls	Rule 6(A)		
			127.3	186	0.0	BJ BRIDGER JCT.	J		
			126.2		1.1	ORIN JCT.	J		
			123.6		3.7	FISHER JCT.	J		
			123.2		4.1	EAST FISHER			
					2MT	2.9			
			120.3		7.0	WEST FISHER			
						2.6			
			117.7		9.6	SHAWNEE JCT.	J		
						10.4			
			107.3		20.0	EAST WALKER			
					2MT	4.9			
			102.4		24.9	WEST WALKER			
						9.2			
		33182	93.2		34.1	EAST BILL			
						2.4			
			85.5		41.8	EAST CNW JCT.	JX		
					2MT	2.8			
			82.7		44.6	WEST BILL			
						1.9			
			80.8		46.5	WEST CNW JCT.	J		
					8.3				
			72.5	54.8	EAST LOGAN	X			
					2.3				
			65.4	61.9	CONVERSE JCT.	J			
				2MT	2.4				
			63.0	64.3	WEST LOGAN				
					1.0				
			62.0	65.3	NACCO JCT. To North Antelope	J			
					4.7				
			47.4	79.9	EAST RENO				
					4.9				
		33142	42.5	84.8	RENO	JTX(2) CTC			
					1.9				
			40.6	86.7	WEST RENO				
					9.2				
13,395		31.4		95.9	ANTELOPE				
					5.2				
		33125	26.2	101.1	COAL CREEK JCT. To Coal Creek 2.1	JT			
					1.7				
			24.5	102.8	SUNED CO. JCT.	J			
					.7				
			23.8	103.5	EAST CORDERO JCT. To Cordero 2.2	J			
					2.7				
			21.1	106.2	WEST CORDERO JCT. To Cordero 2.2	J			
					1.9				
14,200		19.2		108.1	HAIRE				
					1.9				
		33117	17.3	110.0	ROJO JCT. To Caballo Rojo 0.7	J			
					0.9				
		33115	16.4	110.9	E. BELLE AYR JCT. To Belle Ayr 1.8	J			
					1.0				
		15.4		111.9	E. CABALLO JCT.	J			
					0.7				
		33114	14.7	112.6	W. CABALLO JCT. To Caballo 0.4	J			
					5.4				
		33108	9.3	118.0	WHITETAIL				
					9.3				
		30587	0.0	127.3	DONKEY CREEK	J			

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

- | | |
|---|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Freight |
| Bridger Jct to MP 15.5 | 45 MPH. |
| MP 15.5 to Donkey Creek | 25 MPH. |
| Through turnout Donkey Creek and both legs of Wye | 25 MPH. |
| North American Car Corporation at Bill—all tracks | 10 MPH. |
| Through turnouts beginning and end of two main | |
| tracks, all controlled sidings and crossovers | |
| equipped with dual control switches | 25 MPH. |

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

3. Train Register Exceptions—None.

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

Bridger Jct. and Donkey Creek—Rule 82(A) will not apply.

Unless otherwise provided, Chicago & North Western Transportation Company trains between Orin Jct., MP 126.2 (CNW MP 530.7) and Fisher Jct., MP 123.6 (CNW MP 528.1) will not require clearance under Rule 82(A).

Track Bulletins are authorized on this Subdivision.

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

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

Other Track Side Warning Detector Locations—

MP 59.4 MP 98.0

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

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

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

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

Cordero—Empty hopper trains approaching Cordero Mine will stop short of scale until advised by mine personnel the track scale is ready for operation.

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 counterclockwise.

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

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

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

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

10. Caballo—Hopper trains approaching Caballo Mine will stop short of dirt crossing 500 feet east of silos. Permission must be received from mine personnel before proceeding.

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

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

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

11. CTC—Two Main Tracks between the following locations:

MP 0.0-MP 10.4	MP 82.7-MP 93.2
MP 40.6-MP 47.4	MP 102.4-MP 107.3
MP 63.0-MP 72.6	MP 120.3-MP 123.3

12. Between Shawnee Jct. and Suned Co. Jct.—

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

13. South Antelope Mine (Converse Jct.)—

Trains will load clockwise and stop short of loop track switch until advised by mine personnel. Trains must receive permission from mine personnel before moving over scales.

14. Crossovers—At other than stations:

MP 67.8 MP 88.0

3. Train Register Exceptions—None**4. Clearance Provisions and Exceptions Rule 82(A)—**
Bridgeport—Rule 82(A) will not apply.

Track Bulletins are authorized on this Subdivision.

5. Rule 99—When flagging is required, distance will be 2 miles.**6. The following Track Side Warning Detectors protect bridges, tunnels or other structures—None.****Other Track Side Warning Detector Locations—**

MP 61.5 MP 85.9

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

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

8. Burlington Northern Crews operated on Union Pacific trackage at Northport, Nebraska must comply with instructions from Union Pacific Officers or supervisors and must comply with Union Pacific General Code of Operating Rules.**9. Interchange of Loaded or Empty Coal Trains with the U.P. at Northport—Engineer taking train from Union Pacific at Northport will assume the train has received a proper initial terminal air test by Union Pacific under run-through certified with FRA.****10. CTC—Two Main Tracks between the following locations:**
MP 3.0-MP 4.6**11. All Crews Delivering to U.P. at Northport—**

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

15 MPH over all Union Pacific dual-control switches.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Third Street	7th Subdiv MAIN LINE STATIONS	
					Office Calls	Rule 6(A)
		0.3		0.0		THIRD STREET To Alliance 0.5 J
		3.0		2.7		2.7 PRAIRIE X
		4.6		4.3	2MT	1.6 SOUTH ALLIANCE
8,745	32014	13.1		12.8		8.5 BONNER
7,132	32022	20.3		20.0		7.2 ANGORA
	32034	33.8		33.5		13.5 NORTHPORT JT
		34.4		34.1		0.6 UP CROSSING To West Northport IJT
7,400	84003	36.5	21	36.2		0.7 BRIDGEPORT
7,122	84011	44.2		43.9		7.7 ALDEN CTC
7,342	84023	56.4		56.1		12.2 DALTON
	84028	62.3		62.0		5.9 GURLEY
8,355	84035	69.2		68.9		6.9 HUNTSMAN T
	84042	75.4		75.1		6.2 NY SIDNEY
7,242	84050	83.0		82.7		7.6 LORENZO
8,995	84056	90.0		89.7		7.0 PEETZ
7,122	84067	98.3		98.0		8.3 BUCHANAN
	84071	104.3		104.0		6.0 PADRONI
		112.1		111.8		7.8 EAST STERLING
	84081	115.1		114.8	ST	3.0 STERLING BJKRTY

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

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

1. Speed Restrictions—
Zone—Between Maximum Speeds Permitted

Third Street to Sterling:	
MP 3.0-MP 112.2 Trains up to 100 Tons/OB	50 MPH.
MP 0.7-MP 3.0-Sterling Main	25 MPH.
Over hand throw switches:	
MP 3.2 Main 2	20 MPH.
MP 1.0	20 MPH.
Alliance Wye	10 MPH.
MP 24.4 to MP 30.2	35 MPH.
MP 34.4 (U.P. Crossing) and MP 36.7	20 MPH.
MP 49.5 to MP 56.0	35 MPH.
Huntsman Siding—Trains up to 100 Tons/OB	25 MPH.
Huntsman Siding—Trains over 100 Tons/OB	10 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	25 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—None

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Northport	8th Subdiv MAIN LINE STATIONS		
						Office Calls	Rule 6(A)	
		32034	0.0	5	0.0	2MT	NORTHPORT	JT
			0.4		0.4		WEST NORTHPORT To Up Crossing 0.7	JT
	32036	3.4	3.4		3.0	DEGRAW		
		10.0	10.0		6.6	EAST BAYARD		
	32046	11.8	11.8		1.8	BAYARD	T	
7,182		15.9	15.9		4.1	BRADLEY		
	32056	21.8	21.8		5.9	MINATARE		
7,148		24.7	24.7		2.9	WINTERS		
	32065	30.8	30.8		6.1	SB SCOTTSBLUFF	BKRT	
7,167	32072	36.8	36.8		6.0	JANE		
	32074	40.2	40.2		3.4	MITCHELL	T	
7,284		44.6	44.6		4.4	ENTERPRISE		
	32080	46.5	46.5		1.9	MORRILL		
	32088	53.7	53.7		7.2	HENRY		
7,554		57.3	57.3		3.6	STUART		
	32096	62.2	62.2		4.9	TORRINGTON		
7,115		69.6	69.6		7.4	TEXAS		
	32106	71.7	71.7	2.1	LINGLE			
7,238		80.0	80.0	8.3	GRATTAN			
	32116	82.0	82.0	2.0	FORT LARAMIE			
		91.2	91.2	9.2	EAST GUERNSEY			
	32129	95.0	95.0	3.8	GR GUERNSEY	BKRTY		

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

BN Radio Channel No. 2 in service at Guernsey.

1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	Freight
Northport and Guernsey—	
Trains up to 100 Tons/OB.....	50 MPH.
Northport Wye.....	25 MPH.
West Northport and MP 3.4—Both Main Tracks	25 MPH.
MP 30.1 to 31.7—Scottsbluff	30 MPH.
MP 91.2 and MP 95.0	20 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	25 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

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

Bayard—All Sugar Factory trackage. Does not include Storage One and Storage Two.

Minatare—Stock track.

Mitchell—All Sugar Factory trackage. Does not include Main Line Storage One or Main Line Storage Two.

Lingle—Elevator track.

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

Bayard Factory Yard Pulp track

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

3. Train Register Exceptions—

Scottsbluff—Trains originating or terminating will register.

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

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

Track Bulletins are authorized on this Subdivision.

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

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

Other Track Side Warning Detector Locations—

MP 20.5 MP 42.3 MP 65.9

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

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

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

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

10. CTC—Two Main Tracks between the following locations:

MP 0.4-MP 3.4

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Guernsey	9th Subdiv MAIN LINE STATIONS					
						Office Calls		Rule 6(A)			
		32129	95.0	5	0.0	DT	GR	GUERNSEY	BKRTY	CTC	
7,166		32133	100.0		5.0			5.0	STOKES		
		32137	103.3		8.3			3.3	WENDOVER		JT
19,553		32145	111.0		16.0			7.7	CASSA		
		32153	119.6		24.6			8.6	GLENDON		
7,329			122.0		27.0			2.4	ELKHORN		
7,083		32162	129.2		34.2			7.2	BONA		
			133.2		38.2			4.0	BRIDGER JCT.		J
5,628		32167	134.4		39.4			1.2	ORIN		Y
		32175	141.0		46.0			6.6	FOSTER		
6,600		32182	148.8		53.8			7.8	DOUGLAS		
		32192	158.6		63.6			9.8	ORPHA		
		32205	171.5		76.5			12.9	CLAYTON		
5,492		32212	178.2		83.2			6.7	GLENROCK		
		32225	192.0		97.0			13.8	FRY		
4,084		32231	197.7		102.7			5.7	BROOKHURST		Y
		32236	202.2		107.2		CS	4.5	CASPER		BKRTY

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

BN Radio Channel No. 2 in service at Guernsey.

- 1. Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Freight
- Guernsey and Bridger Jct.—
 Trains up to 100 Tons/OB..... 50 MPH.
 Bridger Jct. and Casper 49 MPH.
 Guernsey and MP 101.7 25 MPH.
 MP 101.7 and MP 115.0 35 MPH.
 MP 125.2 and MP 127.5 35 MPH.
 Between eastward and westward absolute signals
 governing dual control switch at MP 103.5 when
 switch is lined for movement to and from Colorado
 Division Third Subdivision 10 MPH.
 Through turnouts beginning and end of two main
 tracks, all controlled sidings and crossovers
 equipped with dual control switches 25 MPH.
 Glendo Siding 10 MPH.
 Wendover West and East Leg Wye 10 MPH.
 Item 1A, All Subdivisions, applies
- 2. Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
- 3. Train Register Exceptions—None**
- 4. Clearance Provisions and Exceptions Rule 82(A)—**
Wendover—Clearance received at Cheyenne over signature of train
 dispatcher at McCook authorizes movement Wendover to Guernsey
 on Ninth Subdivision of Alliance Division.
Wendover—Westward trains originating will receive clearance at
 Guernsey.
Bridger Jct.—Rule 82(A) will not apply.
 Track Bulletins are authorized on this Subdivision.
- 5. Rule 99**—When flagging is required, distance will be 1.5 miles.
- 6. The following Track Side Warning Detectors protect**
bridges, tunnels or other structures—None.
Other Track Side Warning Detector Locations—
 MP 105.5
- 7. Local Crossing Ordinance: Glendo**—Standing train must not
 block crossing more than five minutes.
- 8. Dave**—Following Pacific Power tracks must not be used without
 authority of train dispatcher: Track No. 1 beyond 1000 feet south of
 No. 1 track switch. Track No. 2 and Track No. 3 beyond switch to the
 South leg of wye. The south leg of wye.
- 9. Casper**—Yard engines or leading car, must stop before crossing
 West Yellowstone Highway.
 Cars must not be left on track serving Black Hills Bentonite Com-
 pany, MP 203.7, between main track switch and derail location 529
 feet west of main track clearance point.

