

ALLIANCE DIVISION

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R. R. FAY	Trainmaster-Road Foreman	Gillette
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R. D. STENDER	Trainmaster-Road Foreman	Gillette
J. F. COOPER	Road Foreman-Trainmaster	Gillette
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R. M. ESTES	General Road Foreman	Alliance

ALLIANCE YARD

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R. P. SHAPLEY	Terminal Trainmaster	Alliance

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A. E. FRY	Trainmaster-Road Foreman	Mandan
A. M. RIO	Trainmaster-Road Foreman	Glendive
J. J. KEIGLEY	Trainmaster-Road Foreman	Forsyth
A. W. MYDLAND	Trainmaster-Road Foreman	Sheridan
T. J. TRACY	Road Foreman-Trainmaster	Sheridan
M. G. JUNGCK	Trainmaster-Road Foreman	Dickinson
G. S. LANTRIP	Road Foreman-Trainmaster	Forsyth
L. G. SCHIPPER	Road Foreman-Trainmaster	Sheridan
A. P. HUSCHKA	Trainmaster-Road Foreman	Hettinger
L. TOMPKINS	Trainmaster-Road Foreman	Greybull

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M. S. DANIELS	Terminal Trainmaster	Laurel

REGION TRANSPORTATION

D. K. Watts—Superintendent of Transportation

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D. R. SCHOEERLEIN	Manager Train Operations	Denver
C. J. FERDERER	Manager Train Operations	Denver
R. E. HAND	Manager Train Operations	Denver

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BURLINGTON NORTHERN RAILROAD CO.

DENVER REGION

ALLIANCE, COLORADO
AND YELLOWSTONE DIVISIONS

TIMETABLE NO. 6

IN EFFECT AT 0001
Continental Central Standard Time

Sunday, October 26, 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.

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

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

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 BN 979026	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Wedge plow or dozer (hauled in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars except cars with center bulkheads	45 MPH	45 MPH
Empty flat cars:		
CB & Q 92400-92799 NP 66100-66249	45 MPH	45 MPH
GN 60680-60686 NP 67550-67552		
NP 62300-62949 NP 68011-68023		

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

Maximum Speed of Locomotives—

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

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 general order, the following restrictions will apply:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 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, 1956-1971, 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:

1702-1703, 1706-1707, 1709-1714, 1717, 1719-1721, 1725-1726, 1728-1729, 1731-1732, 1734, 1736, 1738-1742, 1744-1749, 1751-1752, 1758-1760, 1762-1765, 1767, 1769, 1773-1775, 1777, 1779, 1782-1783, 1787, 1791, 1799, 1802-1804, 1807, 1811-1812, 1816, 1819, 1829, 1831-1833, 1835-1836, 1839-1841, 1850-1851, 1854, 1858, 1860-1863, 1868-1869, 1875, 1877-1878, 1881-1882, 1888-1889, 1896-1898, 1900-1901, 1903-1904, 1914-1918, 1920, 1922-1926, 1929-1930, 1942, 1944, 1946, 1951, 1956-1958, 1960-1961, 1964-1965, 1971, 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 general order are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

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

Not more than 24 powered axles can be used in helper 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:

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

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

3A. Locomotive Group Chart

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

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3.
B	GP9B*	600-602, 604.
	GP-5	1352, 1355-1360, 1364-1365.
	GP-9	1725-1726, 1728-1729, 1731-1732, 1734, 1736, 1738-1742, 1744-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821-1822, 1829, 1888-1889, 1902-1904, 1910, 1913-1918, 1920, 1922-1927, 1929-1931, 1934-1936, 1938-1939, 1942, 1944, 1946, 1951, 1954, 1956-1958, 1960-1961, 1963-1964, 1966-1967, 1969, 1971, 1980.
	GP-18	1991, 1993, 1995-1997.
C	SW-7	77-78, 115, 122, 132, 142.
	SW-12	162-166, 170-177, 179-220, 222-228, 230-255, LSTT 105, AMTK 565.
	SW-9	169, 262-266, 268-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 101-104.
D	NW-12	1, 5, 14, 19.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1422, 1426, 1436, 1438.
	GP-9	1702-1704, 1706-1707, 1709-1714, 1717, 1719-1721, 1762-1767, 1769-1770, 1773-1775, 1777, 1779, 1782-1783, 1786-1787, 1791, 1799-1800, 1802-1804, 1807, 1831-1836, 1839-1841, 1850-1851, 1854, 1858, 1860-1863, 1867-1869, 1875, 1877-1878, 1881-1883, 1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1977-1978.
	GP-20	2003, 2005-2006, 2008, 2010, 2012, 2016, 2026, 2030-2031, 2034-2037, 2041-2042, 2044-2045, 2047-2050, 2052-2054, 2058-2060, 2063, 2066-2067.
	GP-30	2217-2219, 2221-2226, 2229, 2232, 2234, 2236, 2241-2242, 2244, 2246.
	GP-39-2	2700-2739.

Group	Model	Locomotive Numbers
E	SW-15	20-65, 300-324.
	GP-38	2072-2077, 2110-2135, 2137-2138, 2155-2189.
	GP-38-2	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-30	2200, 2203-2207, 2210, 2212-2216, 2247, 2249-2253.
	GP-35	2501, 2503-2504, 2507-2509, 2511-2514, 2516-2518, 2521-2535, 2537, 2539-2545, 2550-2552, 2554-2557, 2559-2561, 2570-2572, 2576, 2579-2580.
	GP-38-B*	2600.
	GP-38-2B*	2601.
	GP-40	3000-3013, 3015-3017, 3019-3020, 3022-3038.
	GP-40-2	3040-3064.
	GP-50	3100-3162.
	B-30-7A*	4000-4050, 4052-4119.
	U-28-B	5450-5451, 5453-5456, 5458-5459.
	U-30-B	5471-5477, 5479-5480, 5483-5484, 5770-5774, 5776, 5778-5780, 5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-400.
F		None.
G	SD-9	6127, 6131-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6172, 6174, 6176-6179, 6181-6185, 6187-6188, 6190-6200, 6202, 6204-6205, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9	6100-6103, 6107-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	U-3-CB*	4500.
	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5335, 5338-5362, 5364-5394, 5396-5397, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	U-33-C	5725-5765.
	SD-38-2	6260-6263.
	SD-40	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.
	SD-45	6400, 6405, 6411, 6417-6418, 6420-6421, 6423-6425, 6428, 6435-6436, 6440, 6442-6443, 6445, 6447, 6493-6527, 6530-6567, 6570-6574, 6593-6594, 6596-6597, 6599, 6653-6656, 6659-6664, 6666-6668, 6671, 6673-6678, 6680-6684, 6686-6687, 6689-6692, 6694-6696.
	F-45	6626-6645.
	SD-40-2B*	7500-7502.
	SD-40-B*	7600.
	SD-60	8300-8302.
		* 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 BN 979026

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

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

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—

Air repeater units increase the pressure signal received from the head portion of the train approximately 20 percent. To obtain maximum benefit from this system, when air repeater unit is to be operated in train, unit must be placed approximately in the middle of the train.

Air repeater equipment is identified as follows:

Cars—BNH 3-14.

Locomotives—5450-5451, 5453-5456, 5458-5459, 5473, 5475-5476, 5479, 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.

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

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

Definition—Restricted Speed—changed to read:

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

Rule G—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 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 2—

Continental Time will be used for operating purposes.

Rule 3—

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

Rule 6(A)—explanation of characters:

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

Rule 10(C)—change the second paragraph to read:

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

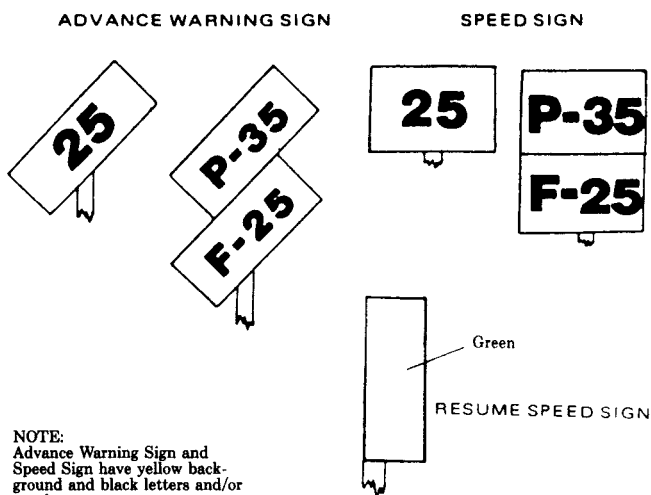
Rule 10(E)—add the following paragraphs:

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.



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

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

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

Rule 11—add the following second paragraph:

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

Rule 81—

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

Rule 93—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 98(A)—

The second paragraph is cancelled.

Rule 103(E)—change to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

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

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

Rule 104(M)—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 Item 7 of Timetable, All Subdivision Special Instructions, will govern.

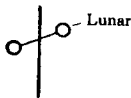
Form Y Train Order, Example (2)—will not be used.

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, 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.

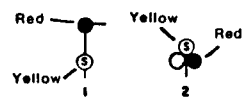
Rule 248(C)—Block Indicator

Aspects	Indication
	Block clear.

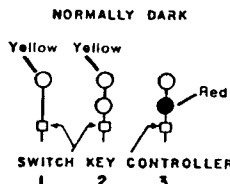
Rule 248(D)—Block Indicator

Aspects	Indication
	Block occupied.

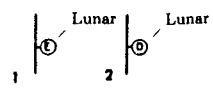
Rule 248(E)—Spring Switch Indicator

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.

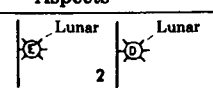
Rule 248(F)—Switch Indicator

Aspects	Indication
	<p>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.</p> <p>If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules.</p> <p>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.</p> <p>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.</p>


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 316—change second paragraph to read:

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

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

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

Rule 351—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 351(C)—cancel second paragraph reading:

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

Rules 410 and 411—modification:

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

Rule 413—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—first paragraph is changed to read:

To void a track bulletin or part of a track bulletin directly to a train crew member, the train dispatcher will issue a track bulletin Form D, or use Item 17 on a track warrant, using the following:

(a) LINE (No) OF TRACK BULLETIN NO _____ IS VOID

Rule 463—last paragraph is changed to read:

Employees who receive track bulletins for delivery to others must retain copies of the track bulletins voided on file.

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

TRACK BULLETIN FORM D

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

OK _____	COPIED BY _____	DISPATCHER _____
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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.

Rule 627-(5)—change to read:

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

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

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

Definition—Restricted Speed—changed to read:

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

Rule G—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 2—

Continental Time will be used for operating purposes.

Rule 3—

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in 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 9(A)—change first paragraph to read:

PLACEMENT OF FLAGS: Flags must be placed to the right of the track as viewed from an approaching train. When flags must be placed to the left of the track, this fact must be stated in train order, track bulletin, track warrant or general order.

Rule 10(C)—change second paragraph to read:

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

Rule 11—add the following second paragraph:

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

Rule 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 351C—cancel second paragraph reading:

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

Rules 410 and 411—modification:

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

Rule 413—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—first paragraph is changed to read:


To void a track bulletin or part of a track bulletin directly to a train crew member, the train dispatcher will issue a track bulletin Form D, or use Item 17 on a track warrant, using the following:

(a) LINE (No) OF TRACK BULLETIN NO _____ IS VOID

Rule 463—last paragraph is changed to read:

Employees who receive track bulletins for delivery to others must retain copies of the track bulletins voided on file.

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

TRACK BULLETIN FORM D		 BURLINGTON NORTHERN RAILROAD	
No _____	Date _____	19 _____	
TO _____	AT _____		
_____	AT _____		
_____	AT _____		
_____	AT _____		
OK _____		DISPATCHER _____	
COPIED BY _____			

FORM 15980-00 Printed in U.S.A.

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. 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.

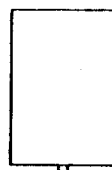
"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"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.