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
890	Alliance
891	Alliance Shop
892	Edgemont
893	Guernsey
894	Casper
896	Scottsbluff
897	Newcastle
907	Sterling
952	Gillette

BALLAST PITS

Line Segment	Yard
898	Lien
899	Guernsey

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
181	Deadwood Jct.—Custer	0.6 to 45.0
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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision			
30132 Sweetwater	5.5 west of Ravenna	11	West
30159 Ansley	4.9 east of Berwyn	109	East
30166 Old Berwyn	2.5 west of Berwyn	28	Both
30214 Old Dunning	1.1 west of Dunning	26	West
30360 RMC	5.6 east of Alliance	189	Both
30361 Swepeco	4.1 east of Alliance		Loop
Koester's	0.8 east of East Alliance	42	Both
2nd Subdivision			
30369 Ginn	1.2 west of West Alliance	22	West
30380 Nida	5.7 west of Berea	35	West
30390 Nonpareil	6.7 west of Hemingford	66	Both
30467 Area Wye	1.2 west of Provo	82	Both
3rd Subdivision			
30503 Clifton	3.0 east of Owens	74	Both
30514 Old Spencer	1.0 west of Spencer	21	East
30532 Energy Spur	4.6 west of Pedro	27	West
30538 Clay	4.3 west of Osage	62	West
30541 Jerome	4.2 east of Upton	74	Both
30549 Colloid	2.1 west of Upton	48	Both
30550 Bentley	3.5 west of Upton	38	Both
Minturn	1.0 east of Wyodak	55	Both
85015 Minnekahta	15.4 west of Deadwood Jct.		
85022 Lien	21.5 west of Deadwood Jct.		
85027 Loring	26.9 west of Deadwood Jct.		
85032 Pringle	31.8 west of Deadwood Jct.		
85044 Custer	45.0 west of Deadwood Jct.		
4th Subdivision			
33303 Clovis Point	1.6 west of Clovis Point Jct.		Loop
33306 Ft. Union	1.0 west of Fort Union Jct.		Loop
33308 Buckskin	6.6 west of Eagle Butte Jct.		Loop
Buckskin Siding	3.3 west of Eagle Butte Jct.	140	Both
33309 Eagle Butte	4.5 west of Eagle Butte Jct.		Loop
33312 Rawhide	1.7 west of Eagle Butte Jct.		Loop
5th Subdivision			
33403 Black Thunder	0.1 east of Black Thunder Jct.		Loop
33406 Jacobs Ranch	2.8 east of Black Thunder Jct.		Loop
6th Subdivision			
33114 Caballo	0.4 west of W. Caballo Jct.		Loop
33018 Belle Ayr	1.8 west of E. Belle Ayr Jct.		Loop
Caballo-Rojo	0.7 from Rojo Jct.		Loop
33024 Cordero	2.7 west of W. Cordero Jct.		Loop
33029 Coal Creek	2.1 east of Coal Creek Jct.		Loop
North Antelope	4.7 from Nacco Jct.		Loop
North American Car	0.1 east of Bill	124	Both
7th Subdivision			
32007 Letan	0.2 west of South Alliance	60	Both
32028 Vance	6.1 west of Angora	70	East
84073 Ginther	1.8 west of Padroni	6	West
84078 Ackerman	7.1 west of Padroni	25	Both
8th Subdivision			
Heldt	2.7 west of Scottsbluff	15	West
32046 Simplot Spur	0.1 east of Bayard	3	East
32056 Kelly Bean Spur	1.0 west of Minature	5	West
9th Subdivision			
32207 Dave	1.6 west of Clayton	96	West

RADIO INFORMATION

ALLIANCE DIVISION

Base Stations	Channel	Hours in Operation
Alliance Disprs. Office	1	Continuous
Wayside Stations		
Mason	1	Continuous
Broken Bow	1	Continuous
Anselmo	1	Continuous
Halsey	1	Continuous
Seneca	1	Continuous
Whitman	1	Continuous
Bingham	1	Continuous
Alliance Yard	1 road	Continuous
	2 yard forces	Continuous
	3 mechanical	Continuous
	4 Storehouse	Continuous
	4 Diesel Pit	Continuous
Belmont	1	Continuous
Crawford	1	Continuous
Ardmore	1	Continuous
Edgemont	1 road	Continuous
Edgemont	2 yard	Continuous
Newcastle	1	Continuous
Upton	1	Continuous
Donkey Creek	1	Continuous
Gillette	1	Continuous
Cordero Mine	1	Continuous
Reno	1	Continuous
Bill	1	Continuous
Casper	1	8:00 am-4:00 pm
Bridger Jct.	1	Continuous
Tunnel No. 3	1	Continuous
Guernsey	1 road	Continuous
	2 yard forces	Continuous
Torrington	1	Continuous
Scotts Bluff	1	Continuous
Bridgeport	1	Continuous
Sidney	1	8:00 am-4:00 pm
Peetz	1	Continuous
Huntsman	1	Continuous
Sterling	1	Continuous

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-271-2315	1st	(308) 762-4564
8-271-2314	2nd	(308) 762-4564
8-271-2316	3rd, 4th, 6th	(308) 762-4564
8-271-2322	5th, 6th, 9th	(308) 762-4564
8-271-2317	7th, 8th	(308) 762-4564

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Hastings	1st Subdiv MAIN LINE STATIONS				FIRST CLASS	EASTWARD
			1005								1006	
			NRPC Daily				Office Calls				NRPC Daily	
		20592	1:47AM	156.2		0.0	2MT	HN	HASTINGS	BIKR	s 3:49AM	
		20594		158.0		1.8			GAINES	BJKRT		
		20598		162.6		6.4			JUNIATA			
6,930	20607			171.0		14.7			KENESAW			
6,755	20614			178.7		22.4			HEARTWELL			
7,290	20624			188.3		32.0		M	MINDEN			
7,460	20634			197.8		41.6			AXTELL			
3,500	20640			204.4		48.1			FUNK			
W8,490 E4,300	20647	s 2:35		211.0		54.7		HD	HOLDREGE	BJKT	s 2:59	
7,105	20654			218.3		62.1			ATLANTA			
3,855	20663			226.9		70.6			MASCOT			
	20667			231.5		75.5			OXFORD JCT.	J		
7,655	20670			234.0		77.7		RD	OXFORD	BKRT		
6,740	20677			241.8		85.5			EDISON			
3,835	20684			248.3		92.2			ARAPAHOE			
6,780	20690			254.3		98.1			HOLBROOK			
6,740	20698			262.6		106.5			CAMBRIDGE			
3,660	20706			270.3		114.3			BARTLEY			
6,720	20712			276.3		120.2			INDIANOLA			
7,875	20724	s 3:52AM		287.8		131.8		MC	McCOOK	BKRT	1:53AM	

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

Train Dispatcher Mobile Call In: Minden D1 or 11, Holdrege D2 or 12, Oxford D1 or 11 and Cambridge D2 or 12.

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	Passenger	Freight
Passenger trains.....	79 MPH.		
Trains over 100 tons/OB.....		40 MPH.	
MP 156.0 to MP 157.0.....	25 MPH.	25 MPH.	
MP 157.0 to MP 158.0.....		30 MPH.	
Crossover and turnouts MP 156.4...	15 MPH.	15 MPH.	
Gaines—entering or leaving Yard			
Tracks.....	10 MPH.	10 MPH.	
Gaines turnout end of two main			
tracks.....	35 MPH.	35 MPH.	
MP 219.5 and MP 228.0.....	60 MPH.	60 MPH.	
MP 229.5 and MP 230.0.....	60 MPH.	60 MPH.	
Head end of trains over Ogden			
Avenue Oxford MP 233.8.....	50 MPH.	50 MPH.	
MP 244.4 and MP 248.0.....	70 MPH.	50 MPH.	
MP 253.5 and MP 260.3.....	70 MPH.	50 MPH.	
MP 285.0 and MP 287.0.....	60 MPH.	60 MPH.	
MP 287.0 and MP 289.0.....	30 MPH.	30 MPH.	
Locomotives in Groups H and I on			
siding at Holdrege (south side)....	12 MPH.	12 MPH.	
On sidings at Kenesaw, Heartwell,			
Minden and Funk.....	10 MPH.	10 MPH.	
Through turnouts of controlled			
sidings.....	25 MPH.	25 MPH.	
Holdrege—Westward siding trains			
until leading car or engine occupies			
East Avenue crossing.....	10 MPH.	10 MPH.	
Eastward siding trains must stop			
before crossing East Avenue			
crossing unless movement is			
protected by an employee at			
crossing.			
Head end of eastward trains passing			
signal at MP 235.2—			
Freight trains up to 100 Tons/OB			55 MPH.

McCook—All yard tracks and long siding 10 MPH. 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

Juniata South house track Holdrege Cob track
Kenesaw Stock track McCook Mill track

3. Train Register Exceptions—

Oxford-Gaines—Trains originating or terminating will register.

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

Hastings—Trains originating at Hastings and Gaines and through trains must receive clearance.

Track Bulletins are authorized on this Subdivision.

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

6. Oxford—Freight trains stopping at Oxford must not block Ogden Avenue crossing Monday through Friday between the hours of 12:00 Noon until 1:00 p.m. and 3:45 p.m. until 4:30 p.m.

7. The following Track Side Warning Detectors protect bridges, tunnels or other structures—None.

Other Track Side Warning Detector Locations—

MP 184.0 MP 258.1

8. Rule 350(B)—Switches on the following tracks are not equipped with electric locks:

MP 188.0 Minden Dock Spur
MP 197.9 Axtell North Elevator Track
MP 214.0 Clyde Spur Track

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

EXCERPTS FROM D.O.T. REGULATIONS

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

DEFINITIONS

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

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

DOCUMENTATION

§ 174.24 Shipping Papers. (a) No person may accept for transportation by rail any hazardous material unless he has received a shipping paper prepared in the manner specified in subpart C of Part 172 of the regulations, (outlined in 174.25 (b) and (c));

(b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

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

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

(a) Each waybill, switching ticket, switching order or shipping order used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switch order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

(1) The shipping description consisting of—

- (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
- (ii) The hazard class specified for the material in the same table;
- (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
- (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;

(2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.

(3) The placard notation.

(4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.

(c) For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained," followed by the basic description of the hazardous material last contained in the tank car, and the word, "PLACARDED." For example, "EMPTY: SULFURIC ACID, Corrosive Material, UN 1830 Placarded," or "EMPTY: Last Contained SULFURIC ACID, Corrosive Material, UN 1830, Placarded."

§ 174.26 Notice to train crews of placarded cars.

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

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

NOTE: COMPASS SPECIAL HANDLING CODES

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

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

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

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

§ 172.205 Hazardous waste manifest.

(a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared, signed, carried, and given as required of that person by this section.

(e) A copy of the manifest bearing all required dates and signatures must be—

- (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
- (3) Given to a person representing the designated facility receiving the waste.

(f) If a shipment is delivered to the waste facility by railroad, manifest information may be included on the waybill in lieu of complying with paragraph (e) (2) of this item.

- (2) The delivering carrier shall obtain receipt for waste shipment that includes date and handwritten signature of person representing the facility.

PLACARDING

§ 174.59 Marking and placarding of rail cars. No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified.

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

(1) Rail cars containing any amount of hazardous material.

(2) Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.

(3) Each trailer/container containing 1000 lbs. or more of any other hazardous material.

SWITCHING AND TRAIN PLACEMENT

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

§ 174.8

INSPECTION

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

(c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

§ 174.9 Inspection of tank cars.

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

§ 174.10 Inspection of cars at interchange.

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

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

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

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

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

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

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, $\frac{1}{2}$ " steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

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

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From McCook	2nd Subdiv MAIN LINE STATIONS				FIRST CLASS
			1005								1006
			NRPC Daily				Office Calls	Rule 6(A)		NRPC Daily	
	7,875	20724	2:55AM	287.8	2	0.0	MC	McCOOK	BKRT	CTC	s 12:50AM
	6,765	20735		299.0		11.2		CULBERTSON	J		
	7,220	20745		309.3		21.4		TRENTON			
	6,845	20757		321.1		33.2		STRATTON			
	6,800	20767		330.7		42.8		MAX			
	7,310	20775		339.1		51.2		BENKELMAN			
	7,080	20785		349.5		61.7		PARKS			
	6,925	20797		361.1		73.2		HAIGLER			
	9,170	20813		377.5		89.6		WRAY			
	6,460	20821		385.6		97.0		ROBB			
	7,190	20828		392.2		104.2		ECKLEY			
	6,765	20841		404.8		116.8		YUMA			
	6,635	20850		414.0		126.4		CALHOUN			
	6,725	20859		423.0		135.1		PLATNER			
	8,290	20867	s 4:55	430.8		142.9		AKRON	KRT		s 10:56
	4,250	20873		437.7		149.7		XENIA			
	5,780	20880		444.3		156.0		PINNEO			
				453.1		165.8		EAST BRUSH	JT		
	N7,287 S7,117	20891		454.9		166.9	BU	BRUSH CENTER	BJKRT		
				456.5		168.4		WEST BRUSH			
		20894		458.0		169.9		PAWNEE JCT.	J		
	6,560	20900	s 5:25	464.3		176.4		FT. MORGAN			s 10:25
	7,925	20904		468.5		180.5		BIJOU			
	7,291	20915		478.9		191.0		WIGGINS			
	7,375	20924		489.1		201.1		CREST			
	7,057	20932		495.7	207.4		ROGGEN				
	7,121	20941		505.4	217.3		KEENESBURG				
	6,152	20949		513.0	224.9		HUDSON				
	7,191	20954		518.5	230.4		TONVILLE				
	7,610	20960		524.5	236.4		BARR				
	7,905	20968		534.7	243.8		IRONDALE				
		20973		536.9	248.7		SAND CREEK	I			
				541.2							
		20977		0.3	253.0	W	31st ST. YARD	ABKRT			
				0.0	476						
		20979	s 7:30AM	0.0	254.2		DENVER UD	BIJKRY	9:00PM		
				2.2	477	DT	SOUTH PARK JCT	JXY			
				4.1	258.3		SOUTH DENVER	IY			

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

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

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted Passenger Freight

Passenger trains.....	79 MPH.	
Trains over 100 tons/OB		
McCook to Brush.....		40 MPH.
MP 301.3 and MP 319.8	70 MPH.	60 MPH.
MP 430.5 and MP 431.5	50 MPH.	40 MPH.
MP 431.5 and MP 434.0	60 MPH.	50 MPH.
East Brush to Brush Jct.	25 MPH.	25 MPH.
Brush Center—Entering Sterling		
main tracks	15 MPH.	15 MPH.
MP 506.0 and MP 506.7	60 MPH.	60 MPH.
Head end or leading car over 80th		
Avenue crossing MP 534.0	40 MPH.	40 MPH.
MP 534.0 and MP 537.2	40 MPH.	40 MPH.
Over UP crossing MP 537.3	30 MPH.	30 MPH.
MP 537.4 to signal MP 539.7	40 MPH.	30 MPH.
Signal MP 539.7 to signal MP 541.2	30 MPH.	15 MPH.
Signal 541.2 to 21st Street MP 541.9	15 MPH.	15 MPH.
Bridge 541.28 (Wye Bridge) to Bridge		
.86 (North leg of Wye) at 23rd		
Street	10 MPH.	10 MPH.
Through turnouts off main line, coal		
1 and 2 and south lead at 38th		
Street	20 MPH.	20 MPH.
Through Denver Union Terminal		
Limits	10 MPH.	10 MPH.
Crossover MP 0.6	10 MPH.	10 MPH.
Trains through turnouts of		
controlled sidings	25 MPH.	25 MPH.
McCook—All yard tracks and long		
siding	10 MPH.	10 MPH.
On sidings at Benkelman, Pinneo and		
Ft. Morgan	10 MPH.	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

Wray	Mill track
Brush	Oil track
Moseley	Stock track
Fort Morgan	South house track

3. Train Register Exceptions—

Akron, Brush—Trains originating or terminating will register.