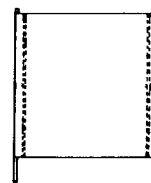
19. Roadway Signs—

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

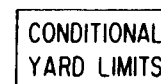
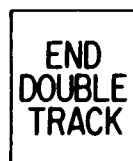


Track Flag

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



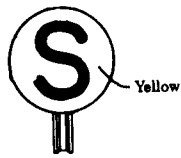
Track Flag

Junction
Rule 98(B)Railroad Crossing
Rules 98 & 98(B)Yard Limit
Rule 93Conditional Yard Limits
Rule 93

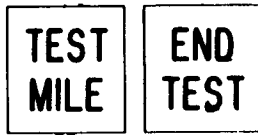
End Double Track



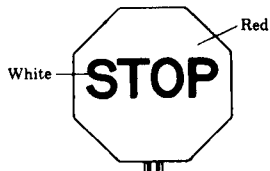
No Engine Beyond This Point



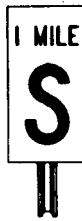
Spring Switch
Rule 104(M)



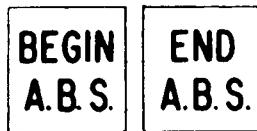
Begin Test Mile and End Test Mile



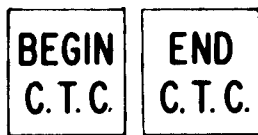
Stop
Rules 98 and 98(B)



One Mile Switch



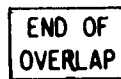
Begin and End ABS



Begin and End CTC



Signal Overlap



End of Overlap

Rule 303



Crossing Whistle
Rule 15(I)

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



Derail
Rule 104(L)



Westward Siding or
Eastward Siding
Rule 105(A)



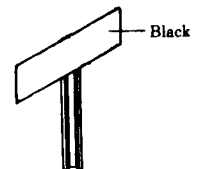
No Clearance



Rule 303



Fouling Point



Flanger



One Mile Draw Span
Rule 98

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

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
 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 364.1 and MP 365.6..... 20 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 221.1	MP 338.2—Main 2
MP 247.5	

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

W E S T W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance From Alliance	E A S T W A R D
					Office Calls	Rule 8(A)		
		30364		365.6	J	ALLIANCE BKRT	0.0	
				365.9		EMERSON	0.3	
				366.2		THIRD STREET J	0.6	
					2MT			
				369.1		WEST ALLIANCE	3.5	
	9,860	30374		375.6		BEREA	10.0	
	10,948	30383		384.6		HEMINGFORD	19.0	
		30399		400.3		MARSLAND	34.7	
	10,227	30409	4	409.7		BELMONT X	44.1	CTC
		30422		422.9	2MT	CRAWFORD BRX	56.8	
				423.1		CNW CROSSING AX	57.0	
		30436		437.3		JODER	71.2	
	7,724	30449		450.3		ARDMORE	84.2	
	14,167	30457		458.8		RUMFORD	92.7	
		30466		465.2		PROVO	99.1	
		30475		476.1	2MT	MR EDMONT BKRT	110.0	

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

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

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

Alliance and Edgemont—	
Trains up to 100 Tons/OB.....	50 MPH.
MP 365.6 and MP 366.0.....	20 MPH.
Alliance Wye and moves via dog leg.....	10 MPH.
MP 393.6 and MP 396.2.....	40 MPH.
Through siding Belmont.....	25 MPH.
MP 409.0 and MP 412.8.....	30 MPH.
MP 412.8 and MP 414.1.....	20 MPH.
MP 414.1 and MP 423.2.....	25 MPH.
Over CNW Crossing.....	25 MPH.
Through turnout MP 475.2.....	10 MPH.
Edgemont between east and west Highway crossings, head end of train.....	25 MPH.
MP 469.4 and MP 475.8.....	45 MPH.
MP 475.8 and MP 476.1.....	20 MPH.
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches.....	25 MPH.
Item 1A, All Subdivisions, applies MP 475.5 to MP 467.0 to eastward trains only.	

2. Bridge, Engine and Heavy Car Restrictions—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	Edgemont City Track
Buchfinck Bean Spur	Edgemont House Track
Berea Elevator Track	Joder Back Track
Berea Spud Track	Ardmore Back Track
Nida Back Track	Rumford Back Track
Hemingford Mill Track	Provo Back Track
Marsland Back Track	

8. Handling 80-feet 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

12. Belmont—Unoccupied caboose may be dropped over dual control switch in the HAND position after permission has been obtained from the Train Dispatcher. Rules 103(M) and 104 of the General Code of Operating Rules are modified accordingly.

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

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

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance From Campbell	EAST WARD
					Office Calls	Rule 6(A)		
		30588		0.0	CAMPBELL	JT	0.0	
					1.3			
	7,650			1.3	FORTIN	X	1.3	
					1.7			
				3.0	CLOVIS POINT JCT.		3.0	
					To Clovis Point 1.8			
				6.0	FT. UNION JCT.		6.0	
					To Ft. Union 1.0			
		33309		9.5	EAGLE BUTTE JCT.		9.5	
					To Rawhide 1.7			
					To Eagle Butte 4.5			
					To Buckskin 6.6			

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

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

Campbell and Eagle Butte Jct.	35 MPH.
West leg Campbell Wye	10 MPH.
East leg Campbell Wye	25 MPH.
MP 9.5 and Rawhide Loop Track Switch	20 MPH.

MP 9.5 and Eagle Butte Loop Track Switch	20 MPH.
MP 9.5 and Buckskin	20 MPH.
MP 3.0 and Clovis Point Loop Track Switch	20 MPH.
MP 6.0 and Ft. Union Loop Track Switch	20 MPH.

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

3. 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.

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

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

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	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance From Bridger Jct.	E A S T W A R D
					Office Calls	Rule 6(A)		
				127.3	BJ BRIDGER JCT.	J	0.0	
				126.2	ORIN JCT.	J	1.1	
				123.6	FISHER JCT.	J	3.7	
				123.2	EAST FISHER		4.1	
				120.3	WEST FISHER		7.0	
				117.7	SHAWNEE JCT.	J	9.6	
				107.3	EAST WALKER		20.0	
				102.4	WEST WALKER		24.9	
		33182		93.2	EAST BILL		34.1	
				85.5	EAST CNW JCT.	JX	41.8	
				82.7	WEST BILL		44.6	
				80.8	WEST CNW JCT.	J	46.5	
				72.5	EAST LOGAN	X	54.8	
		33160		65.4	CONVERSE JCT.		61.9	
				63.0	WEST LOGAN		64.3	
				62.0	NACCO JCT. To North Antelope		65.3	
				47.4	EAST RENO		79.9	
		33142		42.5	RENO	JTX(2) CTC	84.8	
				40.6	WEST RENO		86.7	
		13,395	33131	31.4	ANTELOPE		95.9	
				26.2	COAL CREEK JCT. To Coal Creek 2.1	T	101.1	
				24.5	SUNED CO. JCT.		102.8	
				23.8	EAST CORDERO JCT. To Cordero 2.2		103.5	
				21.1	WEST CORDERO JCT. To Cordero 2.2		106.2	
		14,200		19.2	HAIRE		108.1	
				17.3	ROJO JCT. To Caballo Rojo 0.7		110.0	
				16.4	E. BELLE AYR JCT. To Belle Ayr 1.8		110.9	
		33115		15.4	E. CABALLO JCT.		111.9	
				14.7	W. CABALLO JCT. To Caballo 0.4	X	112.6	
		33108		9.3	WHITETAIL		118.0	
		30587		0.0	DONKEY CREEK	J	127.3	

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

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

Bridger Jct and MP 15.5	45 MPH.
MP 15.5 and Donkey Creek	25 MPH.
Through turnout Donkey Creek and both legs of Wye	25 MPH.

North American Car Corporation at 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 15.7 MP 82.7-MP 93.2
MP 40.6-MP 47.4 MP 102.4-MP 107.3
MP 63.0-MP 72.6 MP 120.3-MP 123.3

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 8.2 MP 67.8 MP 88.0

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

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.

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

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

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

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

Third Street and Sterling:

MP 3.0 and MP 112.2 Trains up to 100 Tons/OB 50 MPH.
MP 0.7 and 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 and MP 30.2 35 MPH.

MP 34.4 (U.P. Crossing) and MP 36.7 20 MPH.

MP 49.5 and MP 56.0 35 MPH.

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

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

BN Radio Channel No. 2 in service at Guernsey.

1. Speed Restrictions—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 and 31.7—Scottsbluff	45 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:

Simplot Spur Morrill Spud Track
 Minatare House Track Morrill Beet Track
 Kelly Bean Spur Henry Passing Track
 Heldt Spur Torrington Orphan Track
 Mitchell House Track Torrington Turkey 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 2.4

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS		Distance From Guernsey	EASTWARD
					Office Calls	Rule 6(A)		
		32129		95.0	DT GR GUERNSEY	BKRTY	0.0	
				5.0	STOKES		5.0	
	7,166	32133		100.0	WENDOVER	JT	8.3	
	4,667	32137		103.3	CASSA		16.0	
	19,553	32145		111.0	GLENDON		24.6	
	6,998	32153		119.6	ELKHORN		27.0	
	7,329			122.0	BONA		34.2	
	7,083	32162		129.2	BRIDGER JCT.	J	38.2	
				133.2	ORIN	Y	39.4	
	5,628	32167		134.4	FOSTER		46.0	
	4,504	32175		141.0	DOUGLAS		53.8	
	6,600	32182		148.8	ORPHA		63.6	
	6,000	32192		158.6	CLAYTON		76.5	
	4,510	32205		171.5	GLENROCK		83.2	
	5,492	32212		178.2	FRY		97.0	
	6,103	32225		192.0	BROOKHURST	Y	102.7	
	4,084	32231		197.7	CASPER	BKRTY	107.2	
		32236		202.2	CS			

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

ALLIANCE DIVISION

BN Radio Channel No. 2 In service at Guernsey.

RADIO INFORMATION

ALLIANCE DIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight	Base Stations	Channel	Hours in Operation
Guernsey and Bridger Jct.— Trains up to 100 Tons/OB.....	50 MPH.	Alliance Disprs. Office	1	Continuous
Bridger Jct. and Casper	49 MPH.	Wayside Stations		
Guernsey and MP 101.7	25 MPH.	Mason	1	Continuous
MP 101.7 and MP 115.0	35 MPH.	Broken Bow	1	Continuous
MP 125.2 and MP 127.5	35 MPH.	Anselmo	1	Continuous
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.	Halsey	1	Continuous
Through turnouts beginning and end of two main tracks, all controlled sidings and crossovers equipped with dual control switches	25 MPH.	Seneca	1	Continuous
Glendo Siding	10 MPH.	Whitman	1	Continuous
Wendover West and East Leg Wye	10 MPH.	Bingham	1	Continuous
Item 1A, All Subdivisions, applies		Alliance Yard	1 road 2 yard forces 3 mechanical 4 Storehouse 4 Diesel Pit	Continuous Continuous Continuous Continuous Continuous
2. Bridge, Engine and Heavy Car Restrictions— Item 5d not permitted.		Belmont	1	Continuous
3. Train Register Exceptions—None		Crawford	1	Continuous
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.		Ardmore	1	Continuous
5. Rule 99—When flagging is required, distance will be 1.5 miles.		Edgemont	1 road	Continuous
6. The following Track Side Warning Detectors protect bridges, tunnels or other structures—None. Other Track Side Warning Detector Locations— MP 131.0		Edgemont	2 yard	Continuous
7. Local Crossing Ordinance: Glendo—Standing train must not block crossing more than five minutes.		Newcastle	1	Continuous
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.		Upton	1	Continuous
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.		Donkey Creek	1	Continuous
10. Train Order Form F Example (3)—May be used on 9th Subdi- vision between Bridger Jct. and Casper.		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 2 yard forces	Continuous 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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

LINE SEGMENT NUMBERS

Name	Miles—Location	Capacity Cars	Switch Opens	YARD LINE SEGMENTS		
1st Subdivision				Line Segment	Yard	
30132	Sweetwater	5.5 west of Ravenna	11	West	890	Alliance
30159	Ansley	4.9 east of Berwyn	109	East	891	Alliance Shop
30166	Old Berwyn	2.5 west of Berwyn	28	Both	892	Edgemont
30214	Old Dunning	1.1 west of Dunning	26	West	893	Guernsey
30360	RMC	5.6 east of Alliance	189	Both	894	Casper
30361	Swepeco	4.1 east of Alliance		Loop	896	Scottsbluff
	Koester's	0.8 east of East Alliance	42	Both	897	Newcastle
					907	Sterling
					952	Gillette
2nd Subdivision				BALLAST PITS		
30369	Ginn	1.2 west of West Alliance	22	West		
30380	Nida	5.7 west of Berca	35	West		
30390	Nonpareil	6.7 west of Hemingford	66	Both		
30467	Area Wye	1.2 west of Provo	82	Both		
3rd Subdivision				Line Segment	Yard	
30503	Clifton	3.0 east of Owens	74	Both	898	Lien
30514	Old Spencer	1.0 west of Spencer	21	East	899	Guernsey
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				OTHER ROAD LINE SEGMENTS		
33303	Clovis Point	1.6 west of Clovis Point Jct.		Line Segment	Limits	Mileposts
33306	Ft. Union	1.0 west of Fort Union Jct.		166	Rawhide Spur	9.5 to 12.9
33308	Buckskin	6.6 west of Eagle Butte Jct.		167	Eagle Butte Spur	9.5 to 14.1
	Buckskin Siding	3.3 west of Eagle Butte Jct.	140	168	Buckskin Spur	9.4 to 17.3
33309	Eagle Butte	4.5 west of Eagle Butte Jct.		171	Ft. Union Spur	6.0 to 8.5
33312	Rawhide	1.7 west of Eagle Butte Jct.		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
33403	Black Thunder	0.1 east of Black Thunder Jct.				
33406	Jacobs Ranch	2.8 east of Black Thunder Jct.				
6th Subdivision						
33114	Caballo	0.4 west of W. Caballo Jct.				
33018	Belle Ayr	1.8 west of E. Belle Ayr Jct.				
	Caballo-Rojo	0.7 from Rojo Jct.				
33024	Cordero	2.7 west of W. Cordero Jct.				
33029	Coal Creek	2.1 east of Coal Creek Jct.				
	North Antelope	4.7 from Nacco Jct.				
	North American Car	0.1 east of Bill	124			
7th Subdivision						
32007	Letan	0.2 west of South Alliance	60	Both		
32028	Vance	6.1 west of Angora	70	East		
84071	Padroni	6.0 west of Buchanan	35	East		
84073	Ginther	7.8 west of Buchanan	6	West		
84078	Ackerman	14.9 west of Buchanan	25	West		
8th Subdivision						
	Heldt	0.7 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		

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS			Distance From Hastings	EASTWARD
					Office Calls	Rule 6(A)			
		20592	2	156.2	2MT	HN HASTINGS BIKR		0.0	
		20594		158.0		1.8 GAINES BJKRT		1.8	
		20598		162.6		4.6 JUNIATA		6.4	
6,930	20607			171.0		8.3 KENESAW		14.7	
6,755	20614			178.7		7.7 HEARTWELL		22.4	
7,290	20624			188.3	M	9.6 MINDEN		32.0	
7,460	20634			197.8		9.6 AXTELL		41.6	
3,500	20640			204.4		6.5 FUNK		48.1	
W8,490 E4,300	20647			211.0	HD	6.6 HOLDREGE BJKT		54.7	
7,105	20654			218.3		7.4 ATLANTA	CTC	62.1	
3,855	20663			226.9		8.5 MASCOT		70.6	
	20667			231.5		4.9 OXFORD JCT.		J	75.5
7,655	20670			234.0	RD	2.2 OXFORD BKRT		77.7	
6,740	20677			241.8		7.8 EDISON		85.5	
3,835	20684			248.3		6.7 ARAPAHOE		92.2	
6,780	20690			254.3		5.9 HOLBROOK		98.1	
6,740	20698			262.6		8.4 CAMBRIDGE		106.5	
3,660	20706			270.3		7.8 BARTLEY		114.3	
6,720	20712			276.3		5.9 INDIANOLA		120.2	
7,875	20724			287.8	MC	11.6 MCCOOK BKRT		131.8	

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.

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Passenger trains.....	79 MPH.	
MP 156.0 and MP 157.0.....	25 MPH.	25 MPH.
MP 157.0 and 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.....	70 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 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, 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
McCook—All yard tracks and long
siding.....

55 MPH.

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)—

Rule 405—In effect at Hastings and McCook. Conductors will call Dispatcher immediately upon coming on duty to receive and remove their own Track Warrants and Track Bulletins from printers at those locations.

Hastings and McCook—Rule 82(A) will not apply.

McCook—Eastward trains must obtain Track Warrant showing Track Bulletins in effect, if any, between McCook and Hastings.

Hastings—Westward trains must obtain Track Warrant showing Track Bulletins in effect, if any, between Hastings and McCook.

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 184.0 MP 258.1

7. 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

W E S T W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance From McCook	E A S T W A R D
					Office Calls	Rule 8(A)		
	7,875	20724		287.8	MC McCOOK	BKRT	0.0	
	6,765	20735		299.0	CULBERTSON	J	11.2	
	7,220	20745		309.3	TRENTON		21.4	
	6,845	20757		321.1	STRATTON		33.2	
	6,800	20767		330.7	MAX		42.8	
	7,310	20775		339.1	BENKELMAN		51.2	
	7,080	20785		349.5	PARKS		61.7	
	6,925	20797		361.1	HAIGLER		73.2	
	9,170	20813		377.5	WRAY		89.6	
	6,460	20821		385.6	ROBB		97.0	
	7,190	20828		392.2	ECKLEY		104.2	
	6,765	20841		404.8	YUMA		116.8	
	6,635	20850		414.0	CALHOUN		126.4	
	6,725	20859		423.0	PLATNER		135.1	
	8,290	20867		430.8	AKRON		142.9	
	4,250	20873		437.7	XENIA		149.7	
	5,780	20880	2	444.3	PINNEO		156.0	
				453.1	EAST BRUSH	JT	165.8	CTC
	N7,287 S7,117	20891		454.9	BU BRUSH CENTER	BJKRT	166.9	
				456.5	WEST BRUSH		168.4	
		20894		458.0	PAWNEE JCT.	J	169.9	
	6,560	20900		464.3	FT. MORGAN		176.4	
	7,925	20904		468.5	BIJOU		180.5	
	7,291	20915		478.9	WIGGINS		191.0	
	7,375	20924		489.1	CREST		201.1	
	7,057	20932		495.7	ROGGEN		207.4	
	7,121	20941		505.4	KEENESBURG		217.3	
	6,152	20949		513.0	HUDSON		224.9	
	7,191	20954		518.5	TONVILLE		230.4	
	7,610	20960		524.5	BARR		236.4	
	7,905	20968		531.7	IRONDALE		243.8	
		20973		536.9	SAND CREEK	I	248.7	
				541.2				
		20977	476	0.3	W 31st ST. YARD	ABKRT	253.0	
				0.0				
		20979	477	0.0	DENVER UD	BIJKR	254.2	
				2.2	SOUTH PARK JCT	JXY	256.4	
				4.1	SOUTH DENVER	IY	258.3	

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, Benkelman D2 or 22, Haigler D1 or 21, Wray D2 or 22, Yuma D1 or 21, Akron D2 or 22, Brush D1 or 21, Wiggins D2 or 22, Keenesburg D1 or 21 and Barr D2 or 22.

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Passenger trains.....	79 MPH.	
Trains over 100 tons/OB		
McCook and 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 and 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 and signal MP 539.7.....	40 MPH.	30 MPH.
Signal MP 539.7 and signal MP 541.2	30 MPH.	15 MPH.
Signal 541.2 and 21st Street MP		
541.9.....	15 MPH.	15 MPH.
Bridge 541.28 (Wye Bridge) and		
Bridge .86 (North leg of Wye) at		
23rd Street.....	10 MPH.	10 MPH.
Through turnouts off main 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
Fort Morgan.....	Factory Lead

3. Train Register Exceptions—

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

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

Denver and McCook—Rule 82(A) will not apply.

Denver—Eastward trains must obtain Track Warrant showing Track Bulletins in effect, if any, between Denver and McCook.

McCook—Westward trains must obtain Track Warrant showing Track Bulletins in effect, if any, between McCook and Denver.

Rule 405—In effect at McCook and at 31st St. Yard. Conductors will call Dispatcher immediately upon coming on duty to receive and remove their own Track Warrants and Track Bulletins from printers at these locations.

Brush—Rule 82(A) does not apply to trains off Fifth 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	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance From Denver U.D.	T E A S T W A R D
					Office Calls	Rule 8(A)		
		41137		0.0	DENVER UD	BIJCR	0.0	
		84301		1.0	PROSPECT JCT.	AJX	1.0	
		41140		3.4	UTAH JCT.	JTY	3.4	
		41141		4.5	CLEAR CREEK	TY	4.5	
	9,767	41151		14.0	BROOMFIELD		14.0	
	3,825	41168		27.3	BOULDER	Y	27.3	
	4,345	41180		43.6	MN LONGMONT	BJRTY	40.3	
	1,910	41186		49.2	HIGHLAND		46.0	
	2,515	41191		54.5	BERTHOUD		51.2	
	3,950	41197		60.7	LOVELAND	Y	57.4	
		41211		74.4	FT. COLLINS To LaPorte 4.6	JMTY	71.1	
	7,237	41213		76.5	FO NORTH YARD	BKRY	73.3	TWC
	7,169	41228	476	91.7	BULGER		88.4	
		41233		96.7	PLATTE RIVER JCT.	J	93.4	
	4,860	41236		99.6	NORFOLK		96.4	
	3,820	41249		113.0	SPEER		109.7	
		41256		119.4	DI CHEYENNE	BKRTY	116.1	
	8,428	41276		138.8	FEDERAL		135.8	
	3,795	41289		152.4	HORSE CREEK		149.1	
	4,518	41294		157.0	ALTUS		153.7	
	3,895	41307		170.0	LAMBERT		166.8	
	8,351	41325		188.7	CHUGWATER	T	185.4	
	3,830	41339		202.6	BORDEAUX		199.3	
	5,851	41351		214.3	ND WHEATLAND	BR	211.2	
		41357		220.5	MOBA JCT.	J	217.2	
	4,520	41367		230.6	DWYER		227.7	
	7,205	32137		240.8	WENDOVER	JTY CTC	237.5	

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

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

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
Denver UD and Wendover	49 MPH.
Trains over 100 Tons/OB.....	30 MPH.
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	

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, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

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

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 110.1 and MP 110.6	35 MPH.
MP 122.6 and MP 130.4	49 MPH.
MP 130.4 and MP 132.0	40 MPH.
MP 143.0 and MP 146.0	40 MPH.
MP 146.0 and MP 165.7	30 MPH.
MP 206.5 and MP 211.5	30 MPH.
MP 213.5 and MP 217.5	40 MPH.
MP 219.0 and MP 220.5	25 MPH.
MP 227.0 and MP 237.0	30 MPH.
MP 238.7 and MP 240.8	10 MPH.
All coal trains through Main Track Switch at MOBA East and West Leg Wye Wendover	10 MPH.

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 over the signature of the train dispatcher at McCook clears the train at Wendover on the Third Subdivision.

Rule 405—In effect at 31st St. Yard for westward trains at Denver, at Longmont, North Yard, Cheyenne and Guernsey. Conductors will call Dispatcher immediately upon coming on duty to receive and remove their own Track Warrants and Track Bulletins from printers at those locations.

5. Rule 99—When flagging is required, 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 movement between C&S Crossing and the 11th Street crossover via 19th Street will be under the control of the Yardmaster at 38th Street including the West Side Line, Remmco Spur and Longmont Mill crossover between the 19th Street Mainline and the D&RGW Mainline.

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

Between Prospect Jct. and Utah Jct.:

A hand-operated switch has been placed in service at Mile Post 1.2 on D&RGW westward main track, CTC territory, to new BN main track and must be left lined for D&RGW when not in actual use.

Eastward trains or locomotives entering CTC territory from new BN main track must not foul or enter main track at new hand-operated switch without first obtaining authority from D&RGW train dispatcher.

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

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

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

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

12. Boulder—

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

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

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

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

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

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

15. Handling 80 Feet or Longer Cars—

(See All Subdivisions Items 3 and 4A.)

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

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

Between Bordeaux and Cheyenne, between Boulder and Louisville—

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

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

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

Cars weighing less than 50 ton, gross weight

Flat cars with 1 loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers.

Westbound trains departing Denver Yard via the Jersey Cut Off:

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

16. Between Denver and Wendover—

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

17. Rawhide Power Plant—

The following speed restrictions apply:

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

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

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

Gate and switches should be lined for movement to Dumper.

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

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

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

19. TWC—in effect:

Between MP 3.4 and MP 240.8

Between Utah Jct. and Wendover.

Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warranty authority.

WESTWARD!	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS				Distance From Amarillo	EASTWARD!
					Office Calls		Rule 6(A)			
		40671	485	335.7	DT	AR	AMARILLO To Bushland 15.0	BIKRTY		0.0
8,992	40682			347.3			11.6 GENTRY			11.6
8,400	40691			359.2			11.9 BODEN			23.5
7,493	40708			371.7			12.5 TASCOSA			36.0
7,587	40723			388.1			16.4 CHANNING			52.4
8,076	40738			403.7			15.6 HARTLEY			68.0
7,536	40753			417.4		JC	13.7 DALHART	IT		81.7
7,562	40770			434.5			17.1 GUY		TWC	98.8
4,050	40777			441.8			7.3 PERICO			106.1
	40788			452.9			11.1 Z TEXLINE	BKRY		117.2
	40790		347.2			1.2 SIXELA	Y		118.4	
4,760	40799		337.6			9.6 CLAYTON			128.0	
8,808	40807		330.4			7.2 ROYCE			135.2	
8,484	40825		315.6			14.8 GRENVILLE			150.0	
8,280	40837		300.1			15.5 GRANDE			165.5	
7,517	40844		292.5		MS	7.6 DES MOINES			173.1	
7,300	40854		284.5			8.0 FOLSOM			181.1	
8,700	40865		272.3			12.2 ALPS			193.3	
8,472	40874		263.1			9.2 BRANSON		CTC	202.5	
8,665	40886		251.0			12.1 TRINCHERE			214.6	
8,225	40903		235.2			15.8 BARELA			230.4	
8,516	40917	477	220.2			15.0 BESHOAR			245.4	
E7,120 W8,400	40924		211.8		DA	8.4 TRINIDAD	IBKRY		253.8	
7,740	40939		196.1			15.7 LUDLOW			269.5	
8,436	40946		189.7			6.4 LYNN		TWC ABS	275.9	
8,017	40957		180.1			9.6 MAYNE			285.5	
6,100	40965		171.6		WN	8.5 WALSENBURG	JYX		294.0	
E2,954 W2,965	40981		155.2			16.4 LASCAR	X		310.4	
W3,115	40993		143.7		DT	11.5 CEDARWOOD	X	TWC	321.9	
4,530	41013		124.8			18.9 SOUTHERN JCT.	JRY		340.8	
4,235	41014		122.5		2MT	2.3 MQ MINNEQUA	Y		343.1	
			121.2			1.3 SALT CREEK JCT.	JY		344.4	

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

	41020	477	118.5		R	PUEBLO	J	TWC	347.1
						114.4			

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

	41134	477	4.1	DT		SOUTH DENVER	IJMY		461.5
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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, Amarillo-35, Tascosa-36, Channing-37, Dalhart-38, Texline-39.