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

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

Denver—Trains originating obtain clearance at 31st St. Yard.

Brush—Rule 82(A) does not apply to trains off Fourth Subdivision enroute Second Subdivision.

Track Bulletins are authorized on this Subdivision.

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

6. Ladora—Member of crew will protect switching movements over highway No. 2.

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

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

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

Train and engine movement between Denver Union Terminal (DUT) and South Denver will be governed by Rule 93 under jurisdiction of Yardmaster at 38th Street Denver. When Yardmaster at 38th Street is into lunch, Yardmaster at 31st Street will control movements.

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

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

Other Track Side Warning Detector Locations—

MP 325.1	MP 400.4	MP 494.1
MP 368.7	MP 470.7	MP 426.6

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

10. Rule 350(B)—Switches on the following tracks are not equipped with electric locks:

Sanborn—East and west end storage track
Wray—Team Track
Schramm—East and west end industry track
Schramm—Agrichem track
Akron—Coop spur track
Akron—Farmers grain spur track
Doane—Elevator track
Stratton—East and west end Elevator track
Eno—Elevator track
Roggen—East and west end Elevator track
Culbertson—East and west end House track

W E S T W A R D	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Denver U.D.	3rd Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	E A S T W A R D
		41137	0.0	476	0.0		DENVER UD	BIJKRY		
		84301	1.0		1.0		1.0	PROSPECT JCT.	AJXY	
		41139	1.1		2.4	DT	JERSEY CUT OFF	JTY		
		41140	3.4		3.4		UTAH JCT.	IY		
		41141	4.5		4.5		CLEAR CREEK	TY		
9,767		41151	14.0		14.0		BROOMFIELD	J		
3,825		41168	31.4		28.1		BOULDER	Y		
4,345		41180	43.6		40.3		MN LONGMONT	BJRTY		
1,910		41186	49.2		46.0		HIGHLAND			
2,515		41191	54.5		51.2		BERTHOUD			
3,950		41197	60.7		57.4		LOVELAND	Y		
		41211	74.4		71.1		FO FT. COLLINS To LaPorte 4.6	JMTY		
7,237		41213	76.5		73.3		NORTH YARD	BKRY		TWC
7,169		41228	91.7		88.4		BULGER			
		41233	96.7		93.4		PLATTE RIVER	J		
4,860		41236	99.6		96.4		NORFOLK			
3,820		41249	113.0		109.7		SPEER			
		41256	119.4		116.1		DI CHEYENNE	BKRTY		
8,428		41276	138.8		135.8		FEDERAL			
3,795		41289	152.4		149.1		HORSE CREEK			
4,518		41294	157.0		153.7		ALTUS			
3,895		41307	170.0		166.8		LAMBERT			
8,351		41325	188.7		185.4		CHUGWATER	T		
3,830		41339	202.6		199.3		BORDEAUX			
5,851		41351	214.3	211.2		ND WHEATLAND	BR			
		41357	220.5	217.2		MOBA	J			
4,520		41367	230.6	227.7		DWYER				
7,205		32137	240.8	237.5		WENDOVER	JTY		CTC	

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

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

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted Freight

Denver UD and Wendover	49 MPH.
Trains over 100 Tons/OB.....	30 MPH.
On sidings	10 MPH.
Denver Union Station and Utah Jct. both Main Tracks	10 MPH.
Pepper Packing Plant, railroad crossing on Jersey Cut	
Off in Denver Yard	5 MPH.
Through Denver Union Terminal Limits.....	10 MPH.
Westward trains may resume normal track speed after	
lead locomotive has passed;	
MP 7.5	
MP 46.8	
MP 54.7	
MP 63.2	
MP 214.9	

Eastward trains may resume normal track speed after lead locomotive has passed;

MP 213.5

MP 69.8

MP 54.0

MP 13.9 and MP 26.2	30 MPH.
MP 32.1 and MP 41.1	35 MPH.
MP 46.9 and MP 49.7	40 MPH.
MP 53.8 and MP 54.9	30 MPH.
MP 54.9 and MP 58.3	40 MPH.
MP 58.3 and MP 60.0	25 MPH.
MP 68.8 and MP 72.9	35 MPH.

Westward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7

15 MPH.

Eastward trains from MP 74.7 until lead locomotive has passed Prospect Street MP 72.8

15 MPH.

MP 77.4 and MP 80.0	30 MPH.
MP 80.0 and MP 96.8	35 MPH.
MP 96.8 and MP 99.0	25 MPH.
MP 99.0 and MP 110.1	40 MPH.
MP 110.1 and MP 110.6	35 MPH.
MP 110.6 and MP 117.5	40 MPH.
MP 122.6 and MP 130.4	49 MPH.
MP 130.4 and MP 132.0	30 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 227.0 and MP 237.0	30 MPH.
MP 238.7 and MP 240.8	10 MPH.
All coal trains through Main Track Switch at MOBA	
East and West Leg Wye Wendover	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

3. Train Register Exceptions—

31st St. Yard—All trains register.

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

All trains departing 31st St. Yard via Prospect Jct. receive track warrants at 31st St. Yard.

Trains departing 31st St. Yard via Prospect Jct. for Thirteenth Subdivision, moving Prospect Jct. to C&S Jct. via D&RGW will not receive clearance.

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

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

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

6. Rule 93—Yard limits in effect between Ft. Collins and LaPorte.

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

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

against UP

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

10. Prospect Jct.—Normal position for crossover from westward Main Track to D&RGW westbound Main line will be for D&RGW.

All movements from DUT on Buck Main to Wye Bridge Switch will be under control of 38th Street Yardmaster. When Yardmaster at 38th Street is into lunch Yardmaster at 31st Street will control movements.

All movements from Prospect Jct. to Utah Jct., including Jersey Wye, are under control of 31st Street Yardmaster.

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

When train crews are switching Mobil Premix, and it is required to enter D&RGW Main Line between Denver UD and 23rd Street Interlocking, D&RGW CTC Rules are in effect.

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

When operating trains over D&RGW Main Line Denver UD to C&S Jct., D&RGW CTC Rules are in effect.

For eastbound movements at Prospect Jct., stop signs will be placed at end of double main track. Before proceeding east from Prospect Jct. on BN trackage, permission will be required from 31st Street Yardmaster for both D&RGW and BN crews.

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

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

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

All movements between Prospect Jct. and 19th Street via Westside Line (Belt), West Side Line, and C&S Freight Lead towards Rice Yard (including House Yard) will be under control of 19th Street Yardmaster.

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

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

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

This procedure is to be followed whenever train unloading operation occurs. Train movement will be made under the direction of the conductor by radio control with the engineer up to the west end of the unloading trestle. Western Paving unloading personnel will insure all personnel are in the clear of train movement and the unloading area before the signal light indication is changed from red to green. The train will proceed only on the green indication of either control light attached to the trestle. If there is no signal indication (dark lights), train will not proceed until verbal instructions have been received from Western Paving personnel. Signal light indication must remain green until the unloading operation is complete and the train is clear of the west end of the trestle.

12. **Boulder**—Siding located at MP 27.3.

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

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

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

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

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

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

(See All Subdivisions Items 3 and 4A.)

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

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

Between Bordeaux and Cheyenne, between Boulder and Louisville—

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

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

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

Cars weighing less than 50 ton, gross weight

Flat cars with 1 loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers.

Westbound trains departing Denver Yard via the Jersey Cut Off:

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

16. **Between Denver and Wendover—**

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

17. **Rawhide Power Plant—**

The following speed restrictions apply:

Entering switch on BN Main Line to Rawhide

Short Line Switch 20 MPH.

Rawhide Short Line Switch to Dumper 10 MPH.

Through Dumper until train is released 2 MPH.

Dumper to Rawhide Short Line Switch 10 MPH.

Trains will not enter Dumper until a green signal and verbal permission via radio are received from Dumper Operator.

Inbound trains will cut off cabooses to clear outbound movement at Car Dumper Switch.

Gate and switches should be lined for movement to Dumper.

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

18. **Special Condition**—Loveland and Highland—Siding used for storing cars.

19. **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.

20. **Track Warrant Control**—in effect:

Between MP 3.4 and MP 240.8

Between Utah Jct. and Wendover.

4th Subdiv MAIN LINE STATIONS

Rule 6(A)

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Sterling	Office Calls	ST	STERLING	BJKRTY	CTC
	84081	115.1	21	0.0			23.5		
BETWEEN STERLING AND UNION, UPRR RULES AND TIMETABLE GOVERN.									
	84105	138.6	21	23.5			UNION	J	
							2.6		
7,256	84109	141.2		26.1			NEW HILLROSE		CTC
							6.8		
		148.0		32.9			BRUSH JCT.	JT	
							2.0		
	20891	150.0		34.9		BU	BRUSH CENTER	BJKRT	

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted Freight

Union and Brush	50 MPH.
Union turnout	15 MPH.
Over Bridge 139.9	30 MPH.
MP 149.5 and MP 149.9	20 MPH.
Brush Center—Westward trains or engines through crossover to Second Subdivision	20 MPH.
Brush—East leg of wye	25 MPH.
Hillrose—Through turnouts and on siding	25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

Sterling	Welsh elevator
	Caboose track
	Dago No. 1
	Dago No. 2

3. Train Register Exceptions—

Brush—Trains may register by register ticket.

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

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

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

Track Bulletins are authorized on this Subdivision.

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

6. Union—The movement of eastward trains is governed by Union Pacific signal to main track and trains must stop before passing signal and must not proceed until switch is properly lined and signal indicates proceed.

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

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

Brush—MP 149.8 MP 149.9

5th Subdiv BRANCH LINE STATIONS

Rule 6(A)

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Holdrege	Office Calls	HD	HOLDREGE	BJKRTY	CTC
	20647	0.8		0.0			7.9		
	82007	8.0		7.9			LOOMIS		
	82015	15.5		15.4			7.5		
	82021	21.8		21.8			BERTRAND		
	82028	28.4		28.4			6.4		
	82039	39.5		39.5			SMITHFIELD		
	82049	50.1		50.1			6.6		
	82061	62.2		62.2			ELWOOD		
	82071	72.3		72.3			11.1		
	82077	78.8		78.8			EUSTIS		
	82087	88.2		88.1			10.6		
	82103	104.1		104.0			FARNAM		
							12.1		
	82113	113.9		113.9			MOOREFIELD		
							10.1		
	82119	120.4		120.5		CU	CURTIS	BJKRTY	
	82125	126.3		126.2			6.5		
	82133	134.4		134.4			MAYWOOD		
							9.3		
7,439	82143	144.0		144.0			WELLFLEET		
	82153	154.2		154.2			15.9		
	82160	161.5		161.5			DICKENS		
	82169	170.3		170.2		WA	WALLACE		
	82179	179.9		179.9			To Sutherland 17.5	BJRY	
	82188	189.1		189.1			6.6		
	82196	197.5		197.5			GRAINTON		
	82208	208.9		208.9			5.7		
	84081	229.4		229.4			ELSIE		
							8.2		
							MADRID		
							9.6		
						G	GRANT	BRY	
							10.2		
							BRANDON		
							7.3		
							VENANGO		
							8.7		
							AMHERST		
							9.7		
						HK	HOLYOKE	BKRY	
							9.2		
							PAOLI		
							8.4		
							HAXTUN		
							11.4		
							FLEMING		
							20.5		
						ST	STERLING	BJKRTY	CTC

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted Freight

Holdrege and MP 7.3	25 MPH.
MP 7.3 and MP 12.0	10 MPH.
MP 12.0 and MP 23.8	49 MPH.
MP 23.8 and MP 111.4	30 MPH.
MP 111.4 and MP 116.5	40 MPH.
MP 116.5 and MP 120.5	49 MPH.
MP 120.5 and MP 120.9	40 MPH.
MP 120.9 and MP 125.7	49 MPH.
MP 125.7 and MP 126.1	40 MPH.
MP 126.1 and MP 227.3	49 MPH.
MP 228.3 over bridge	10 MPH.
Wallace and Gentlemen Power Plant	40 MPH.
Inside Gentleman Power Plant	5 MPH.
Curves 16 and 17 Gentlemen Industrial Track	25 MPH.
Loaded coal trains	40 MPH.
Trains handling loaded C-6 hoppers between MP 2.0 and MP 12.0	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Between Holdrege and MP 111.0 locomotives in Group I must not operate.