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

Amarillo and Southern Jct.....	49 MPH.
Amarillo—	
MP 328.0 and MP 339.0.....	20 MPH.
MP 330.6 and MP 332.7.....	20 MPH.
MP 332.7 and MP 339.0.....	20 MPH.
Westbound Mainline.....	20 MPH.
ATSF Crossing Westbound Mainline MP 334.69....	10 MPH.
Santa Fe Tower and Eastern Fuel Facility	
Westbound Main.....	10 MPH.
MP 359.1 and MP 361.1.....	40 MPH.
MP 415.9 and MP 416.9 (city limits).....	35 MPH.
Except trains with hazardous material.....	20 MPH.
MP 416.9 and MP 418.2.....	20 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 197.9.....	35 MPH.
MP 197.9 and MP 187.5.....	45 MPH.
MP 187.5 and MP 173.4.....	35 MPH.
MP 173.4 and MP 172.5.....	20 MPH.
Walsenburg—dual control switch.....	20 MPH.
Southern Jct. and Walsenburg (Eastward Track—	
DRGW).....	30 MPH.
MP 124.8 and MP 124.3.....	10 MPH.
Southern Jct. and Salt Creek Jct. North Main Track	
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 Forth 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.

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

Rule 405—In effect for trains at Amarillo, Texline, Trinidad and Pueblo. Conductors will call Dispatcher immediately upon coming on duty to receive and remove their own Track Warrants and Track Bulletins from printers at those locations.

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

6. Spring Switches—

Following Spring Switches not equipped with facing point lock:

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

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

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

7. Double Track—

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

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

Two main tracks in service.

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

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

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

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

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

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

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

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

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

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

Signal governing trailing movement through hand thrown DRGW 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).

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

Loaded coal trains may be operated through sidings at:

Walsenburg, Mayne, Lynn, Ludlow, Beshoar, Barela, Trinchere, Branson, Alps, Folsom, Des Moines, Grande, Grenville, Royce, 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 Trinidad as instructed by train dispatcher.

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

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

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

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

13. Between Walsenburg and Texline—A member of crew on moving train, must when conductor and brakeman are on caboose, have a member of crew seated at conductor's desk at rear end of caboose at all times with spotlight turned on at night making inspection of track, watching for signs of equipment dragging, derailed cars, or any other dangerous conditions.**14. Rule 93**—Yard limits in effect between MP 126.5 and Minnequa on South Main track, Salt Creek Jct. on North Main track.**15. TWC**—In effect between Texline MP 348.4 and Des Moines MP 292.5 and also Trinidad MP 211.8 and Pueblo MP 118.5 and Amarillo MP 328.0 and Texline MP 452.9.

Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

16. The following Track Side Warning Detectors protect bridge, tunnels, or other structures—None.**Other Track Side Warning Detector Locations—**

Lynn—MP 184.7	Tascosa—MP 365.1
Trinchere—MP 245.1	Hartley—MP 406.0
Des Moines—MP 290.1	Guy—MP 437.6
Grenville—MP 319.0	

17. Handling 80 feet or Longer Cars—

(See All Subdivisions Items 3 and 4A.)

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

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

Between Pueblo and Minnequa—

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

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

Between Minnequa and Trinidad—

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

Between Trinidad and Texline—

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

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

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

Cars weighing less than 50 ton, gross weight

Flat cars with 1 loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers.

18. Special Conditions—

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 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.

19. Tascosa and Channing—Look out for falling rocks between MP 377.0 and MP 378.0.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS			Distance From Sterling
				Office Calls	Rule 6(A)		
	84081	21	115.1	ST	STERLING	BJKRTY CTC	0.0
					23.5		
BETWEEN STERLING AND UNION, UPRR RULES AND TIMETABLE GOVERN.							
	84105		138.6		UNION	J	23.5
					2.6		
7,256	84109	21	141.2		NEW HILLROSE	CTC	26.1
					6.8		
			148.0		BRUSH JCT.	JT	32.9
					2.0		
	20891		150.0	BU	BRUSH CENTER	BJKR	34.9

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

1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	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—None.

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

Sterling—In addition to BN track warrant, 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

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	6th Subdiv BRANCH LINE STATIONS			Distance From Holdrege
				Office Calls	Rule 6(A)		
	20647		0.8	HD	HOLDREGE	BJKRTY CTC	0.0
					7.9		
	82007		8.0		LOOMIS		7.9
					7.5		
	82015		15.5		BERTRAND		15.4
					6.4		
	82021		21.8		SMITHFIELD		21.8
					6.6		
	82028		28.4		ELWOOD		28.4
					11.1		
	82039		39.5		EUSTIS		39.5
					10.6		
	82049		50.1		FARNAM		50.1
					12.1		
	82061		62.2		MOOREFIELD		62.2
					10.1		
	82071		72.3	CU	CURTIS	BKRTY	72.3
					6.5		
	82077		78.8		MAYWOOD		78.8
					9.3		
	82087		88.2		WELLFLEET		88.1
					15.9		
	82103		104.1		DICKENS		104.0
					9.9		
	82113	180	113.9	WA	WALLACE	JRY TWC	113.9
					To Sutherland 17.5		
					6.6		
	82119		120.4		GRAINTON		120.5
					5.7		
	82125		126.3		ELSIE		126.2
					8.2		
	82133		134.4		MADRID		134.4
					9.6		
7,439	82143		144.0	G	GRANT	BRY	144.0
					10.2		
	82153		154.2		BRANDON		154.2
					7.3		
	82160		161.5		VENANGO		161.5
					8.7		
	82169		170.3		AMHERST		170.2
					9.7		
	82179		179.9	HK	HOLYOKE	RY	179.9
					9.2		
	82188		189.1		PAOLI		189.1
					8.4		
	82196		197.5		HAXTUN		197.5
					11.4		
	82208		208.9		FLEMING		208.9
					20.5		
	84081		229.4	ST	STERLING	BJKRTY CTC	229.4

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

1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	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—None.

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

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

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

6. 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.

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

8. TWC—In effect between CTC Sterling and CTC Holdrege.

9. Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	7th Subdiv BRANCH LINE STATIONS			Distance From Orleans Jct.	EAST WARD
					Office Calls	Rule 8(A)			
		81199		0.2	ORLEANS JCT.	JT	CTC	0.0	
					2.9				
		82603		3.0	FLYNN	J		2.9	
					4.2				
		82607		7.0	STAMFORD			7.1	
					6.5				
		82613		13.5	HOLLINGER			13.6	
					6.7				
		82620		20.3	BEAVER CITY			20.3	
					7.9				
		82628		28.2	HENDLEY			28.2	
					7.5				
		82635		35.7	WILSONVILLE			35.7	
					10.1				
		82646		45.8	LEBANON			45.8	
					7.0		TWC		
		82653	177	52.8	DANBURY			52.8	
					16.2				
		82669		69.0	TRAER			69.0	
					6.7				
		82675		75.6	HERNDON			75.7	
					10.2				
		82686		85.9	LUDELL			85.9	
					5.2				
		82691		91.1	A ATWOOD			91.1	
					3.9				
		82695		95.0	BLAKEMAN			95.0	
					6.5				
		82701		101.5	BEARDSLEY			101.5	
					8.2				
		82709		109.7	MCDONALD			109.7	
					8.6				
		82718		118.3	BD BIRD CITY			118.3	
					15.6				
		82734		133.9	S ST. FRANCIS	Y		133.9	

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

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between

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)—

Eastward trains originating at McCook must obtain Track Warrant at McCook showing Track Bulletins in effect between Orleans Jct. and St. Francis.

5. Rule 99—When flagging is required, distance will be 1 mile.

6. TWC—in effect:

Between CTC Flynn and St. Francis
Between MP 2.9 and MP 133.9

Train location lineups will be issued by train dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

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.

18. Special Conditions—

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 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.

19. Tascosa and Channing—Look out for falling rocks between MP 377.0 and MP 378.0.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS			Distance From Sterling
				Office Calls	Rule 6(A)		
	84081	21	115.1	ST	STERLING	BJKRTY CTC	0.0
					23.5		
BETWEEN STERLING AND UNION, UPRR RULES AND TIMETABLE GOVERN.							
	84105		138.6		UNION	J	23.5
					2.6		
7,256	84109	21	141.2		NEW HILLROSE	CTC	26.1
					6.8		
			148.0		BRUSH JCT.	JT	32.9
					2.0		
	20891		150.0	BU	BRUSH CENTER	BJKR	34.9

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

1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	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—None.

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

Sterling—In addition to BN track warrant, 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

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	6th Subdiv BRANCH LINE STATIONS			Distance From Holdrege
				Office Calls	Rule 6(A)		
	20647		0.8	HD	HOLDREGE	BJKRTY CTC	0.0
					7.9		
	82007		8.0		LOOMIS		7.9
					7.5		
	82015		15.5		BERTRAND		15.4
					6.4		
	82021		21.8		SMITHFIELD		21.8
					6.6		
	82028		28.4		ELWOOD		28.4
					11.1		
	82039		39.5		EUSTIS		39.5
					10.6		
	82049		50.1		FARNAM		50.1
					12.1		
	82061		62.2		MOOREFIELD		62.2
					10.1		
	82071		72.3	CU	CURTIS	BKRTY	72.3
					6.5		
	82077		78.8		MAYWOOD		78.8
					9.3		
	82087		88.2		WELLFLEET		88.1
					15.9		
	82103		104.1		DICKENS		104.0
					9.9		
	82113	180	113.9	WA	WALLACE	JRY TWC	113.9
					To Sutherland 17.5		
					6.6		
	82119		120.4		GRAINTON		120.5
					5.7		
	82125		126.3		ELSIE		126.2
					8.2		
	82133		134.4		MADRID		134.4
					9.6		
7,439	82143		144.0	G	GRANT	BRY	144.0
					10.2		
	82153		154.2		BRANDON		154.2
					7.3		
	82160		161.5		VENANGO		161.5
					8.7		
	82169		170.3		AMHERST		170.2
					9.7		
	82179		179.9	HK	HOLYOKE	RY	179.9
					9.2		
	82188		189.1		PAOLI		189.1
					8.4		
	82196		197.5		HAXTUN		197.5
					11.4		
	82208		208.9		FLEMING		208.9
					20.5		
	84081		229.4	ST	STERLING	BJKRTY CTC	229.4

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

1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	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.

Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by Track Warrant Authority.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS		Distance From Culbertson
					Office Calls	Rule 6(A)	
		20735		0.7			
		82917	178	17.7	CULBERTSON	J CTC	0.0
		82924		17.7	PALISADE		17.7
		82932		24.9	HAMLET		24.9
		82948		32.5	WAUNETA		32.5
				49.1	IMPERIAL	Y	49.1

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

- Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
MP 0.0 and MP 49.1 30 MPH.
- 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.
- Train Register Exceptions—**None.
- Clearance Provisions and Exceptions Rule 82(A)—**
Westward trains originating at McCook must obtain Track Warrant at McCook showing Track Bulletins in effect between CTC Culbertson and Imperial.
- Rule 99—**When flagging is required, distance will be 1.5 miles.
- TWC—in effect:**
Between MP 0.7 and MP 49.1
Between CTC Culbertson and Imperial
Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance From Hastings
					Office Calls	Rule 6(A)	
		20592	876	0.0	HN	HASTINGS	0.0
				41.2	BJKR	CTC	0.0
		83824	162	20.5			
				24.4	KEARNEY	JY	41.2

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance From Broomfield
					Office Calls	Rule 6(A)	
		41151	476	14.1			
				14.9			
		84315		14.9			
		84322	179	21.9			
					BROOMFIELD	JRY	0.0
					BURNS JCT.	JY	0.7
					LA FAYETTE	Y	7.7

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

- Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Broomfield and Lafayette 10 MPH.
- 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.
- Train Register Exceptions—**None.
- Clearance Provisions and Exception Rule 82(A)—**
Broomfield—Rule 82(A) does not apply.
- Rule 99—**Unless otherwise provided, protection against following trains is not required.
- Rule 93—**Yard limit in effect between Broomfield and Lafayette.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance From Longmont
					Office Calls	Rule 6(A)	
		41180		38.2	MN	LONGMONT	0.0
		84344	179	44.7			
		84345		45.9			
		84347		47.2			
					WESTERN SPUR	Y	6.5
					MEDBERRY	Y	7.7
					BARNETT	TY	9.0

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

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS			Distance From Prospect Jct.	EAST WARD
					Office Calls	Rule 6(A)			
		84301	476	1.0		PROSPECT JCT.	JY	0.0	
						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			C. & S. JCT.	JY	3.8	
	89311		11.8			TERRILL	Y	10.5	
						4.8			
	89316		14.4			GOLDEN	BKY	15.3	

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS			Distance From Leadville	EAST WARD
					Office Calls	Rule 6(A)			
		89150		151.3		LEADVILLE	BJKTY	0.0	
						14.1			
		89164	479	137.2		CLIMAX	TY	14.1	

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS			Distance From Ft. Collins	EAST WARD
					Office Calls	Rule 6(A)			
		41211		74.4		FO FT. COLLINS	BJKMTY	0.0	
						7.1			
		89507		81.2		TIMNATH	Y	7.1	
						2.4			
		89509		83.6		KERNS	Y	9.5	
						3.0			
		89512	481	86.6	WR	WINDSOR	UY	12.5	
						6.9			
		89519		93.4		FARMERS	Y	19.4	
						5.4			
		89525		98.8		GREELEY	JTY	24.8	

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 and 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.
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.
Amarillo	1	24 hours attended
Tascoosa	1	Continuous
Dahlhart	1	24 hours attended
Texline	1	24 hours attended
Clayton	1	Continuous
Des Moines	1	8:00 am-4:00 pm Mon. thru Fri.
Trinchere	1	Continuous
Trinidad	1	24 hours attended
Walsenburg	1	24 hours attended
Pueblo	1	24 hours attended
Denver	1	24 hours attended

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-284-2248	1st, 6th, 7th, 8th, 9th	308-345-3006
8-284-2249	2nd, 5th, 10th	308-345-5541
8-284-2240	3rd, 12th, 13th, 15th, 16th	308-345-5835
8-878-7366	4th	817-878-7366
8-284-2246	Asst. Chief Dis- patcher	308-345-2850

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
483	South Park Jct-Sheridan
493	Amarillo-Bushland
494	Denver West Side Line
496	Jersey Cut Off
760	Pueblo Welding Plant
765	Amarillo
791	Amarillo Rock Island Yard
901	38th to 31st Street
903	Prospect Jct.
904	Market Street Line
905	Rice Yard
906	McCook
908	Brush

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
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							
	Cargill	54	Both		Track No. 4	34	East
20619	Koller	16	East		Track No. 5	24	East
20621	Minden Beef	21	Both		Track No. 6	18	Both
20628	Motala	32	Both		Track No. 7	20	Both
20643	Wac	18	West		Track No. 8	8	West
20650	Clyde	14	East		Track No. 9	24	East
20717	Red Willow	15	West				
2nd Subdivision							
20729	Perry	31	Both	40850	Bushland	27	West
20780	Doane	32	East	40939	Twin Mountain	70	West
20802	Sanborn	43	Both		Ludlow Industrial	84	Both
20834	Schramm	11	Both				
20846	Hyde	12	East	84109	5th Subdivision		
20853	Otis	59	Both		Old Hillrose	50	East
20894	Pawnee	370	East				
20898	Moseley	68	West		6th Subdivision		
20899	American Beef	38	East		Kansas-Nebraska	10	West
20966	Eno	11	West		Coop. Equity Mill	5	West
20970	Ladora	27	West		Hayward	6	East
20971	Commerce City	35	East	82201	Gentlemen Power Plant	Loop	West
					Dailey	19	Both
					7th Subdivision		
				82657	Marion	17	West
				82662	Cedar Bluffs	25	Both
				82728	Wheeler	32	Both
					10th Subdivision		
				82908	Beverly	17	East
				82941	Enders	40	Both
					14th Subdivision		
				89309	Horton (Columbine Glass	21	East
					& Container Systems)	25	East
				89310	Sweeteners	17	East
				89311	Mount Olivet	17	Both
				89313	Ball Metals	10	West
				89313	Boise	14	West
					Coors Bulk Plant	17	West
					Coors End Plant	29	West
				89316	Golden Depot	39	Both
					16th Subdivision		
				89503	Schumacher	7	East
				89507	U. S. Steel	8	East
				89507	Tinnath	10	Both
				89509	Kerns	10	Both
				89512	Windsor	10	Both
				89515	Kodak	34	West
				89519	Farmers	20	Both
				89525	Greeley	30	Both

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.
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.
Amarillo	1	24 hours attended
Tascoosa	1	Continuous
Dahlhart	1	24 hours attended
Texline	1	24 hours attended
Clayton	1	Continuous
Des Moines	1	8:00 am-4:00 pm Mon. thru Fri.
Trinchere	1	Continuous
Trinidad	1	24 hours attended
Walsenburg	1	24 hours attended
Pueblo	1	24 hours attended
Denver	1	24 hours attended

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-284-2248	1st, 6th, 7th, 8th, 9th	308-345-3006
8-284-2249	2nd, 5th, 10th	308-345-5541
8-284-2240	3rd, 12th, 13th, 15th, 16th	308-345-5835
8-878-7366	4th	817-878-7366
8-284-2246	Asst. Chief Dis- patcher	308-345-2850

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard
483	South Park Jct-Sheridan
493	Amarillo-Bushland
494	Denver West Side Line
496	Jersey Cut Off
760	Pueblo Welding Plant
765	Amarillo
791	Amarillo Rock Island Yard
901	38th to 31st Street
903	Prospect Jct.
904	Market Street Line
905	Rice Yard
906	McCook
908	Brush

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS			Distance From Glendive	EAST WARD
					Office Calls	Rule 6(A)			
		03649	40	0.0	G1	GLENDIVE	BJKRTY	0.0	
	6,362	03656		7.2		COLGATE		7.2	
	7,117	03668		19.4		MARSH		19.5	
	6,272	03678		29.6		FALLON		29.6	
	7,583	03688		39.2	TY	TERRY	J	39.2	
	6,992	03698		49.3		BLATCHFORD		49.4	TWC ABS
	6,382	03708		59.9		SHIRLEY		59.7	
	6,309	03718		69.8		TUSLER		69.8	
	5,588	03727		78.6	MC	MILES CITY		78.6	
	6,284	03733		84.1		ULMER		84.1	
	6,306	03738		90.4		HORTON		90.3	
	6,997	03747		98.7		HATHAWAY		98.7	
	6,800	03760		111.3		ROSEBUD		111.3	
	6,258	03765		116.4		FLYNN		116.4	
		03772		123.8	FY	FORSYTH	BKRTY	123.7	
		03778		129.7		NICHOLS WYE	JRT	129.3	
	6,272	03779		130.2		NICHOLS		129.6	CTC
	11,860	03787		138.5		FINCH		138.4	
		03795		146.6		SARPY JCT.	J	146.5	
	6,612	03800		151.2	HY	HYSHAM		151.1	
	6,245	03805	156.5		MYERS		156.4		
	6,127	03815	166.6		BIG HORN		166.5		
	7,385	03821	172.3		CUSTER		172.2	TWC ABS	
	6,375	03829	180.8		WACO		180.7		
	6,195	03838	189.0		BULL MOUNTAIN		188.9		
	6,313	03843	194.2		POMPEY'S PILLAR		194.0		
	6,235	03853	204.5		WORDEN		204.3		
		03858	209.8		JONES JCT.	J	209.6		
	12,090	30828	213.1	HU	HUNTLEY	J	212.9	CTC	
		30837	221.8		EAST BILLINGS		221.5		
			225.2	DT			225.2	ABS Rule 251	
		30841	0.0	BG	BILLINGS	BKRTXY	225.2		
		30852	11.4	2MT	MOSSMAIN	JXY	237.3	CTC	
		30855	13.8	KD	LAUREL YARD	BJKRTX	239.2		
			14.9		LAUREL		240.5	CTC	
		30859	17.7	2MT	SPURLING		244.7		

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

Glendive and Huntley—Dispatcher Call-In Code 23 or 24.

Huntley and Laurel—Dispatcher Call-In Code 43 or 44.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Up to 100 Over 100 Tons/OB Tons/OB
MP 8.0 and MP 12.9.....	45 MPH.

MP 44.6 and MP 45.4	50 MPH.	
MP 64.6 and MP 66.0	45 MPH.	
MP 77.7 and MP 79.0 (head end restriction)	20 MPH.	20 MPH.
MP 85.0 and MP 95.0	50 MPH.	
MP 102.4 and MP 105.0	40 MPH.	40 MPH.
MP 105.0 and MP 123.0	50 MPH.	
MP 123.0 and MP 125.7	25 MPH.	25 MPH.
East Nichols Wye through turnout	25 MPH.	
MP 157.2 and MP 157.9	45 MPH.	
MP 157.9 and MP 158.8	35 MPH.	35 MPH.
MP 158.8 and MP 162.9	45 MPH.	
Head end restriction for westbound freight trains:		
Signal 211.7 between Jones Jct. and Huntley	55 MPH.	
Against the current of traffic on double track	40 MPH.	40 MPH.
Head end restriction for eastbound freight trains:		
Signal 216.8 between Huntley and East Billings	50 MPH.	40 MPH.
MP 213.1 and MP 217.9	50 MPH.	
Head end restriction for westbound freight trains:		
Signal 222.1 between East Billings and Billings	50 MPH.	40 MPH.
MP 223.4 and MP 224.0	40 MPH.	40 MPH.
Billings and Spurling		
MP .0 and MP 12.4	40 MPH.	40 MPH.
MP 12.4 and MP 15.2	10 MPH.	10 MPH.
MP 15.2 and MP 17.6	40 MPH.	40 MPH.
Billings—Over 27th, 28th, and 29th Streets, all trains head end restriction only and do not exceed 30 MPH. until entire train has cleared all three crossings	10 MPH.	10 MPH.
East Billings—Begin CTC	35 MPH.	35 MPH.
Trains or engines through No. 16 turnouts at following locations:		
Laurel crossover		
Laurel—West end passenger main		
Laurel—Eastbound freight to passenger main	30 MPH.	30 MPH.
Trains through No. 20 turnouts on sidings at following locations:		
Finch, Sarpy Jct., Jones Jct., Custer		
Huntley—East and west siding switches and crossover to Third Subdivision	35 MPH.	35 MPH.
All other sidings and turnouts	10 MPH.	10 MPH.
All elevator and industry tracks	5 MPH.	

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

3. Train Register Exceptions—

Billings and Laurel Yard—Trains originating or terminating will register.

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

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

Trains departing Forsyth destined Yellowstone 3rd Subdivision, in addition to obtaining 2nd Subdivision Track Bulletins, will obtain 3rd Subdivision Track Bulletins.

Trains departing Sheridan destined Yellowstone 2nd Subdivision, in addition to obtaining 3rd Subdivision Track Bulletins, will obtain 2nd Track Bulletins.

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

6. Special Track Circuit—

Miles City—a special track circuit is installed on the main track over the Main Street underpass and extends one car length either side of underpass. Cuts of four cars or less must not be left on this track circuit.

7. **Rule 350(B)**—Following switches are not equipped with electric locks:

Stockyard H.B.—1799 feet west of MP 221.0.

Dyce Chemical H.B.—3661 feet west of MP 222.0.

Brick Spur H.B.—3861 feet west of MP 222.0.

8. **Sidings**—Freight trains over 100 Tons/OB must not use following sidings: Fallon, Miles City and Big Horn.

9. **Glendive**—Main track not protected by a continuous automatic block signal system. Trains leaving Glendive must provide rear end protection per Rule 99 until rear of train has passed the second automatic block signal beyond "beginning of ABS" sign in direction of movement.

10. **Between Laurel and end of double track East Billings**—Train order authority not required for extra trains moving with current of traffic.

11. **Billings**—Portable train order stand located between eastward main track and auxiliary track at a point about 12 feet west of 29th Street will not clear man on side of car when placed for use.

Movement of westward trains against the current of traffic between end of double track East Billings and switch leading to east switch of westward auxiliary freight track will be made by authority of the train dispatcher.

Westward freight trains destined west of Billings using westward auxiliary freight track will stop clear of 27th Street, if it is known they will be delayed, to avoid blocking 27th, 28th and 29th Street crossings; otherwise they will go to 29th Street, line the crossover switches and train will proceed in the manner prescribed by the rules.

12. **Billings**—Eastward advance warning sign located at east switch of eastward auxiliary track is 2209 feet in advance of reduce speed sign.

13. **Mossmain**—Trains entering the Ninth Subdivision from the east leg of the wye may operate electric switch locks if the indicator on the lock indicates "PROCEED" or displays the word "UNLOCKED." Otherwise Rule 99 applies.

14. **Laurel Yard**—Because of grade conditions and possibility of cars running out, trainmen will not release brakes until it is known that road engine is on train.

Trains or engines using either leg of wye track must obtain permission from the dispatcher before entering long lead.

East end Laurel Yard, normal position for crossover switches between East Bound and West Bound switching leads, must be left lined for the lead.

15. **The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures**—None.

Other Track Side Warning Detector Locations—

MP 34.1 MP 140.9
MP 57.3 MP 177.9
MP 95.9 MP 200.2

16. **TWC**—In effect between MP 3.0 and MP 122.0 and between CTC Hysham and CTC Jones Jct.

Trains arriving Terry from the Fourteenth Subdivision will not occupy siding at Terry until they receive permission from train dispatcher or receive their Track Warrant.

When CTC signal at East Hysham indicates proceed into siding it will be considered authority to occupy the siding in TWC territory Hysham.

17. Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance From Gillette	EAST WARD
					Office Calls	Rule 6(A)			
		30596		597.2	X	GILLETTE	BKRTY	0.0	
	8,965	30605		606.4		ORIVA		9.2	
	12,854	30620		621.4		ECHETA		24.2	
	12,587	30630		631.4		LARIAT		34.0	
	12,759	30647		648.0		KENDRICK		50.9	
	11,787	30659		660.5		CLEARMONT		63.4	
	12,744	30670		671.8		ULM		74.5	
	19,573	30689	4	690.4	DU	DUTCH	JT	93.0	
		30697		698.6	SA	SHERIDAN	BKRT	101.3	
	3,078	30705		706.3		KIEWIT		109.4	
	14,333	30713		714.9		RANCHESTER		117.6	
	7,100	30723		724.1	RK	PARKMAN		126.8	
	7,065	30730		731.0		ABERDEEN		133.6	
	7,681	30749		750.2	GT	LODGE GRASS		153.0	
	7,001	30759		760.1		BENTEN		162.9	
	7,004	30775		775.0		DUNMORE		177.9	
	7,327	30791		792.7		ROWLEY		195.5	
	8,396	30812		813.9		ANITA		216.8	
		30825		825.8		MORAN JCT.	J	228.7	
	5,698	30828		829.3	HU	HUNTLEY	J	232.1	

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

Dispatcher Radio Call-In Code 43 or 44.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
MP 615.1 and MP 615.4.....	35 MPH.	35 MPH.
MP 619.0 and MP 620.5.....	25 MPH.	25 MPH.
MP 640.0 and MP 646.0.....	45 MPH.	
MP 667.0 and MP 676.2.....	40 MPH.	40 MPH.
MP 696.5 and MP 698.8.....	25 MPH.	25 MPH.
MP 704.3 and MP 707.4.....	50 MPH.	
MP 783.7 and MP 783.8—Hardin over Center Street west of depot with locomotive or leading car.....	40 MPH.	40 MPH.
Moran Jct. and Jones Jct.....	25 MPH.	25 MPH.
Freight trains over 100 Tons/OB without dynamic availability between:		
Parkman and Aberdeen.....	35 MPH.	
Curve between MP 707.9 and MP 708.1	35 MPH.	
Ulm and Clearmont.....	25 MPH.	
Clearmont and MP 641.0.....	30 MPH.	
MP 603.0 and Gillette.....	30 MPH.	
Trains through No. 20 turnouts and on sidings at following locations:		
Clearmont, Lodge Grass, Dutch, Ranchester, Parkman, Aberdeen, Benteen and Anita.....	35 MPH.	
Echita, Lariat, Kendrick, Dunmore, Rowley.....	25 MPH.	
All other sidings and turnouts.....	10 MPH.	
All elevator and industry tracks.....	5 MPH.	

2. Bridge, Engine and Heavy Car Restrictions—

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

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

Kiewit..... Power house lead, beyond R.R. crossing.
Sheridan..... L-3 track beyond switch to No. 109 track
M tracks beyond Grinnell Street
City 2 track

Fort McKenzie spur Bridge 0.48 to end of track

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

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

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

Trains departing Sheridan destined Yellowstone 2nd Subdivision, in addition to obtaining 3rd Subdivision Track Bulletins, will obtain 2nd Subdivision Track Bulletins.

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

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

Flagging distance against eastbound trains is 2.2 miles.

6. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures—None.**Other Track Side Warning Detector Locations—**

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

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

3. Train Register Exception—

Beulah—Trains originating or terminating will register.

4. Clearance Provisions and Exceptions Rule 82(A)—None.**5. Rule 99—When flagging is required, flagging distance is 1.5 miles.****6. Mandan—Std. Oil Refinery track gate must be kept locked except when opened for switching.****7. Glenharold—Men not permitted to ride on cars over open pit. Hand rail on walk over United Power unloading hopper will not clear man on side of car.**

Cars and engines not permitted beyond 577 feet from head block of switch on United Power Construction Spur.

8. Beulah—Locomotives must not pass under tipple tracks 2, 3 and 4. Tipples, slack bin over track 4 and car pullers between tipple tracks will not clear man on top and/or side of car.

Inside switch of crossover west of stockyard must be left lined and locked for stockyard track.

Private crossing east of storage track switch must not be blocked.

South Beulah—Locomotives must not pass under tipple. Tipple will not clear man on top or side of car.

Trains approaching State Highway 49 crossing located 5,100 feet west of MP 72.0 from South Beulah Mine Spur must know crossing gates are down before occupying crossing.

9. Republic—Locomotives must not pass under tipple. Tipple will not clear man on top and/or side of car.**10. Antelope—Valley Spur Track GPGA Plant scale on west end No. 1 Track must not be crossed by locomotives.****11. TWC—In effect between MP 4.0 and MP 69.8 between Mandan and Beulah. Movement between Beulah and ZAP will be governed by Yard Limit Rule 93.****12. Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.**

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv BRANCH LINE STATIONS			Distance From Mandan
				Office Calls	Rule 6(A)		
	03444		0.0	A	MANDAN	BJKRTY	0.0
4,696	85420		20.1		PRICE		21.2
1,678	85427		27.0		SANGER		28.1
4,693	85435		34.8		HENSLEY		35.9
	85447	303	47.2		GLENHAROLD		48.6
3,697	85452		52.4		STANTON	TWC	53.5
9,135	85465		64.4		HAZEN		65.4
2,253	85473		72.6	BH	BEULAH	RY	73.6
	85480		80.5	Z	ZAP	Y	80.5

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

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

MP 0.0 and MP 80.5 30 MPH.

Glenharold—Trains unloading coal over hopper 3 MPH.

Trains using Loop Track 10 MPH.

Antelope Valley Spur 30 MPH.

Item 1A, All Subdivisions, applies.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv BRANCH LINE STATIONS			Distance From Frannie
				Office Calls	Rule 6(A)		
4,780	32493		0.8		FRANNIE	JRTY	0.0
1,035	86509		9.6		MANTUA		9.6
1,668	86514		14.5		GARLAND		14.5
1,742	86519	330	19.5		POWELL		19.5
1,911	86525		25.5		RALSTON		25.5
2,476	86530		31.0		VOCATION		30.7
517	86536		36.8		TROTTER		36.5
	86542		42.7		CODY	BKRTY	42.4

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

W E S T W A R D	Length of Siding In Feet	Station Numbers	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance From Casper	T E A S T W A R D
					Office Calls	Rule 6(A)		
		32236		202.2	CS CASPER	BKRTY	0.0	
	5,726	32247		213.0	11.1 BISHOP		11.1	
		32251		217.6	4.3 ILLCO	JR	15.4	
	4,100	32257		223.9	6.3 BUCKNUM		21.7	
	5,661	32275		241.5	17.6 POWDER RIVER		39.3	
	3,616	32286		252.5	10.7 LOX		50.0	
	4,650	32294		260.4	8.3 ARMINTO	T	58.3	
	3,660	32307		273.8	13.5 MADDEN		71.8	
	4,249	32318		284.1	10.1 LYSITE		81.9	
	3,928	32325		290.4	7.1 GATE		89.0	
		32338		303.9	13.4 SHOBON	JRY	102.4	
	6,884	32339		304.0	0.5 BONNEVILLE	TY	102.9	
	5,027	32349		314.7	10.8 PIPER		113.7	
	4,345	32358		323.2	8.0 DORNICK		121.7	
	2,687	32366		331.7	8.7 MINNESELA		130.4	
	4,750	32370		336.0	4.4 THERMOPOLIS		134.8	
	3,290	32377	5	343.1	7.1 LUCERNE		141.9	
	3,622	32382		348.0	4.9 KIRBY	T	146.8	
	2,117	32388		353.6	5.5 CHATHAM		152.3	
	3,650	32394		359.9	6.3 PULLIAM		158.6	
	3,516	32403		368.4	8.5 WORLAND		167.1	
	1,082	32411		376.7	7.8 DURKEE		174.9	
	3,464	32422		387.2	11.1 MANDERSON		186.0	
	3,078	32431		396.2	8.9 BASIN		194.9	
	2,534	32438		403.9	7.8 B GREYBULL	BKRY	202.7	
	4,192	32450		415.3	11.5 SPENCE		214.2	
	3,696	32456		422.0	6.6 HIMES		220.8	
	3,654	32466		431.7	9.8 KANE		230.6	
	4,894	32476		441.7	9.9 LOVELL		240.5	
	4,440	32481		447.2	5.4 COWLEY		245.9	
	4,075	32487		452.9	5.8 DEAVER		251.7	
	4,780	32493		458.9	6.3 FRANNIE	JRTY	258.0	
	2,033	32500		465.2	6.1 WARREN		264.1	
	5,613	32511		476.1	10.8 WADE		274.9	
	2,323	32521		486.8	10.7 EAST BRIDGER		285.6	
	5,000	32528		493.7	6.9 FROMBERG		292.5	
	3,152	32534		499.6	5.9 EDGAR		298.4	
	5,291	32541		506.1	6.5 SILESIA		304.9	
		30855		515.6	9.5 KD LAUREL	JY	314.4	

BN Radio Channel No. 1 and No. 2 In service on this Subdivision.

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Casper and Laurel Sixth Subdivision	49 MPH.
Eastward trains approaching MP 204.8	25 MPH.

MP 224.0 and MP 367.7	30 MPH.
MP 367.7 and MP 368.8 (city ordinance)	25 MPH.
MP 337.7 and MP 337.9 (head end restriction)	10 MPH.
MP 368.8 and MP 378.9	40 MPH.
MP 392.0 and MP 413.6	30 MPH.
MP 413.6 and MP 414.2	25 MPH.
MP 414.2 and MP 415.3	30 MPH.
MP 415.3 and MP 422.0	40 MPH.
MP 422.0 and MP 423.4	30 MPH.
MP 423.4 and MP 425.0	10 MPH.
MP 427.2 and MP 428.0	30 MPH.
MP 465.2 and MP 491.0	30 MPH.
MP 498.1 and MP 498.4	40 MPH.
MP 501.4 and MP 501.6	30 MPH.
MP 515.0 and MP 515.6	10 MPH.
Frannie and Cody Fifth Subdivision	25 MPH.
Powell—Leading car or engine over Main Street Crossing	10 MPH.
Cody—Leading car or engine over road crossing opposite Husky Refinery	10 MPH.
All sidings, both subdivisions	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

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

Vocation—Siding.

O'Donnell—Siding.

3. Train Register Exceptions—

Illco and Shobon—Trains will register when directed by train order.

Frannie—Trains will register at the east siding switch when directed by train order.

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

Frannie—Unless otherwise provided, Rule 82(A) does not apply.

Laurel—Trains will receive their clearance at Laurel Yard unless otherwise instructed.

5. Rule 99—Sixth Subdivision—Flagging distance is 2.0 miles.

Fifth Subdivision—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.0 mile.

6. Restricted Clearance—

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

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

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

7. Train Order Form F Example (3)—May be used on 6th Subdivision.

8. Cody—Cars over 50 feet can not be turned on Wye.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	7th Subdiv BRANCH LINE STATIONS		Distance From Glendive	EAST WARD
					Office Calls	Rule 6(A)		
		03649		0.0	GI GLENDIVE BJKRTY		0.0	
	1,631	85835		33.7	SAVAGE		35.0	
	1,589	85836	306	34.9	CECIL JCT.		36.2	
		59225		53.9	SY SIDNEY BJKRTY		55.2	
		59215		64.4	FA FAIRVIEW JT		65.7	
	12,267	01063		78.6	SNOWDEN JT		80.0	

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

Dispatcher Call-in Code 15 or 16.