Between Holdrege and Wallace bridge derricks 975501 and 975505 must not operate.

3. Train Register Exceptions—

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

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

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

Wallace Jct.—Rule 82(A) does not apply.

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

Track Bulletins are authorized on this Subdivision.

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

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

6. Lights on train order signals will not be displayed.**7. Gentlemen Power Plant—**

Security gate located at MP 17.6 is operated automatically by train movement into or out of plant. Indicators at gate will display green for entering and leaving plant if gate is open for movement or red if gate is not open. Approach indicator at MP 16.7 for entering plant will display yellow if gate is not open and green for open. If gate fails to open train crew should be governed by instructions from employee waiting for train at gate. When entering through gate, do not exceed 5 MPH.

8. Haxtun—On south elevator track, trains or engines must stop and protect eastward movements over Washington Street/Highway 59 grade crossing.**1. Speed Restrictions—**

Zone—Between

Maximum Speeds Permitted

Freight

Orleans Jct. and St. Francis 30 MPH.
Engine or leading car over highway crossing Atwood 10 MPH.
Over Bridge 2.2 20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

Between Orleans and St. Francis bridge derricks 975501 and 975505 must not operate.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 82(A)—**

Orleans Jct., Flynn—Rule 82(A) does not apply.

Track Bulletins are authorized on this Subdivision.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Orleans Jct.	6th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	81199	0.2		0.0	ORLEANS JCT.	JT
	82603	3.0		2.9	FLYNN	J
	82607	7.0		7.1	STAMFORD	
	82613	13.5		13.6	HOLLINGER	
	82620	20.3		20.3	BEAVER CITY	
	82628	28.2		28.2	HENDLEY	
	82635	35.7		35.7	WILSONVILLE	
	82646	45.8		45.8	LEBANON	
	82653	52.8	177	52.8	DANBURY	
	82669	69.0		69.0	TRAER	
	82675	75.6		75.7	HERNDON	
	82686	85.9		85.9	LUDELL	
	82691	91.1		91.1	A ATWOOD	
	82695	95.0		95.0	BLAKEMAN	
	82701	101.5		101.5	BEARDSLEY	
	82709	109.7		109.7	MCDONALD	
	82718	118.3		118.3	BD BIRD CITY	
	82734	133.9		133.9	S ST. FRANCIS	Y

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

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

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

1. Speed Restrictions—

Zone—Between

Maximum Speeds Permitted

Freight

Red Cloud and MP 227.0 30 MPH.
MP 227.0 and MP 246.0 40 MPH.
MP 246.0 and Oxford Jct. 30 MPH.
Over switch Oxford Jct. 20 MPH.
Bridge derricks 975501 and 975505 25 MPH.
Other derricks 30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

Red Cloud Turkey track
Inavale House track
Riverton House track
Orleans Yard track No. 3
Yard track No. 4

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 82(A)—**

Orleans Jct., Oxford Jct. and Red Cloud—Rule 82(A) does not apply.

Track Bulletins are authorized on this Subdivision.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 mile.

6. Eastward trains or engines passing absolute signal Oxford Jct. governing eastward movement to Seventh Subdivision on authority of train dispatcher per Rule 312, must proceed at restricted speed to absolute signal MP 247.8 Orleans Jct.

Westward trains or engines passing absolute signals Orleans Jct. governing westward movements on Seventh Subdivision and from Sixth Subdivision on authority of train dispatcher per Rule 312, must proceed at restricted speed to absolute signal MP 257.2 Oxford Jct.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Flynn	8th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	82603	3.3	176	0.0	FLYNN	J CTC
	82818	17.5		14.2	LONG ISLAND	
	82828	27.7		24.4	ALMENA	
		29.6				
	82830	308.6	133	26.5	ALMENA JCT.	JRY
	82777	310.6		28.5	CALVERT	
10,544	82839	318.0		35.9	NORTON	BKRY
3,132	82786	319.0		36.8	LAU	Y
		325.9	176		ORONOQUE	JRY
	82847	47.3		43.8	REAGER	
	82852	52.0		48.6	NA NORCATUR	
	82857	57.4		54.0	KANONA	
	82868	68.7		65.2	OBERLIN	TY
	82877	78.0		74.6		

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

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

Flynn and Almena Jct.	30 MPH.
Almena Jct. hand-throw switch at MP 29.7	10 MPH.
Almena Jct. and Norton	25 MPH.
Norton and Oberlin	30 MPH.
Eastward engine or leading car between absolute signals of junction switch MP 3.3	20 MPH.
Engine or leading car over street crossings in Norton city limits	5 MPH.
Norton on siding and on Seymour Spur	5 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.

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

Long Island	House track
Almena	House track
Norton	BN trackage

Between Flynn and Oberlin—Bridge derricks 975501 and 975505 must not operate.

3. **Train Register Exceptions—**

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

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

Flynn—Rule 82(A) does not apply.

Track Bulletins are authorized on this Subdivision.

5. **Rule 99**—When flagging is required, distance will be 1 mile. Unless otherwise provided, protection against following trains is not required between Flynn and Almena Jct., and between Oronoque and Oberlin.

6. **Norton**—All trains will stop at highway crossing just west of city limits and flag movement over crossing.

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

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Culbertson	9th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	20735	0.7	178	0.0	CULBERTSON	J CTC
	82917	17.7		17.7	PALISADE	
	82924	24.9		24.9	HAMLET	
	82932	32.5		32.5	WAUNETA	
	82948	49.1		49.1	IMPERIAL	Y

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

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

MP 0.0 and MP 49.1 30 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.

Locomotives in Group I must not operate.

Between Culbertson and Imperial—Bridge derricks 975501 and 975505 must not operate.

3. **Train Register Exceptions—None.**

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

Culbertson, Imperial—Rule 82(A) does not apply.

Track Bulletins are authorized on this Subdivision.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Hastings	10th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	20592	0.0	876	0.0	HN HASTINGS	BJKR CTC
					41.2	
	83824	20.5	162	41.2	KEARNEY	JY
		24.4				

BETWEEN HASTINGS AND KEARNEY UNION PACIFIC R.R. RULES AND TIMETABLE GOVERN.

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

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Broomfield	11th Subdiv BRANCH LINE STATIONS	
						Office Calls	Rule 6(A)
		84314	14.1	476	0.0	BROOMFIELD	JRY
			14.9		0.7		
		84315	14.9	0.7	BURNS JCT.	JY	
					7.0		
		84322	21.9	179	7.7	LA FAYETTE	Y

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

- | | |
|--|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Freight |
| Broomfield and Lafayette | 10 MPH. |
| 2. Bridge, Engine and Heavy Car Restrictions— | |
| Item 5d not permitted. | |
| Locomotives in Group I must not operate from Broomfield to Lafayette. | |
| Bridge derricks 975501 and 975505 must not operate. | |
| 3. Train Register Exceptions—None. | |
| 4. Clearance Provisions and Exception Rule 82(A)— | |
| Broomfield—Rule 82(A) does not apply. | |
| 5. Rule 99— Unless otherwise provided, protection against following trains is not required. | |
| 6. Rule 93— Yard limit in effect between Broomfield and Lafayette. | |

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Longmont	12th Subdiv BRANCH LINE STATIONS Office Calls Rule 6(A)		
		84338	38.2	179	0.0	MN	LONGMONT	JY
		84344	44.7		6.5		WESTERN SPUR	Y
		84345	45.9		1.2		MEDBERRY	Y
		84347	47.2		2.6		BARNETT	TY
					10.0			

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

- | | |
|--|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Freight |
| Longmont and Western Spur | 20 MPH. |
| Western Spur and Barnett | 10 MPH. |
| Loaded gravel trains | 10 MPH. |
| 2. Bridge, Engine and Heavy Car Restrictions— | |
| Item 5d not permitted. | |
| Bridge derricks 975501 and 975505 must not operate. | |
| 3. Train Register Exceptions—None. | |
| 4. Clearance Provisions and Exception Rule 82(A)— | |
| Longmont—Rule 82(A) does not apply. | |
| 5. Rule 99— Unless otherwise provided, protection against following trains is not required. | |
| 6. Rule 93— Yard limit in effect between Longmont and Barnett. | |

WESTWARD ↓

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Prospect Jct.	13th Subdiv BRANCH LINE STATIONS			Office Calls	Rule (A)
	84301	1.0	476	0.0		PROSPECT JCT.	JY		
3.8									
BETWEEN PROSPECT JCT. AND C. & S JCT., BN TRAINS AND ENGINES OPERATE OVER D. & R.G.W. TRACKS AND ARE GOVERNED BY RULES AND TIMETABLE OF D. & R.G.W.									
		4.9	482	3.8		C. & S. JCT.	JY		
	89311	11.8		10.5		TERRILL	Y		
	89316	14.4		15.3		GOLDEN	BKY		

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

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

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Leadville	14th Subdiv BRANCH LINE STATIONS Office Calls Rule 6(A)	
		891.50	151.3	479	0.0	LEADVILLE	BJKTY
		891.64	137.2		14.1	CLIMAX	TY

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Ft. Collins	15th Subdiv BRANCH LINE STATIONS			Office Calls	Rule (A)
		41211	74.4	481	0.0	FO	FT. COLLINS	BJKMTY		
		89507	81.2		7.1		7.1	TIMNATH	Y	
		89509	83.6		9.5		2.4	KERNS	Y	
		89512	86.6		12.5	WR	3.0	WINDSOR	UY	
		89519	93.4		19.4		6.9	FARMERS	Y	
		89525	98.8		24.8		5.4	GREELEY	JTY	

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

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|---|---------------------------------|
| Zone—Between | Freight |
| Prospect Jct. and C&S Jct. over hand throw switch at
MP 2.0 on D&RGW RR (Thirteenth Subdivision) | 20 MPH. |
| Utah Jct. on D&RGW RR, over failed equipment
detector and Interlocking Plant..... | 25 MPH. |
| C&S Jct. and Golden..... | 20 MPH. |
| MP 7.7—Wadsworth Avenue Arvada..... | 10 MPH. |
| MP 14.2 to MP 14.9..... | 10 MPH. |
| Leadville and Climax (Fourteenth Subdivision) | 10 MPH. |
|
2. Bridge, Engine and Heavy Car Restrictions— | |
| Item 5d not permitted. | |
|
Exception—Thirteenth Subdivision— | |
| Will not apply to car loaded with soda ash for Columbine Glass.
These cars are to have a mechanical inspection and light cars to be
placed on each end of any car containing soda ash exceeding 263,000
lbs. gross weight. | |
| Locomotives in Group I not permitted, except Thirteenth
Subdivision. | |
|
3. Train Register Exceptions—None. | |
|
4. Clearance Provisions and Exceptions Rule 82(A)— | |
| Trains departing 31st Street Yard via Prospect Jct. for Thirteenth
Subdivision, moving Prospect Jct. to C & S Jct. via D&RGW, will not
receive clearance. | |

5. **Rule 99**—Does not apply on Thirteenth, Fourteenth and Fifteenth Subdivisions.

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

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

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

7. **Rule 93**—Yard limits in effect, between Prospect and Golden, Leadville and Climax, and Ft. Collins and Greeley.

8. **Greeley—Fifteenth Subdivision**—

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

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

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

RADIO INFORMATION

COLORADO DIVISION		
Base Stations	Channel	Hours in Operation
McCook Disprs. Office	1	Continuous
Wayside Stations		
Minden	1	Continuous
Holdrege	1	Continuous
Grant	1	8:00 am-4:30 pm Tue. thru Sat.
	2 DSA	
Oxford	1	Continuous
Cambridge	1	Continuous
Trenton	1	Continuous
Benkleman	1	Continuous
Haigler	1	Continuous
Wray	1	Continuous
Yuma	1	Continuous
Akron	1	Continuous
Brush	1	Continuous
Wiggins	1	Continuous
Keenesburg	1	Continuous
Barr	1	Continuous
Denver	1	Continuous
	2 yard forces	
Golden	1	7:00 am-11:00 pm
Prospect	1	Continuous
Longmont	1	Continuous
Berthoud	1	Continuous
Ft. Collins	1	Continuous
Cheyenne	1	Continuous
Horse Creek	1	Continuous
Chugwater	1	Continuous
Wheatland	1	Continuous
Leadville	1	8:00 am-5:00 pm Mon. thru Fri.