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

Glendive and Savage (MP 34.0)	25 MPH.
Savage (MP 34.0) and MP 53.0	45 MPH.
MP 53.0 and Snowden	30 MPH.
MP 64.4 and MP 65.5	20 MPH.
Sidney over main street and third street N.E. crossings	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.
Sidney—Locomotives must not be operated over the hoppers at Holly Sugar Corporation plant trestles.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99**—When flagging is required, distance will be 1.5 miles.
- Glendive**—A train or engine must get permission from Glendive Yard before entering the Second Subdivision.
- TWC**—In effect between MP 3.5 and MP 49.0, and MP 55.0 and Snowden.
- Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	8th Subdiv BRANCH LINE STATIONS		Distance From Watford City	EAST WARD
					Office Calls	Rule 6(A)		
		59337		36.6	WATFORD CITY T		0.0	
		59329		29.0	ARNEGARD		7.4	
		59319	311	18.9	ALEXANDER		17.6	
		59313		13.0	CHARBONNEAU		23.5	
		59306		5.1	CARTWRIGHT		31.4	
		59215		0.0	FA FAIRVIEW JTY		37.2	

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

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

Fairview and Watford City	10 MPH.
MP 0.0 to MP 36.6 has been identified as excepted track under FRA Track Safety Standards Rule 213.4 which restricts maximum speed to 10 MPH, prohibits revenue passenger trains and provides that no	

freight trains shall be operated that contain more than 5 cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172).

Item 1A, All Subdivisions, applies.

- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Groups E, G, H and I not permitted, except 1702-1721, 1831-1882, and 1892-1901.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99**—When flagging is required, distance will be 1.0 miles.
- TWC**—In effect between Watford City and Fairview.
- Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS		Distance From Glendive	EAST WARD
					Office Calls	Rule 6(A)		
		03649		0.0	GI GLENDIVE BJKRTY		0.0	
	1,599	85924	312	22.2	LINDSAY		24.4	
	2,171	85952		50.0	CIRCLE		52.1	

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

- Speed Restrictions—
Zone—Between Maximum Speeds Permitted**
Glendive and MP 49.0 25 MPH.
MP 49.0 and MP 50.0 10 MPH.
MP 28.0 and MP 49.0 Freight trains over 100 Tons/OB 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99**—When flagging is required, distance will be 1.5 miles.
- Sidney Branch Junction**—Normal position of switch is for Seventh Subdivision.
- Lindsay**—In order to provide derail protection to cars on elevator track, the west switch of house track must always be left lined and locked for the house track.
- TWC**—In effect between MP 2.5 and Circle.
- Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS		Distance From Sarpy Jct.	EAST WARD
					Office Calls	Rule 6(A)		
		03795		0.0	SARPY JCT. J		0.0	
	7,400	03918	315	18.3	BOB		18.3	
	7,362	03936		37.4	KUEHN Y		35.9	

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

- Speed Restrictions—Zone—Between** **Maximum Speeds Permitted**
 Sarpy Jct. and Kuehn 40 MPH.
 Kuehn around Loop Track 4 MPH.
 Train speed while loading will be 0.5 MPH.
- Bridge, Engine and Heavy Car Restrictions—None.**
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99—**When flagging is required, flagging distance is 2.0 miles.
- Kuehn—**Coal trains will leave Kuehn with stripes facing Power. When ready to load all inbound trains will use left leg of loop track. A member of the crew with radio will locate himself in the control house during loading.
- All trains delayed at Sarpy Jct. beyond 15 minutes will stop their leading locomotive west of the cattle crossing and will have to cut the first private crossing around the curve one quarter of a mile west of Sarpy Jct.
- TWC—**In effect between Sarpy Jct. and MP 33.
 When the Loop Track at Kuehn is occupied by an eastbound train the westbound train will take siding.
- Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

Trains will only be weighed loaded and at a speed not to exceed 4 MPH over the scale. Reverse movements over scale must not be made after train has started to weigh unless authorized by mine personnel.

Spring switch is located at entrance to loop track at Big Sky Mine. Normal position of switch is for left entrance to loop track. All trains must stop and examine spring switch at entrance to loop track.

- Colstrip—**Coal trains, except trains with WISX equipment, will leave Colstrip with stripes facing Power. When ready to load all inbound trains will use left leg of loop track.
 A member of the crew with radio will locate himself in the control house during loading.
- TWC—**In effect between Nichols Wye and MP 27 and between MP 33 and MP 38.
 When the Loop Track at Big Sky is occupied by an eastbound train, the westbound train will take siding.
 Trains on the Loop Track, Colstrip ready to depart will not leave the Loop Track until they receive their Track Warrant that applies at MP 27. Eastbound Big Sky trains and trains from the storage tracks within the yard limits at Colstrip will obtain their Track Warrant that applies at MP 27 before blocking any crossings.
- Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance From Nichols Wye
				Office Calls	Rule 6(A)	
	03778		0.0	NICHOLS WYE	JT	0.0
				17.0		
6,984	86017	313	17.0	MOON		17.0
	86029		29.1	COLSTRIP	Y TWC	29.1
	86034		33.1	COW CREEK		33.1
	86039		40.5	BIG SKY	Y	39.1

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

- Speed Restrictions—Zone—Between** **Maximum Speeds Permitted**
 Nichols Wye and Colstrip 35 MPH.
 Colstrip and Big Sky 25 MPH.
 Cow Creek Yard over all Turnouts 5 MPH.
 Colstrip and Big Sky Loop Tracks 5 MPH.
 Train speed while loading will be 0.5 MPH.
- Bridge, Engine and Heavy Car Restrictions—None.**
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99—**When flagging is required, flagging distance is 2.0 miles.
- Nichols Wye—**Normal position of tail track switch is for East Leg of Wye.
- Big Sky—**Coal trains will leave Big Sky with white stripe headed west, therefore, either entrance to loop track may be used. If necessary to use right entrance to loop track to have cars in proper direction it will be necessary to reverse the caboose and engine.
 A member of the crew with radio will locate himself in the control house during loading.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	12th Subdiv MAIN LINE STATIONS		Distance From Mobridge
				Office Calls	Rule 6(A)	
13,061	08405		805.0	MOBRIDGE	BKRT	0.0
				12.0		
7,570	08417		817.0	WAKPALA		12.0
				18.4		
9,685	08435		835.4	McLAUGHLIN		30.4
				28.2		
7,748	08464		863.6	McINTOSH		58.6
				9.7		
6,281	08473		873.3	WATAUGA	CTC	68.3
				8.8		
7,680	08482		882.1	MORRISTOWN		77.1
				12.5		
6,520	08495		894.6	THUNDERHAWK		89.6
				9.2		
4,697	08504		903.8	LEMMON	T	98.8
				5.9		
8,344	08510		909.7	PETREL		104.7
				17.8		
10,274	08527		927.5	HG HETTINGER	BRY	122.5
				8.6		
8,078	08536	2005	936.1	BUCYRUS		131.1
				13.1		
	08549		949.2	KNIFE RIVER	R	144.2
				1.9		
4,611	08551		951.1	GASCOYNE		146.1
				8.5		
7,850	08560		959.6	BUFFALO SPRINGS		154.6
				7.8		
4,732	08567		967.4	BOWMAN		162.4
				13.2		
6,662	08581		980.6	RHAME		175.6
				14.5		
	08595		995.1	MARMARTH	T TWC ABS	190.1
				20.5		
11,424	08615		1015.6	BAKER		210.6
				12.5		
4,616	08628		1028.1	PLEVNA		223.1
				15.8		
6,534	08644		1043.9	ISMAY		238.9
				15.0		
8,946	08659		1058.9	MILDRED		253.9
				14.4		
6,542	08673		1073.3	BLUFFPORT		268.3
				5.6		
	03688		1078.9	TY TERRY	JR	273.9

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

Dispatcher Radio Call-In Code 25 or 26.

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Mobridge and Terry 40 MPH.
 Hettinger MP 927.5 and MF 928 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—None.**
3. **Train Register Exceptions—**
Mobridge and Terry—Trains originating or terminating will register.
4. **Clearance Provisions and Exceptions Rule 82(A)—**
Mobridge—Rule 82(A) does not apply to through trains.
5. **Rule 99—**When flagging is required, flagging distance is 2.0 miles.
6. The following sidings are authorized for trains over 100 ton O/B: Wakpala, Morristown, Hettinger, Baker, Ismay, and Bluffport.
Originating grain trains at McLaughlin, Thunderhawk, Lemmon, and Scranton are authorized to use siding.
7. **Bucyrus, Gascoyne, Buffalo Springs and Bowman—**When trains meet, the train holding the main track will not pass the automatic block signal at the near end of the siding until the train taking siding has arrived.
8. Eastward trains required to wait at Knife River for westward trains will remain west of west signal Gascoyne until opposing train is clear of main track Knife River.
9. **Between Terry and Mobridge—**All spring switches must be hand operated.
10. **Rule 350(B)—**
 Following switches are not equipped with electric locks:
 Mahto
 Walker
 McIntosh—short siding north side.
 Lemon—short siding north side.
 Haynes
11. Signals in CTC Territory are controlled by the operator at Aberdeen under the supervision of the dispatchers at Minneapolis, Minnesota.
12. **TWC—**In effect between Hettinger MP 930.0 and Terry.
13. **Terry—**Trains arriving Terry from the Twelfth Subdivision will not occupy the siding at Terry until they receive permission from the train dispatcher or receive their Track Warrant.
14. Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

Speed around Loop Track East Decker 5 MPH.
 Speed around Loop Track Nerco 5 MPH.

Train speed while loading will be 0.5 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—None.**
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 82(A)—**
Dutch and Decker—Rule 82(A) does not apply.
5. **Rule 99—**Flagging distance is 2.0 miles.
6. **Decker—**All inbound trains will use the right leg of the loop track.
 A red-green signal light is mounted on the in-bound side of the loading structure and will indicate as follows:
 Green light signal indicates that the loading chute is retracted (to the side) to permit safe passage of the engines.
 Red light signal indicates the chute is not retracted for proper clearance and engines must stop until chute is safety repositioned.
Nerco—The Loop Track has the capacity to hold two coal trains, and the normal position for the Loop Track Switch is for an out-bound movement. Verbal authority must be received from the tippie operator before trains move under tippie. Tippie operator will bring out the Nerco radio for the conductor's use while loading. Trains will load counterclockwise.
7. **TWC—**In effect between MP 16.6 and MP 22.6.
8. Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard	Limits
730	Bismarck	
731	Mandan	
732	Mandan Shop	
733	Dickinson	
734	Glendive	
739	Sheridan	
717	Greybull	
736	Laurel	
737	Laurel Shop	
739	Laurel Welding Plant	

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
314	Decker Mine	14.7 to 17.8
317	East Decker Mine	14.4 to 20.3
318	Moran Jct to Jones Jct	825.8 to 209.6
320	Nerco	14.7 to 28.7

BALLAST PITS

Line Segment	Yard	Limits
750	Sheridan	

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance From Dutch
				Office Calls	Rule 8(A)	
	30689	314	0.0	DU	DUTCH	JT
			14.7		14.7	CTC
6,660	33218	320	14.7	DK	DECKER	RY
			22.6		7.9	TWC
	33228				NERCO	

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

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Dutch and Nerco 30 MPH.
 Speed around Loop Track Decker 10 MPH.