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-284-2248	1st, 5th, 6th, 7th, 8th	308-345-2850
8-284-2249	2nd, 4th, 9th	308-345-2850
8-284-2240	3rd, 11th, 12th, 14th	308-345-3006

LINE SEGMENT NUMBERS

DENVER TERMINAL LINE SEGMENTS

Line Segment	Yard
483	South Park Jct-Sheridan
494	Denver West Side Line
496	Jersey Cut Off
900	19th Street TOFC
901	38th to 31st Street
902	Coach
903	Prospect Jct.
904	Market Street Line
905	Rice Yard

OTHER YARD LINE SEGMENTS

Line Segment	Yard
906	McCook
908	Brush

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
162	Kearney	0.0 to 2.4
187	Wallace-Sutherland	0.0 to 17.5
480	Ft. Collins-Laporte	74.4 to 79.0
495	Black Hollow Jct.-Black Hollow	77.1 to 79.5

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision					Track No. 2.....	15	West
	Cargill.....	0.7 west of Heartwell.....	54		Track No. 3.....	17	West
20619	Koller.....	4.3 west of Heartwell.....	16		Track No. 4.....	34	East
20621	Minden Beef.....	6.3 west of Heartwell.....	21		Track No. 5.....	24	East
20628	Motala.....	4.4 west of Minden.....	32		Track No. 6.....	18	Both
20643	Wac.....	2.6 west of Funk.....	18		Track No. 7.....	20	Both
20650	Clyde.....	3.0 west of Holdrege.....	14		Track No. 8.....	8	West
20717	Red Willow.....	4.6 west of Indianola.....	15		Track No. 9.....	24	East
2nd Subdivision							
20729	Perry.....	4.6 west of McCook.....	31	84109	4th Subdivision		
20780	Doane.....	5.0 west of Benkelman.....	32		Old Hillrose.....	50	East
20802	Sanborn.....	5.1 west of Haigler.....	43				
20834	Schramm.....	6.2 west of Eckley.....	11		5th Subdivision		
20846	Hyde.....	5.7 west of Yuma.....	12		Kansas-Nebraska.....	1.6 west of Holdrege.....	10
20853	Otis.....	3.3 west of Calhoun.....	59		Coop. Equity Mill.....	1.7 west of Holdrege.....	5
20894	Pawnee.....	1.0 west of Pawnee Jct.....	370		Hayward.....	0.4 west of Loomis.....	6
20898	Moseley.....	2.7 west of Lodi.....	68	82201	Gentlemen Power Plant.....	17.6 from Wallace.....	Loop
20899	American Beef.....	3.6 west of Lodi.....	38		Dailey.....	5.0 west of Haxtun.....	19
20909	Vallery.....	4.5 west of Bijou.....	70				
20966	Eno.....	5.0 west of Barr.....	11	82657	6th Subdivision		
20970	Ladora.....	2.5 west of Irondale.....	27	82662	Marion.....	4.5 west of Danbury.....	17
20971	Commerce City.....	3.5 west of Irondale.....	35	82728	Cedar Bluffs.....	9.5 west of Danbury.....	25
					Wheeler.....	9.6 west of Bird City.....	32
3rd Subdivision							
41142	Salvation Army and Birko			82908	9th Subdivision		
	Chem.....	1.9 west of Utah Jct.....	11	82941	Beverly.....	9.1 west of Culbertson.....	17
41143	Westminster.....	2.8 west of Utah Jct.....	12		Enders.....	9.4 west of Wauneta.....	40
41147	Homestead House.....	7.1 west of Utah Jct.....	8				
41155	Rocky Mtn. Ind. Park.....	4.7 west of Broomfield.....	20	84347	12th Subdivision		
41161	Valmont.....	11.5 west of Broomfield.....	6		Barnett.....	1.1 west of Medberry.....	20
41163	Atwell.....	12.4 west of Broomfield.....	17				
41172	IBM.....	4.6 west of Boulder.....	90		13th Subdivision		
	Niwot.....	6.8 west of Boulder.....	20	89309	Horton (Columbine Glass	1.9 west of Arvada.....	21
41192	Champion Home Builders.....	1.3 west of Berthoud.....	6	& Container Systems).....	1.9 west of Arvada.....	25	East
41207	Wickes.....	9.2 west of Loveland.....	10	89310	Sweetners.....	2.8 west of Arvada.....	17
41207	McClellands.....	9.2 west of Loveland.....	5	89311	Mount Olivet.....	3.3 west of Arvada.....	17
41209	Drakes.....	11.2 west of Loveland.....	12	89313	Ball Metals.....	4.9 west of Arvada.....	10
41211	Union Mfg. Co.....	1.3 west of Ft. Collins.....	37	89313	Boise.....	5.0 west of Arvada.....	14
41216	Busch Spur.....	3.3 west of North Yard.....	50		Coors Bulk Plant.....	5.2 west of Arvada.....	17
41222	Wellington.....	11.3 west of Ft. Collins.....	10		Coors End Plant.....	5.5 west of Arvada.....	29
41214	Black Hollow Spur.....	South of North Yard.....	40	89316	Golden Depot.....	14.4 west of Prospect.....	39
41224	Dixon.....	13.1 west of Ft. Collins.....	58				
41257	Warren Missile Base.....	2.4 west of Cheyenne.....	60	89503	15th Subdivision		
41268	Silver Crown.....	12.0 west of Cheyenne.....	30	89507	Schumacher.....	3.3 west of Ft. Collins.....	7
41299	Farthing.....	5.7 west of Altus.....	40	89507	U. S. Steel.....	6.3 west of Ft. Collins.....	8
89753	Murke Spur.....	0.5 west of Horse Creek.....	99	89507	Timnath.....	7.1 west of Ft. Collins.....	10
41334	Slater.....	9.0 west of Chugwater.....	22	89509	Kerns.....	12.5 west of Ft. Collins.....	10
41357	MOBA.....	5.8 west of Wheatland.....		89512	Windsor.....	19.4 west of Ft. Collins.....	10
	Track No. 1.....		104	89515	Kodak.....	21.8 west of Ft. Collins.....	34
				89519	Farmers.....	26.3 west of Ft. Collins.....	20
				89525	Greeley.....	31.7 west of Ft. Collins.....	30

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Galves- ton	1st Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	EAST WARD
		40000		492	0.0	GZ GALVESTON FRT.			JY	
						YD.				
						48.2				

BETWEEN GALVESTON FREIGHT YARD AND NEW SOUTH YARD HOUSTON A.T.S.F. RY. RULES AND TIMETABLE GOVERN.

	40050			48.2		HA NEW SO. YD.			BJKRY	
						HOUSTON				
						11.5				

BETWEEN NEW SOUTH YARD HOUSTON AND BELT JCT. HB&T RY. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	40061	57.4		59.7		NX BELT JCT.		JITY		
9,141	40070	70.6		72.9		CASEY		Y		
8,448	40081	81.2		83.5		ORR		Y		
5,368	40085	84.8		87.1		CK TOMBALL				
5,945	40096	96.8		99.1		KAREN				
7,536	40110	110.5		112.8		SIMMONS				
	40125	125.3		127.6		SHIRO				
6,390	40130	130.5		132.8		SINGLETON				
6,260	40151	151.8	492	154.1		NZ NORTH ZULCH				TWC ABS
6,360	40168	168.5		170.8		FLYNN				
6,092	40185	184.6		186.9		NEWBY				
2,720	40193	193.2		195.5		DONIE				
	40204	204.3		206.6		DO TEAGUE		BKRTY		
8,976	40222	222.4		224.7		STREETMAN				
	40240	239.7		242.0		C CORSICANA		IY		
6,000	40242	241.6		243.9		NORTH CORSICANA		Y		
5,951	40259	258.7		261.0		BARDWELL				
4,474	40271	270.9		273.2		HC WAXAHACHIE		KRY		
	40272	271.6		273.9		JTD. JCT.		JTY		
						28.2				

BETWEEN JTD JCT. AND ENDOT MK&T RR. RULES AND TIMETABLE GOVERN.

	40299			302.1		ENDOT		J		
						2.6				

BETWEEN ENDOT AND NORTH JCT. "RIGHT-OF-WAY DISTRICT" RULES IN THE MK & T R.R. RULES AND TIMETABLE GOVERN.

				304.7		NORTH JCT.		J		
						32.4				

BETWEEN NORTH JCT. AND PEACH YARD OKT RR. RULES, TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	40336			337.1		PEACH YD.		J		
						4.1				

BETWEEN PEACH YARD AND NORTH YARD 2ND SUBDIVN RULES AND TIMETABLE GOVERN.

	40341	6.1	485	341.2		FR NORTH YARD		BJKRTY		
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BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—North Houston-12, Tomball-13, Dobbin-14, Shiro-15, North Zulch-16, Newby-17, Teague-18, Corsicana-19, Waxahachie-10.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Belt Jct. and JTD Jct.	
Trains up to 100 Tons O/B	50 MPH.
Trains over 100 Tons O/B	30 MPH.
MP 174 and MP 184	30 MPH.
MP 238.0 and MP 242.3 Corsicana City Limits	30 MPH.
SSW Crossing MP 239.7	25 MPH.
Waxahachie over street crossings	20 MPH.
MP 60.5 and MP 67.8 Houston City Limits	20 MPH.
Trains handling any loads over 20 feet 2 inches ATR at bridges 88.3 and 183.4	25 MPH.
Through all turnouts and sidings	10 MPH.
Item 1A, All Subdivisions, applies except between MP 60.5 and MP 67.8.	

2. Bridge, Engine, and Heavy Car Restrictions—

Item 5d not permitted.

3. Train Register Exceptions—

Waxahachie—All trains will register by register ticket.

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

Belt Jct., Waxahachie—Rule 82(A) does not apply.

5. Rule 99—When flagging is required, distance will be 1.0 miles.

6. Manual Interlocking—

SSW Crossing Corsicana is a remote controlled interlocking under the supervision of the SSW Operator Corsicana. If signal does not permit movement and unable to communicate with Control Operator comply with Rule 312(2).

7. Special Conditions—

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

8. Rule 93—Yard limits in effect MP 62.0 and MP 76.0, and between MP 203.1 and MP 206.5, and between MP 236.4 and MP 242.7, and between MP 268.8 and MP 271.6.

9. ABS—In effect between MP 57.4 and MP 271.6.

10. Track Warrant Control—In effect between MP 57.4 and MP 270.9 between Belt Jct. and JTD Jct.

Trackman's train location lineup as prescribed by Rule 35 of the Rules of the Maintenance of Way is required on this Subdivision.

11. Automatic Interlocking—

ATSF Crossing 4.3 miles east of Simmons.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From T&P Jct.	2nd Subdiv MAIN LINE STATIONS		Rule 6(A)	
						Office Calls			
			0.0		0.0	T&P JCT.	Y		
			0.5		0.5	NINTH STREET	Y		
			0.9		0.9	HAMPTON	Y		
			2.0		2.0	MP 2	Y	ABS	
			2.5		2.5	RIO	Y		
		40341	6.1		6.1	FR NORTH YARD	BKRTY		
	8,477	40345	9.1		9.1	SAGINAW	Y	ABS	
			12.1		12.1	MP 12.1	Y		
	7,534	40354	19.0		19.0	AVONDALE			
	6,923	40370	34.6		34.6	HERMAN			
	6,098	40376	40.3		40.3	DECATUR			
	7,300	40387	50.8		50.8	ALVORD			
	6,693	40399	63.8		63.8	FRUITLAND		TWC	
	2,507	40404	68.5		68.5	BOWIE	A	ABS	
	6,390	40415	79.1		79.1	BELLEVUE			
	7,081	40425	90.2		90.2	DICKWORTHAM			
	6,269	40441	105.5		105.5	JOLLY			
		40444	108.9		108.9	RHEA	Y		
		40449	114.1		114.1	W WICHITA FALLS	BKRTUY		
		40458	118.4		118.4	VALLEY JCT.	J		
	6,681	40460	124.3		124.3	IOWA PARK			
	6,614	40471	135.9		135.9	FOWLKES			
		40476	140.3		140.3	ELECTRA			
	6,577	40483	148.1		148.1	HARROLD			
	10,555	40499	163.3		163.3	VERNON		CTC	
	6,650	40514	178.7		178.7	CHILLICOTHE	I		
		40527	191.8		191.8	Q QUANAH	T		
		40532	196.7		196.7	ACME	J		
	6,488	40536	200.5		200.5	GOODLETT			
	6,575	40547	211.7		211.7	KIRKLAND			
		40556	220.2		220.2	RS CHILDRESS	BJKR		
	6,499	40563	227.8		227.8	CAREY			
	7,280	40572	236.7		236.7	ESTELLINE	J		
								TWC	
	7,528	40586	251.9		251.9	MEMPHIS		ABS	
	9,141	40599	263.1		263.1	HEDLEY			
	7,890	40613	275.7		275.7	CLARENDON			
	7,562	40623	288.6		288.6	ASHTOLA			
	7,066	40639	304.5		304.5	MALDEN			
	4,026	40643	307.9		307.9	CLAUDE		TWC	
	7,310	40653	317.7		317.7	KASOTA			

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From T&P Jct.	2nd Subdiv, Cont. MAIN LINE STATIONS		Rule 6(A)	
						Office Calls			
	3,535	40656	320.5		320.5	WASHBURN			
		40671	335.7		335.7	AR AMARILLO	BIKRTY		
	8,992	40682	347.3		347.3	To Bushland	15.0		
	8,400	40691	359.2		359.2	GENTRY			
	7,493	40708	371.7		371.7	BODEN			
	7,587	40723	388.1	485	388.1	TASCOSA			TWC
	8,076	40738	403.7		403.7	CHANNING			
	7,536	40753	417.4		417.4	HARTLEY			
	7,562	40770	434.5		434.5	JC DALHART	ITY		
	4,050	40777	441.8		441.8	GUY			
		40788	452.9		452.9	PERICO			
						Z TEXTLINE	BKRY		

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

BN Radio Channel No. 2 in service at Amarillo.

Train Dispatcher Calls—Ft. Worth-21, Decatur-23, Bowie-24, Dickworsham-25, Wichita Falls-26, Vernon-28, Quanah-29, Childress-20, Memphis-31, Clarendon-32, Claude-34, Amarillo-35, Tascosa-36, Dalhart-38, Textline-39.

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

T&P Jct. and MP 237.3	
Trains up to 100 Tons O/B	50 MPH.
Trains over 100 Tons O/B	40 MPH.
MP 237.3 and Textline	
Trains up to 100 Tons O/B	49 MPH.
Trains over 100 Tons O/B	40 MPH.
MP 167.0 and MP 220.0	
Trains up to 100 Tons O/B	40 MPH.
Trains over 100 Tons O/B	30 MPH.
T&P Jct. and MP 8.0	20 MPH.
MP 3.1 MKT Diamond at Tower 60	10 MPH.
Saginaw—ATSF Crossing	25 MPH.
Bowie—Mason Street Crossing	30 MPH.
Bowie—MKT Crossing MP 69.3	25 MPH.
Wichita Falls	
MP 110.9 and MP 113.0	30 MPH.
MP 113.0 and MP 114.2	20 MPH.
Over 7th Street Crossing MP 114.2	
Eastward Main Track	20 MPH.
Westward Main Track	10 MPH.
MP 114.2 and MP 115.0	20 MPH.
MP 115.0 and MP 116.2	30 MPH.
MP 116.2 and MP 119.7	35 MPH.
Iowa Park MP 124.1 and MP 126.1	30 MPH.
Electra MP 139.6 and MP 140.7	30 MPH.
Vernon MP 162.7 and MP 164.4	30 MPH.
Chillicothe MP 179.0 and MP 179.1 ATSF Crossing	25 MPH.
Quanah over Main Street Crossing	30 MPH.
Amarillo	
MP 328.0 and MP 330.6	20 MPH.
MP 330.6 and MP 332.7	10 MPH.
MP 332.7 and MP 339.0	20 MPH.
Sante Fe Tower and Eastern Fuel	
Facility Westbound Main	10 MPH.
MP 359.1 and MP 361.1	40 MPH.
Dalhart—over SSW crossing	20 MPH.
Through all turnouts and sidings	10 MPH.
Except turnouts from south main track to north main track at Quanah and Acme	30 MPH.
Turnouts and siding Estelline	35 MPH.
Item 1A All Subdivisions, applies.	

2. Bridge, Engine, and Heavy Car Restrictions—

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

3. Train Register Exceptions—

North Yard—Wichita Falls—MKT trains will register when directed by track warrant.

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

Valley Jct., Estelline, Wichita Falls, Amarillo, and Texline—Rule 82(A) does not apply.

Westward trains at Wichita Falls must obtain Track Warrant showing Track Bulletins in effect between Wichita Falls and Amarillo.

Eastward trains at Amarillo must obtain Track Warrant showing Track Bulletins in effect between Amarillo and Wichita Falls.

5. Rule 99—Between T&P Jct. and Estelline when flagging is required, distance will be 1.0 mile.

Between Estelline and Texline when flagging is required, distance will be 2.0 miles.

6. Manual Interlocking—

St. LSW Crossing Jct. 3.2 miles west of T&P Jct.

Ft.W Belt-OKT Crossing 3.1 miles west of T&P Jct.

Saginaw, MP 9.1 ATSF-OKT interlocking is remotely controlled from Fort Worth train dispatchers office.

Chillicothe, MP 179.0 interlocking is remotely controlled from Fort Worth and signals are a part of Centralized Traffic Control system. Rules 312, 315(A), and 312(1) are in effect.

Dalhart—Train or Engine will be governed by Interlocking Rules and authority for movement is authorized by Rule 312(2).

7. Flashing Yellow—

Aspect per Rule 234 will be displayed at intermediate signal 233.7 only when signal and power switch at east end Estelline MP 235.8 are lined for siding.

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

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

Rule 93—Yard limits in effect between Rhea and Wichita Falls, westward trains will head in at Rhea unless otherwise instructed by train dispatcher.

Rule 93—Yard limits in effect between MP 219.9 and MP 222.2.

Rule 93—Yard limits in effect between MP 328.0 and MP 339.0, authority for movement will be authorized by yardmaster.

Rule 93—Yard limits in effect MP 414.6 and MP 419.5 and MP 452.0 and MP 454.3, authority for movement will be train dispatcher.

Rule 93—Yard limits in effect between MP 0.0 and MP 12.1.

9. Special Conditions—

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

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

Amarillo—Yard track between Hughes and McMaster Streets can be used by loaded coal trains and before leaving this track be sure crossing signals are in operation before occupying crossing over

Hughes and McMaster Streets. Crossing signals circuit is 225 feet each side of crossing and marked with crossing start signs.

Trains or engines operating over crossings at Taylor, Polk, and Tyler Streets on the Bushland Main Line must observe crossing signals in operation for approaching crossing. In the event signals fail to operate for approaching movement, leading wheels of movement must occupy island section, but stopping short of street crossing. "Island Section" is a section of track over the crossing, the outer limits of which are approximately 50 feet each side of crossing and marked with yellow paint.

Bowie—Siding cannot be used without authority of train dispatcher to meet or pass trains, however can be used for industrial work without authority of train dispatcher.

10. Loaded coal trains—are restricted to the main track and will not take siding nor be operated through yard tracks or back tracks except as otherwise provided below.

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

Avondale, Alvord, Dickworsham, Iowa Park, Fowlkes, Vernon, Estelline, Memphis, Hedley, Clarendon, Ashtola, Malden, Kasota, Boden, Channing, Hartley, Dalhart, and Guy, and other sidings in emergency when authorized by chief dispatcher and be governed by his instructions.

Loaded coal trains may be operated through yard tracks at Fort Worth and Amarillo as instructed by yardmaster, and at Childress and Texline as instructed by the Train Dispatcher. Loaded unit coal trains may not be operated through yard tracks at Wichita Falls.

11. Tascosa and Channing—Look out for falling rocks between MP 377.0 and MP 378.0.**12. ABS in effect**—Between MP 0.7 and MP 5.4 between T&P Jct. and North Yard, between MP 7.3 and Wichita Falls, and between dual control switch Estelline and MP 238.8.**13. CTC in effect**—Between MP 115.0 and MP 219.9 between Wichita Falls and Childress and between MP 222.2 and dual control switch Estelline.

Rule 350(B)—following switches are not equipped with electric locks:

MP 115.1 - Wichita Falls - River Team Track
 MP 115.8 - Wichita Falls - Wilson Spur
 MP 124.4 - Iowa Park - East House Track
 MP 124.9 - Iowa Park - West House Track
 MP 125.9 - Iowa Park - Cryovac Spur
 MP 138.6 - Electra - East end National Tank
 MP 138.8 - Electra - West end National Tank
 MP 139.8 - Electra - High Line Track
 MP 140.7 - Electra - West House Track
 MP 147.5 - East end Harrold House Track
 MP 147.9 - West end Harrold House Track
 MP 154.7 - Oklaunion East House Track
 MP 155.0 - Oklaunion West House Track
 MP 159.6 - Vernon Grain East Track
 MP 160.0 - Vernon Grain West Track
 MP 178.3 - Chillicothe Elevator Track
 MP 178.5 - Chillicothe East House Track
 MP 179.4 - Chillicothe Transfer Track
 MP 191.9 - Quanah - East end House Track
 MP 211.1 - Kirkland - East House Track
 MP 211.6 - Kirkland - West House Track
 MP 219.6 - Childress - Holland Spur

14. The following Track Side Warning Detectors protect bridge, tunnels, or other structures—None.

Other Track Side Warning Detector Locations—

Electra—MP 143.6

Dickworsham—MP 94.3

Clarendon—MP 273.2
Hartley—MP 406.0

Tascosa—MP 365.1
Guy—MP 437.6

15. Track Warrant Control—In effect between MP 12.1 and Rhea MP 108.9 and Estelline MP 236.7 and Texline MP 452.9.

Trackman's train location lineup as prescribed by Rule 35 of the Rules of the Maintenance of Way is required on this Subdivision.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Texline	3rd Subdiv MAIN LINE STATIONS			Rule 6(A)
						Office Calls			
		40788	348.4	477	0.0	Z	TEXLINE	BKRY	
		40790	347.2		1.2		SIXELA	Y	
4,760	40799	337.6	10.8			CLAYTON			TWC
8,808	40807	330.4	18.0			ROYCE			
8,484	40825	315.6	32.8			GRENVILLE			
8,280	40837	300.1	48.3			GRANDE			
7,517	40844	292.5	55.9		MS	DES MOINES			
7,300	40854	284.5	63.9			FOLSOM			
8,700	40865	272.3	76.1			ALPS			
8,472	40874	263.1	85.3			BRANSON			CTC
8,665	40886	251.0	97.4			TRINCHERE			
8,225	40903	235.2	113.2			BARELA			
8,516	40917	220.2	128.2			BESHOAR			
E7,120 W8,400	40924	211.8	136.6		DA	TRINIDAD	BKRY		
7,740	40939	196.1	152.3		LUDLOW				
8,436	40946	189.7	158.7		LYNN			TWC ABS	
8,017	40957	180.1	168.3		MAYNE				
6,100	40965	171.6	175.8	WN	WALSENBURG	JYX			
E2,954 W2,965	40981	155.2	193.2	DT		LASCAR	X		
W3,115	40993	143.7	204.7			CEDARWOOD			TWC
4,530	41013	124.8	223.6		SOUTHERN JCT.	JRY			
4,235	41014	122.5	225.9	2MT	MQ	MINNEQUA	Y		
		121.2	227.2			SALT CREEK JCT.	JY		

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

	41020	118.5	477	229.9	R	PUEBLO	J	TWC
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BETWEEN PUEBLO AND SOUTH DENVER ATSF - DRGW JOINT TIMETABLE GOVERNS.

	41134	4.1	477	344.3	DT	SOUTH DENVER	IJMY	
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BN Radio Channel No. 1 in service on this Subdivision.

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

**1. Speed Restrictions—
Zone—Between**

Maximum Speeds Permitted

Texline and MP 297.0	49 MPH.
Walsenburg and Southern Jct	49 MPH.
Trains over 100 Tons O/B	
Texline and MP 297.0	40 MPH.
MP 297.0 and Walsenburg	35 MPH.
MP 338.4 and MP 337.5 (Clayton City Limits)	25 MPH.
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 273.5 and MP 214.1	35 MPH.
MP 214.1 and MP 212.4	20 MPH.
MP 212.4 and MP 211.3 (between North Linden Avenue and South Linden Avenue—Trinidad)	10 MPH.
MP 211.3 and MP 173.4	35 MPH.
MP 173.4 and MP 172.5	20 MPH.
Walsenburg—dual control switch	20 MPH.
Southern Jct. and Walsenburg (Eastward Track—DRGW)	30 MPH.
Eastward trains using westward track between Southern Jct. and Walsenburg	30 MPH.
MP 124.8 and MP 124.3	10 MPH.
Southern Jct. and Salt Creek Jct. North Main Track	20 MPH.
Southern Jct. and Minnequa South Main Track	20 MPH.
Through all turnouts and sidings	10 MPH.
Except Des Moines, Alps, Trinchere, Beshoar, west siding Trinidad, Ludlow, Lynn, and Mayne	20 MPH.
Item 1A, All Subdivisions, applies.	

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

3. Train Register Exceptions—None.

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

Texline—Westward trains must obtain Track Warrant showing Track Bulletins in effect between Texline and Trinidad.

Trinidad—Westward trains must obtain Track Warrant showing Track Bulletins in effect between Trinidad and Southern Jct. including on Westward track only from Walsenburg to Southern Jct.

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

Track Warrant Authority must be obtained to operate Eastward trains against current of traffic between Southern Jct. and Walsenburg. Track Warrant will indicate Track Bulletins in effect. Train crews must obtain track warrant and Track Bulletins from BN Dispatcher at Fort Worth.

Pueblo—Eastward trains must obtain Track Warrant showing Track Bulletins in effect between Walsenburg and Trinidad.

Trinidad—Eastward trains must obtain Track Warrant showing Track Bulletins in effect between Trinidad and Texline.

Texline, Trinidad, and Pueblo—Rule 82(A) does not apply.

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

6. Spring Switches—

Following Spring Switches not equipped with facing point lock:

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

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

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

7. Interlocking—

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

8. Double Track—

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

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

Two main tracks in service.

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

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

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

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

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

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

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

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

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

If indicator light does not light, movement must be made in accordance with Rule 315(A), and modified Rules 315A and 315, then wait two (2) minutes before lining hand thrown DRGW Junction switch for the route to be used, complying with Rules 104, 104(A), 104(B), 104(D), 104(H) and 104(I).

11. Twin Mountain Industry track has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 13 feet from top of rail. The load tracks have an overhead clearance of 15 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 12 feet 6 inches from top of rail.**12. Loaded coal trains—**Are restricted to the main track and will not take siding nor be operated through yard tracks or back tracks except as otherwise provided below.

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

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

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

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

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

14. Special Conditions—

Lascar and Cedarwood—Westward sidings blocked with cars.

Dispatcher Telephones—MP 135.0, MP 150.1, and MP 286.9.

15. Between Walsenburg and Texline—A member of crew on moving train, must when conductor and brakeman are on caboose, have a member of crew seated at conductor's desk at rear end of caboose at all times with spotlight turned on at night making inspection of track, watching for signs of equipment dragging, derailed cars, or any other dangerous conditions.**16. Rule 93—**Yard limits in effect between MP 126.5 and Minnequa on South Main track, Salt Creek Jct. on North Main track.**17. ABS in effect—**Between Trinidad and Walsenburg.**18. CTC in effect—**Between MP 213.9 and MP 294.1 East siding switch Trinidad and East siding switch in Des Moines.**19. Track Warrant Control—**In effect between Texline MP 348.4 and Des Moines MP 292.5 and also Trinidad MP 211.8 and Pueblo MP 118.5.

Trackman's train location lineup as prescribed by Rule 35 of the Rules of the Maintenance of Way is required on this Subdivision.

20. The following Track Side Warning Detectors protect bridge, tunnels, or other structures—None.

Other Track Side Warning Detector Locations—

Lynn—MP 184.7

Trinchere—MP 245.1

Des Moines—MP 290.1

Grenville—MP 319.0

21. Handling 80 feet or Longer Cars—

(See All Subdivisions Items 3 and 4A.)