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				32400 Geddes	5.3 west of Pulliam	17	West
03447 Sunny	3.1 west of Mandan	20	East	32405 Coors	2.5 west of Worland	28	Both
03458 Sweet Briar	6.6 west of Lyons	55	West	32440 Magnet Cove	2.2 west of Greybull	112	Both
03463 Judson	6.5 east of New Salem	18	West	32446 Stucco	7.7 west of Greybull	50	Both
03475 North Almont	4.6 west of New Salem	24	West	32473 Quality	7.0 west of Kane	24	Both
03518 Richardton	5.5 east of Taylor	80	West	32479 Sage Creek Spur	2.4 west of Lovell	9	East
03529 Boyle	5.0 west of Taylor	120	Both	7th Subdivision			
03532 Gladstone	6.7 east of Lehigh	30	West	85805 Glendive Pit	3.6 west of Glendive	2	West
03583 Little Missouri	5.2 east of Rider	54	West	85806 West Glendive Spur	4.3 west of Glendive	35	West
03594 Demores	6.0 west of Rider	10	West	85811 Stipek	10.7 west of Glendive	10	East
03618 Wibaux	4.9 west of Yates	10	West	85820 Intake	20.1 west of Glendive	10	West
2nd Subdivision				85844 Crane	8.4 west of Cecil Jct.	10	West
03663 Hoyt	7.6 west of Colgate	100	West	59218 Ridgelaun	4.1 east of Fairview	11	West
03701 Benz	3.4 west of Blatchford	100	West	59216 Ludington	1.5 east of Fairview	36	Both
03754 East Joppa	6.2 west of Hathaway	25	West	59209 Dore	5.2 west of Fairview	50	East
03755 West Joppa	7.2 west of Hathaway	46	West	8th Subdivision			
30838 Brick Yard	0.4 west of E. Billings	16	East	59301 Hardy Beet Spur	1.4 east of Fairview	59	Both
30845 Siding No. 1	5.0 west of Billings	37	West	59324 Rawson	4.8 east of Alexander	30	Both
30846 Long Spur	5.2 west of Billings	35	West	9th Subdivision			
30847 Rockwood Spur	5.2 west of Billings	35	East	85907 Western Gravel Co.	8.3 west of Glendive	20	Both
3rd Subdivision				85933 Rimroad	8.6 west of Lindsay	18	Both
30640 Arvada	7.1 east of Kendrick	22	East	10th Subdivision			
30678 Verona	8.0 west of Ulm	90	Both	03911 Mike	6.9 east of Bob	7	East
30686 Arno	15.5 west of Ulm	11	Both	11th Subdivision			
30692 Wakeley	3.1 west of Dutch	60	East	86015 Dowlin	2.5 east of Moon	14	East
30707 Kleenburn	1.6 west of Kiewit	50	Both	86036 Nitrate Spur	0.3 east of Big Sky	3	West
30736 Wyola	6.2 west of Aberdeen	105	Both	12th Subdivision			
30779 Reno	5.1 west of Dunmore	18	Both	08428 Mahto	10.6 west of Wapala	30	East
30782 Hardin	8.7 west of Dunmore	90	Both	08451 Walker	15.2 west of McLaughlin ..	50	East
4th Subdivision				08519 Haynes	9.6 west of Petrel	50	East
85403 Standard Oil Refinery	3.3 west of Mandan	37	East	08545 Reeder	8.5 west of Bucyrus	43	Both
85404 Duke Spur	3.4 west of Mandan	5	West	08555 Scranton	3.9 west of Gascoyne	66	Both
85405 Montana-Dakota Utility	3.8 west of Mandan	55	East	08636 Westmore	7.6 west of Plevna	12	West
85478 Republic	2.0 east of Zap	172	Both	08651 Lacombe	6.9 west of Ismay	8	West
Beulah Mine	4.1 from Beulah	300	Both	13th Subdivision			
Antelope Valley Spur	4.5 west of Beulah		East	33207 Countant Creek	6.8 west of Dutch	7	East
5th Subdivision							
85722 O'Donnell	2.5 west of Powell	17	Both				
6th Subdivision							

RADIO INFORMATION

YELLOWSTONE DIVISION

Base Stations	Channel	Hours in Operation		
Billings Disprs. Office	2	Continuous	Gillette	2 Continuous
Wayside Stations			Echeta	2 Continuous
Beulah	2	8:00 am-5:00 pm Mon. thru Fri.	Arvada	2 Continuous
Mandan	1 for yard forces in Mandan	Continuous	Clearmont	2 Continuous
New Salem	2	Continuous	Ulm	2 Continuous
Glen Ullin	2	Continuous	Arno	2 Continuous
Hebron	2	Continuous	Decker	2 Continuous
Richardson	2	Continuous	Sheridan	2 Continuous
Dickinson	2	Continuous	Parkman	2 Continuous
Fryburg	2	Continuous	Lodge Grass	2 Continuous
Beach	2	Continuous	Hardin	2 Continuous
Wibaux	2	Continuous	Rowley (10 miles west)	2 Continuous
Glendive	2	Continuous	Greybull	2 Continuous
Sidney	2	6:00 am-10:00 pm Mon. thru Fri.	Casper	2 Continuous
Terry	2	Continuous	Billings	2 Continuous
Shirley	2	Continuous	Laurel	2 Continuous
Miles City	2	Continuous		
Hathaway	2	Continuous	TRAIN DISPATCHERS PHONE NUMBERS	
Forsyth	2	Continuous	Company	Subdivs
Hysham	2	Continuous	8-256-4434	Asst. Chief
Custer	2	Continuous	8-256-4443	1st
Pompeys Pillar	2	Continuous	8-256-4446	2nd, 11th & 12th
Huntley	2	Continuous		Subs
			8-256-4445	3rd, 4th, 5th, 7th, 9th, 10th, 13th and 14th Subs
				Commercial
				(406) 256-4434
				(406) 256-4443
				(406) 256-4446
				(406) 256-4445

CHIEF MEDICAL OFFICERS

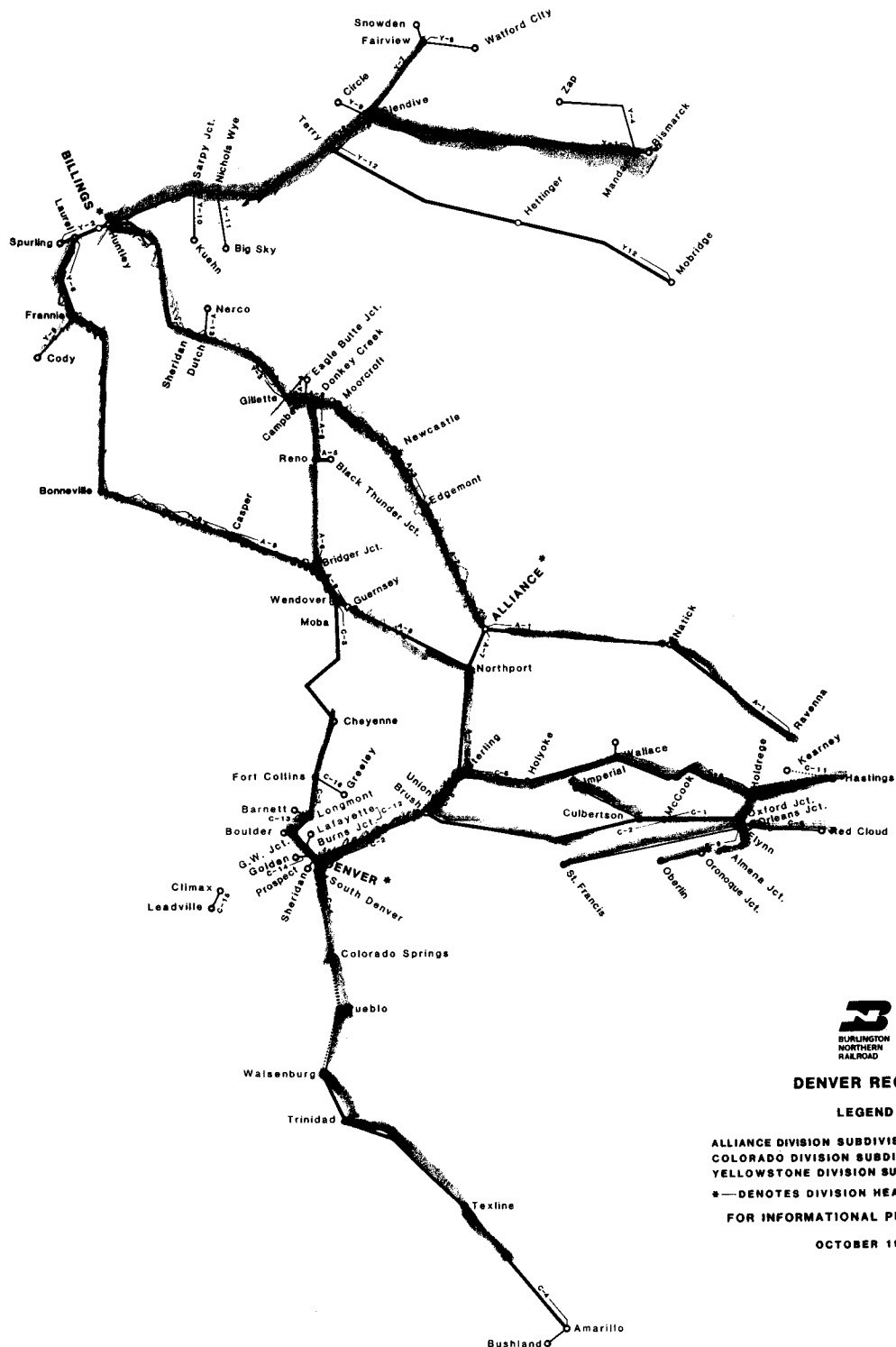
Dr. Thomas V. Mears, Chief Medical Officer Ft. Worth, Texas
 Dr. Hi E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS

Alliance Medical Center Alliance
 Box Butte Medical Center Alliance
 Copsey Clinic Alliance
 Dr. D. A. Frank Amarillo
 Dr. Woolworth Russell Amarillo
 Dr. Kenneth Stout Benkelman
 Billings Clinic Billings
 Billings West Medical Center Billings
 Med Dakota Clinic Bismark
 Dr. Loren H. Jacobsen Broken Bow
 Dr. Robert L. Kulp Brush
 Dr. Donald Mahwke Casper
 Dr. Robert D. Hanlon Chadron
 Dr. Robert R. Kanard Cheyenne
 Dr. L. E. McGonigle Cheyenne
 Dr. Phillip M. Sharp Cheyenne
 Dr. T. Wang Crawford
 Dr. J. Kennedy Colorado Springs
 Curtis Medical Center Curtis
 Dr. Dennis R. Wicks Custer
 Dr. J. F. Prinzing Denver
 Dr. C. Goldstein Denver
 Dickinson Clinic Dickinson
 Douglas Clinic Douglas
 Edgemont Clinic Edgemont
 Dr. James K. Cope Forsyth
 Dr. R. H. Pike Ft. Collins
 Dr. H. Thode Ft. Collins
 Dr. Paul E. Woodward Fort Morgan
 Family Medical Care Gillette
 Dr. James Harkness Glendive
 Dr. John Hunter Glendive
 Dr. Irene Martin Glendive
 Dr. Ronald A. McLean Greybull
 Dr. Robert C. Smith Hastings
 Dr. John J. Ruffing, Jr. Hemmingford
 Dr. M. L. Songer Holyoke

Dr. D. S. Dickinson Hot Springs
 Dr. T. R. Jacobson Hot Springs
 Laurel Medical Center Laurel
 Dr. J. C. Freudenburg Longmont
 Dr. J. T. Brown Loveland
 Dr. D. A. Carlsen Mandan
 Dr. P. M. O'Campo, Jr. Mandan
 Dr. E. L. King Manhattan
 Mayville Clinic Mayville
 Dr. Richard Klug McCook
 Dr. D. H. Morgan McCook
 Garbersom Clinic Miles City
 Dr. D. F. Prince Minden
 Mobridge Medical Clinic Mobridge
 Dr. Lanny B. Reimer Newcastle
 Dr. Iffat Ali Oxford
 Rittenour Medical Clinic Plains
 Dr. D. Province Pueblo
 Dr. C. J. Smith Pueblo
 Ronan Medical Clinic Ronan
 Dr. Milton Johnson Scottsbluff
 Dr. J. Willoughby Sheridan
 Dr. Michael Strahan Sheridan
 Dr. S. Thickman Sheridan
 Dr. J. J. Batty Sheridan
 Sheridan Internal Medicine Sheridan
 Dr. R. J. Fillion Sterling
 Dr. H. T. Willson Thermopolis
 Dr. Kayo Smith Torrington
 Dr. C. H. Raye Trinidad
 Dr. S. Biber Trinidad
 Dr. G. Jiminez Trinidad
 Dr. Douglas M. McFarlane Trinidad
 Dr. F. Visconti Trinidad
 Dr. Sally Febec Trinidad
 Dr. J. M. Sierra Walsenburg
 Wheatland Clinic Wheatland

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



DENVER REGION TIMETABLE NO. 8, SUPPLEMENT NO. 4
SCHEDULED TIMES FOR NRPC TRAINS TO BE USED FOR INFORMATION PURPOSES ONLY
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIME(S) SHOWN.

In Effect At 0001, Sunday, May 15, 1998,

Continental Central Time and Continental Mountain Time

WEST WARD	1005 NRPC Daily	STATION	1006 NRPC Daily
	COLORADO DIVISION 1st SUBDIVISION		
	0235	HASTINGS 54.7	:0409
	:0323	HOLDREDGE 77.1	:0319
	:0437	McCOOK	0213
	COLORADO DIVISION 2nd SUBDIVISION		
	0340	McCOOK 176.4	:0110
	:0615	FT. MORGAN 77.8	:2245
	:0810	DENVER UD	2120

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

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

SPEED TABLE

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

TRACK BULLETIN FORM B OR FORM Y TRAIN ORDER

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

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of _____ (Form Y Train Order or Track Bulletin Form B Number). My location is MP _____ on (specify track), over."

In granting verbal authority the following words will be used:

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

(a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

"_____ (train) may pass red flag located at MP _____ (or enter limits) on (specify track) without stopping, over."

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

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

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

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

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

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

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

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

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