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

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

Between Pueblo and Minnequa—

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

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

Between Minnequa and Trinidad—

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

Between Trinidad and Texline—

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

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

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

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

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Estelline	4th Subdiv BRANCH LINE STATIONS		
					Office Calls	Rule 6(A)	
	40572	236.7	486	0.0	ESTELLINE	J	CTC
7,454	88722	258.6		21.7	TAMPICO		
	88732	268.9		32.2	TURKEY		
6,739	88742	279.2		42.5	QUITAQUE		
		306.4	487				TWC
	88769	306.4		69.6	STERLEY	JY	
2,557	89026	332.7		95.9	PETERSBURG		
2,541	89044	349.6		112.9	KITALOU	UY	
	89054	360.0		123.3	BU LUBBOCK	BKRTY	

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

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

Estelline and Lubbock	30 MPH.
Estelline and MP 298.0	25 MPH.
MP 287.8 and MP 288.2	10 MPH.
MP 313.1 and MP 314.9	20 MPH.
Bridge 319.47	25 MPH.
Bridge 335.9	25 MPH.
MP 357.0 and MP 360.0	13 MPH.
Bridge 357.33	10 MPH.
Kitalou on Airport Port Spur Track	10 MPH.
Through all turnouts and sidings	10 MPH.
Item 1A, All Subdivisions, applies.	

**2. Bridge, Engine and Heavy Car Restrictions—
Item 5d not permitted.**

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

3. Train Register Exceptions—None.

**4. Clearance Provisions and Exceptions Rule 82(A)—
Estelline—Rule 82(A) does not apply.**

5. Rule 99—When flagging is required, distance will be 1.0 mile.

6. Sterley—Normal position of the switch at each end of the crossover west of the depot will be for movement through the crossover and all trains to and from Lubbock will leave and enter Plainview main track through this crossover.

7. Manual Interlocking—

ATSF Crossing.....1.6 miles East of Lubbock between Kitalou and Lubbock ATSF Crossing MP 358.5 controlled by ATSF train dispatchers. Trains stopped by absolute signal will be governed by instructions posted in telephone and release boxes.

8. Special Conditions—

MP 289.5—MP 298—Look out for rock slides.

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

9. Rule 93—Yard limits in effect between MP 349.0 and Lubbock.

10. Handling 80 feet or longer cars—Between Estelline and Sterley, (See All Subdivisions Items 3 and 4A.)

11. Between Quitaque and South Plains—

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

12. Track Warrant Control—In effect between Estelline MP 0.0 and Lubbock MP 360.0.

Trackman's train location lineup as prescribed by Rule 35 of the Rules of the Maintenance of Way is required on this Subdivision.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Sterley	5th Subdiv BRANCH LINE STATIONS		
					Office Calls	Rule 6(A)	
	88769	306.4	486	0.0	STERLEY	JY	
	88787	324.3		17.9	CG PLAINVIEW	BKRTY	
	88801	337.5		31.2	EDMONSON		
2,563	88815	351.6		45.2	HART		
	88831	367.6		61.2	DM DIMMITT	RTY	

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

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

Sterley and Dimmitt	29 MPH.
Date Street crossing Plainview Yard.....	10 MPH.
MP 366.2 and MP 367.0	10 MPH.
Through all turnouts and sidings	10 MPH.
Item 1A, All Subdivisions, applies.	

**2. Bridge, Engine and Heavy Car Restrictions—
Item 5d not permitted.**

3. Train Register Exceptions—None.

**4. Clearance Provision and Exceptions Rule 82(A)—
Plainview and Dimmitt—Rule 82(A) does not apply.**

5. Rule 99—When required to flag, distance will be 1.0 mile.

6. Railroad Crossings—

ATSF Crossing 1.6 miles west of Lockney.
ATSF Crossing 2.7 miles East Plainview
Rules 98, 98(A) and 98(B) govern at these locations.

7. Track Warrant Control—In effect between Sterley 0.0 and Dimmitt MP 61.2.

Trackman's train location lineup as prescribed by Rule 35 of the Rules of the Maintenance of Way is required on this Subdivision.

WEST WARD ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Valley Jct.	6th Subdiv BRANCH LINE STATIONS			Office Calls	Rule 6(A)
		40458	0.0	490	0.0	VALLEY JCT.	J	CTC		
	1,522	88227	27.3		25.7	DUNDEE				
	2,498	88252	51.9		24.6	SEYMOUR				
	1,796	88263	63.4		11.5	BOMARTON				
	1,045	88271	70.5		7.1	GOREE				
	1,787	88276	75.8		5.3	MUNDAY				
	1,800	88297	96.9		21.1	HASKELL				
		88313	112.7		15.8	S STAMFORD	BKRTY			
		88351	151.3		38.6	A ABILENE	BKRTY			
					149.7					

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

WEST WARD ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Childress	7th Subdiv BRANCH LINE STATIONS			
						Office Calls		Rule 6(A)	
		40556	220.2	489	0.0		RS CHILDRESS	BJKRTY	CTC
		88530	252.0		31.8		WELLINGTON	Y	TWC

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

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Seventh Subdivision Childress and Wellington 20 MPH.
 Bridge 246.5 10 MPH.
 Sixth Subdivision Valley Jct. and Abilene 25 MPH.
 Seymour MP 50.0 and MP 53.0 10 MPH.
 Stamford MP 112.5 and MP 113.3 13 MPH.
 MP 113.3 and MP 151.1 10 MPH.
 Through all turnouts and sidings 10 MPH.
 Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Group I not permitted on either subdivision.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**
Childress, Stamford and Valley Jct.—Rule 82(A) does not apply.
- Rule 99—**When flagging is required, distance will be 1.0 miles.
- Rule 93—**Yard limit in effect between MP 112.0 and Abilene on Sixth Subdivision, and between Childress and Wellington on Seventh Subdivision.
- Track Warrant Control—**In effect between Childress MP 0.0 and Wellington MP 31.8 on Seventh Subdivision and Valley Jct. MP 0.0 and Abilene MP 151.3 on Sixth Subdivision.
 Trackman's train location lineup as prescribed by Rule 35 of the Rules of the Maintenance of Way is required on this Subdivision.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Acme	8th Subdivn BRANCH LINE STATIONS			EAST WARD
						Office Calls	Rule 6(A)		
		96729	728.8	1059	0.0		ACME	J CTC	
	96766	766.1	37.3			PADUCAH	TWC		

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

- Speed Restrictions—** **Maximum Speeds Permitted**
 Acme and Paducah 30 MPH.
 Until engine over crossing Quannah Highway F.M.2640 10 MPH.
 MP 728.8 to MP 729.7 20 MPH.
 MP 739.0 to MP 739.1 10 MPH.
 MP 744.0 to MP 744.1 10 MPH.
 MP 744.4 to MP 744.5 10 MPH.
 MP 746.2 to MP 746.5 10 MPH.
 Through all turnouts and sidings 10 MPH.
 Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I not permitted.
 Acme—Do not put locomotive over hydraulic lift East and West spur track Georgia Pacific.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**
 Acme—Rule 82(A) does not apply.
- Rule 99—**When flagging is required, distance will be 1 mile.
- Track Warrant Control—**In effect between Acme MP 0.0 and Paducah MP 37.3.
 Trackman's train location lineup as prescribed by Rule 35 of the Rules of the Maintenance of Way is required on this Subdivision.

LINE SEGMENT NUMBERS

YARD SEGMENT NUMBERS

Line Segment	Limits	Mileposts
493	Amarillo-Bushland	
760	Pueblo Welding Plant	
761	Fort Worth	
762	Wichita Falls	
763	Houston Industrial Area	
764	Dallas Union Station	
765	Amarillo	
766	Childress	
767	Teague	
791	Amarillo Rock Island Yard	
793	Irving Rock Island Yard	
794	Saginaw Rock Island Interlocker	
1146	Irving	
1147	Fort Worth	

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
795	West Texas Power Company Oklaunion	154.9 to 160.0
1046	Irving to Fort Worth	710.7 to 741.8
1053	Irving to East Dallas	710.7 to 723.5

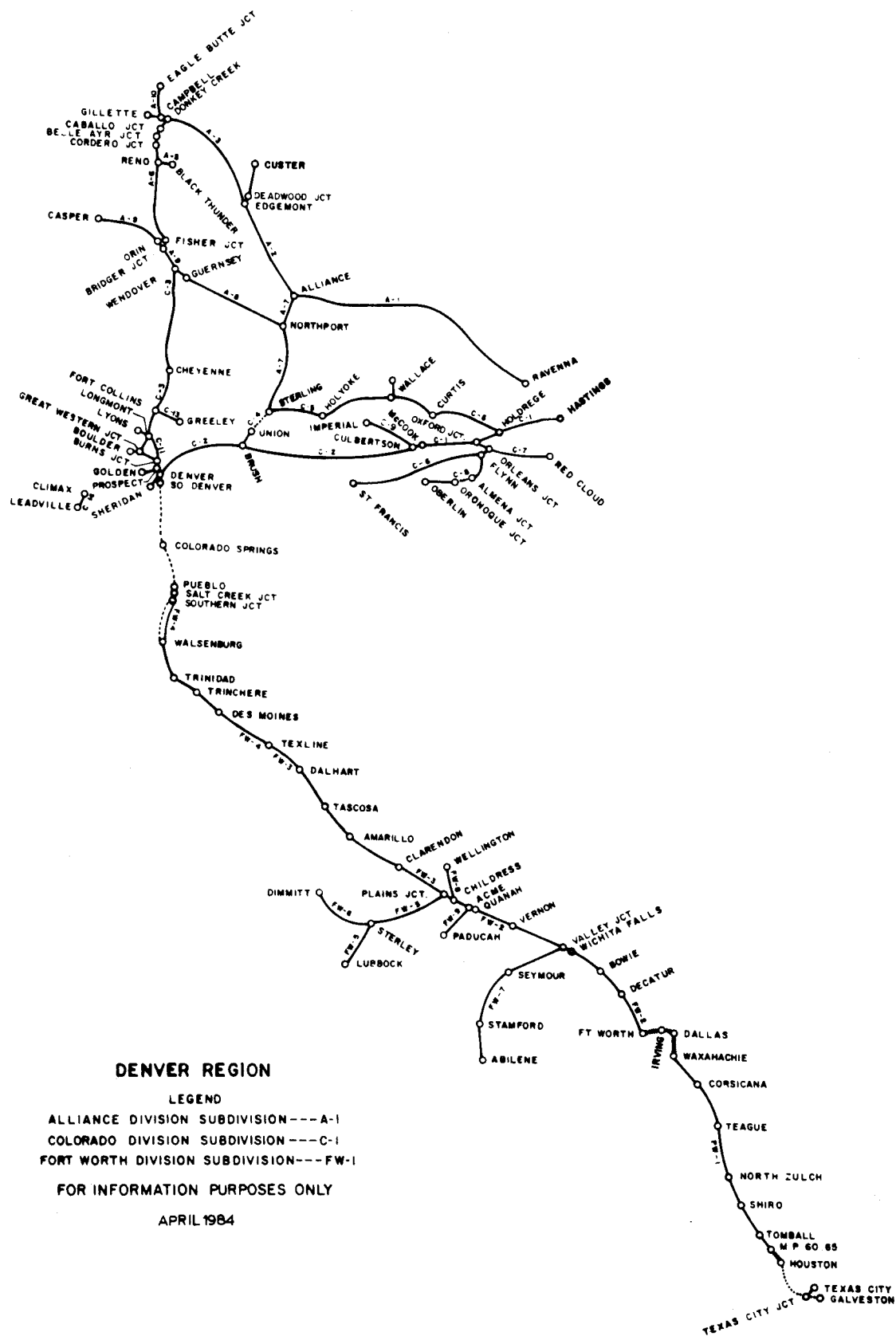
INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				3rd Subdivision			
40062 Oak Forrest	8.1 east of Casey	27	East	40496 Vernon Grain Inc.	3.3 east of Vernon	35	Both
Rossllyn	5.7 east of Casey	60	Both	40532 Georgia Pacific	0.3 east of Acme	15	East
40062 Acme Brick Co.	5.5 east of Casey	10	West	40559 Moyer	3.9 west of Childress	90	East
40065 Ryder	4.6 east of Casey	4	West	40606 Lelia Lake	7.2 west of Hedley	50	West
40065 Mabry	4.2 east of Casey	13	West	40632 Goodnight	7.7 west of Ashtola	40	East
40066 North Houston Ind. Park	4.0 east of Casey	290	Both	Bushland	15 east of Amarillo	27	West
40068 Cont'l. Carbon and Coastal Fence	2.1 east of Casey	44	West	40761 Bolin	8.2 west of Dalhart	15	Both
40069 Manufacturers Warehouse	1.7 east of Casey	14	West	40767 Ware	3.7 east of Guy	16	East
40069 Hudson	1.9 east of Casey	44	West	4th Subdivision			
40069 Chgo Br Iron	1.2 east of Casey	110	East	40850 Twin Mountain	5.5 west of Des Moines	70	West
40071 HP&L Co.	1.4 west of Casey	60	East	40939 Ludlow Industrial	1.9 west of Ludlow	84	Both
40071 Chem Spray	1.7 west of Casey	7	West	5th Subdivision			
40072 Houston Shell	2.1 west of Casey	60	West	88764 South Plains	5.1 east of Sterley	45	Both
40075 Deco	3.4 west of Casey	20	Both	89007 Lockney	6.6 west of Sterley	77	Both
40078 Louetta	6.4 east of Tomball	71	Both	89017 Barwise	10.4 west of Lockney	39	East
40091 Ventura	5.5 east of Karen	69	Both	89036 Heckville	7.8 east of Kitalou	11	West
40119 Richards	6.3 east of Shiro	41	Both	6th Subdivision			
40125 Grimes	4.4 east of Singleton	12	West	88777 Cereal	7.6 west of Sterley	16	East
40141 TMPA	12.4 east of North Zulch	100	Both	88790 Occidental Chemical	3.7 west of Plainview	23	Both
40141 Iola	10.4 east of North Zulch	50	East	88791 Wasson	3.8 west of Plainview	15	East
40159 Normangee	7.8 west of North Zulch	14	Both	88795 Boone	7.4 west of Plainview	6	West
40183 Koch (MP Tfr)	1.3 east of Newby	12	East	88796 Wright	8.4 west of Plainview	10	Both
40185 Southwest Car Parts	0.1 east of Newby	100	West	88798 Edmonson Coop	1.4 east of Edmonson	13	West
40185 Nucor Steel	0.8 east of Newby	95	Both	88808 Grisham	7.2 west of Edmonson	14	Both
40191 Houston Light & Power	2.2 east of Donie	20	Both	88813 Hilburn	1.9 east of Hart	20	West
40214 Kirvin	10.4 west of Teague	6	West	88816 Custom Farm Supply	8.7 east of Dimmitt	5	West
40225 Superock	3.3 west of Streetman	50	West	88822 Roy	8.1 east of Dimmitt	12	Both
40231 Navarro	9.1 west of Streetman	25	West	88827 Red Barn	5.2 east of Dimmitt	4	West
40249 Emhouse	6.8 west of North Corsicana	50	West	88829 Goodpasture	2.2 east of Dimmitt	18	West
2nd Subdivision				7th Subdivision			
40350 Hicks	2.9 west of MP 11	8	West	88214 Holliday	12.6 west of Valley Jct.	21	Both
40361 Rhome	6.4 west of Avondale	51	Both	88285 Weinert	9.2 west of Munday	34	Both
40395 Sunset	4.2 east of Fruitland	7	East	88327 Anson	14.1 west of Stamford	30	East
40431 Henrietta	5.8 west of Dickworsham	27	East	88341 Fina	10.0 east of Abilene	21	East
40490 Oklaunion	6.8 west of Harrold	12	Both	88343 North Abilene	8.3 east of Abilene	60	Both
40490 West Texas Power	6.9 west of Harrold	—	West	88345 Lanisus	5.9 east of Abilene	15	East
40490 West Texas Utilities	11.8 west of Harrold	150	West				

RADIO INFORMATION

FORT WORTH DIVISION

Base Stations	Channel	Hours in Operation	Base Stations	Channel	Hours in Operation
Ft. Worth Dispatcher's Office	1	24 hours attended	Tascosa	1	24 hours unattended
Wayside Stations			Dalhart	1	24 hours attended
Houston (RTC)	1	24 hours attended	Texline	1	24 hours attended
Tomball	1	7:30 am-4:30 pm Mon. thru Fri.	Clayton	1	24 hours unattended
Dobbin	1	24 hours unattended	Des Moines	1	8:00 am-4:00 pm Mon. thru Fri.
Shiro	1	24 hours unattended	Trinchere	1	24 hours unattended
North Zulch	1	7:30 am-4:30 pm Mon. thru Fri.	Trinidad	1	24 hours attended
Newby	1	24 hours unattended	Walsenburg	1	24 hours attended
Teague	1	24 hours attended	Pueblo	1	24 hours attended
Corsicana	1	8 am-5 pm Mon. thru Fri.	Denver	1	24 hours attended
Waxahachie	1	24 hours attended	Plainview	1	5:30 am-1:30 pm Mon. thru Sat., 3:00 pm-11:00 pm Mon. thru Fri.
Irving	1	24 hours attended	Lubbock	1	7:00 am-11:00 pm Mon. thru Sat.
Decatur	1	24 hours unattended			
Bowie	1	24 hours unattended	TRAIN DISPATCHERS PHONE NUMBERS		
Dickworsham	1	24 hours unattended	Company	Subdivs	Commercial
Wichita Falls	1	24 hours attended	8-285-9168	1st, 2nd	(817) 390-9168
Vernon	1	24 hours unattended	8-285-9166	3rd, 4th, 5th, 6th, 7th	(817) 390-9166
Quanah	1	24 hours attended	8-285-9167	2nd, 8th	(817) 390-9167
Childress	1	24 hours attended			
Memphis	1	24 hours unattended			
Clarendon	1	24 hours unattended			
Malden	1	24 hours unattended			
Amarillo	1	24 hours attended			



CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer Ft. Worth, Texas
 Dr. Hi E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS

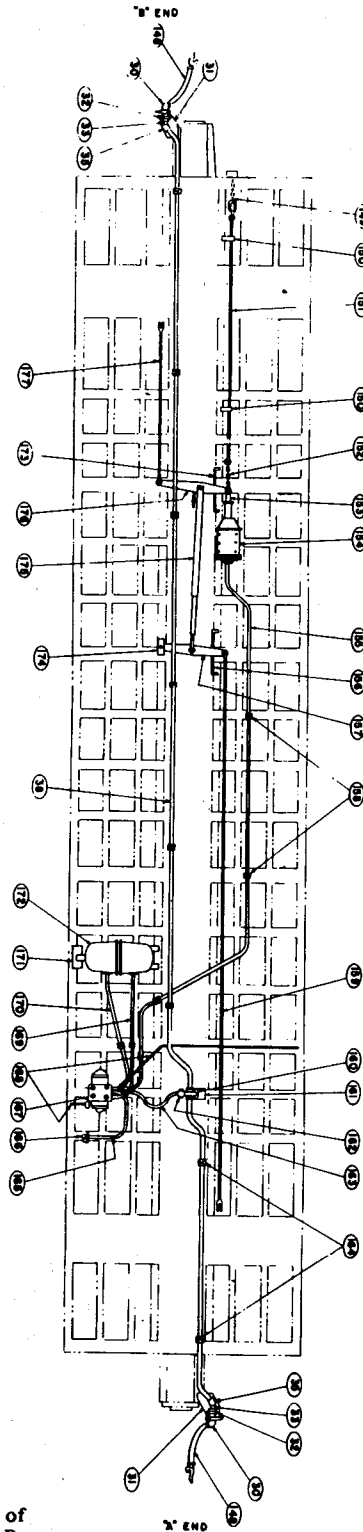
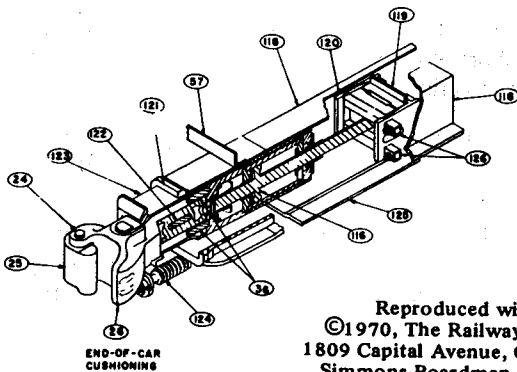
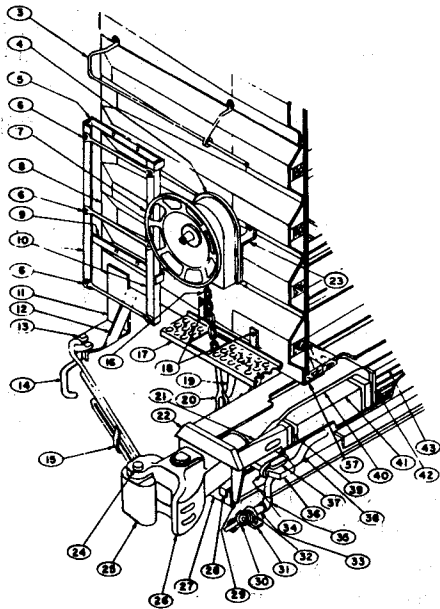
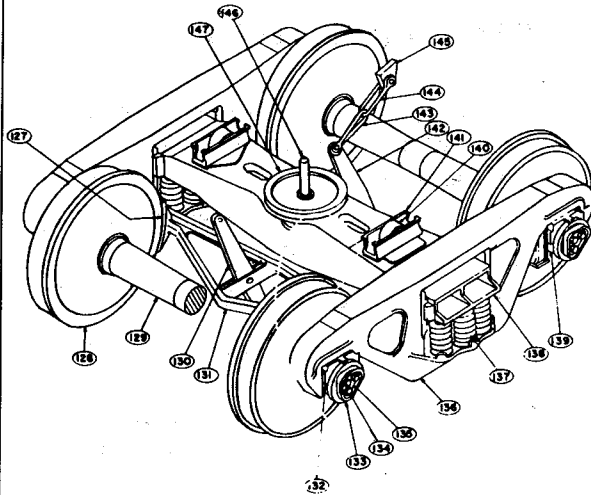
Alliance Medical Center Alliance
 Dr. B. Forney - Dr. W. Fairbanks Alliance
 Box Butte Medical Center Alliance
 Dr. R. Olson - Dr. D. Wilkerson - Dr. G. Vandewege Alliance
 Copsey Clinic Alliance
 Dr. D. D. Shannon - Dr. R. Morgan Alliance
 Dr. D. A. Frank Amarillo
 Dr. Woolworth Russell Amarillo
 Dr. Kenneth Stout Benkelman
 Dr. D. A. Arndt Berthoud, CO
 Dr. Ivan Terry Sanders Bowie
 Dr. Loren H. Jacobsen Broken Bow
 Dr. Robert L. Kulp Brush
 Dr. H. B. Durham, Jr. Casper
 Dr. Robert D. Hanlon Chadron
 Dr. S. J. Giovale Cheyenne
 Dr. Robert R. Kanard Cheyenne
 Dr. L. E. McGonigle Cheyenne
 Dr. Phillip M. Sharp Cheyenne
 Dr. T. Wang Crawford
 Dr. T. Wang Crawford, Neb
 Dr. Wade Norman Childress
 Dr. Jack Fox—Fox Clinic Childress
 Dr. Jacobus J. Westenburg Childress
 Dr. R. Gordon Clayton
 Dr. J. Kennedy Colorado Springs
 Dr. I. Schwab Colorado Springs
 Dr. W. B. Mayfield Corsicana
 Dr. Louis E. Gibson Corsicana
 Dr. Dennis R. Wicks Custer
 Dr. John Valcik Decatur
 Dr. Thomas K. Earley Denver
 Dr. John Q. Gallagher Denver
 Dr. J. F. Prinzing Denver
 Drs. Mohler, Paunovich, & Walker Denver
 Drs. Shpell & Schlager Denver
 Dr. C. Goldstein Denver
 Dr. G. H. Starkey Denver
 Drs. S. Zalman & Shpell & Schlager Denver
 Dr. B. H. Lee Dimmitt
 Dr. A. K. Swaine Douglas
 Dr. R. H. Pike Ft. Collins
 Dr. R. N. Humphrey Ft. Collins
 Dr. H. Thode Ft. Collins
 Dr. Paul E. Woodward Fort Morgan
 Dr. W. P. Higgins, Jr. Fort Worth
 Dr. R. V. Price Fort Worth
 Dr. J. E. Taylor Gillette
 Dr. Paul Kauffman—Gillette Clinic Gillette
 Dr. Robert C. Smith Hastings

Dr. John J. Ruffing, Jr. Hemmingford
 Dr. L. Schaffner Henrietta, TX
 Dr. W. W. Maercklein Holyoke
 Dr. T. R. Jacobson Hot Springs
 Dr. Newton A. Kilgore Houston
 Dr. J. Kehoe & G. McAnelly Leadville
 Dr. W. J. Mangold Lockney
 Dr. J. C. Freudenburg Longmont
 Dr. J. T. Brown Loveland
 Drs. English & Hunt Lubbock
 Dr. Everett P. Stewart Lubbock
 Dr. J. E. Reed, Jr. Madisonville
 Dr. John L. Batty McCook
 Dr. D. H. Morgan McCook
 Dr. H. R. Stevenson Memphis
 Dr. H. Francis Jr. Memphis
 Dr. D. F. Prince Minden
 Dr. Lanny B. Reimer Newcastle
 Dr. Iffat Ali Oxford
 Dr. K. D. Peters Plainview
 Dr. T. R. Lenz Pueblo
 Dr. D. Province Pueblo
 Dr. C. J. Smith Pueblo
 Dr. Walter A. Brooks Quanah
 Dr. E. J. Hawkins Rotan, Tex
 Dr. Carl L. Frank Scottsbluff
 Dr. E. J. Hawkins Stamford
 Dr. R. J. Fillion Sterling
 Dr. R. W. Ludwick Sterling
 Dr. M. H. Karjeker Teague
 Dr. Jack R. Cox Teague
 Dr. Bill L. Halbert Teague
 Dr. N. E. Graham Tomball
 Dr. Kayo Smith Torrington
 Dr. C. H. Raye Trinidad
 Dr. S. Biber Trinidad
 Dr. G. Jiminez Trinidad
 Dr. F. Visconti Trinidad
 Dr. Sally Febec Trinidad
 Dr. John B. Hardin Vernon
 Dr. J. Lamme Walsenburg
 Dr. Wm. H. Lindsey Waxahachie
 Dr. C. B. Jones Wellington
 Dr. J. E. Arbogast Westminster, CO
 Dr. W. Wilson Wheatland
 Dr. E. G. Howshar Wheatland
 Wichita Falls Clinic Wichita Falls
 Dr. K. Warnock - Dr. G. Knipple Windsor
 Dr. G. Sabin Windsor

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

CAR CHART

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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, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 3/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 3/4"
170. Emergency reservoir pipe, 3/4"
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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**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

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

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

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

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

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

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

These instructions must be repeated by the engineer.