

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

BNSF



Powder River Division

Timetable No. 5

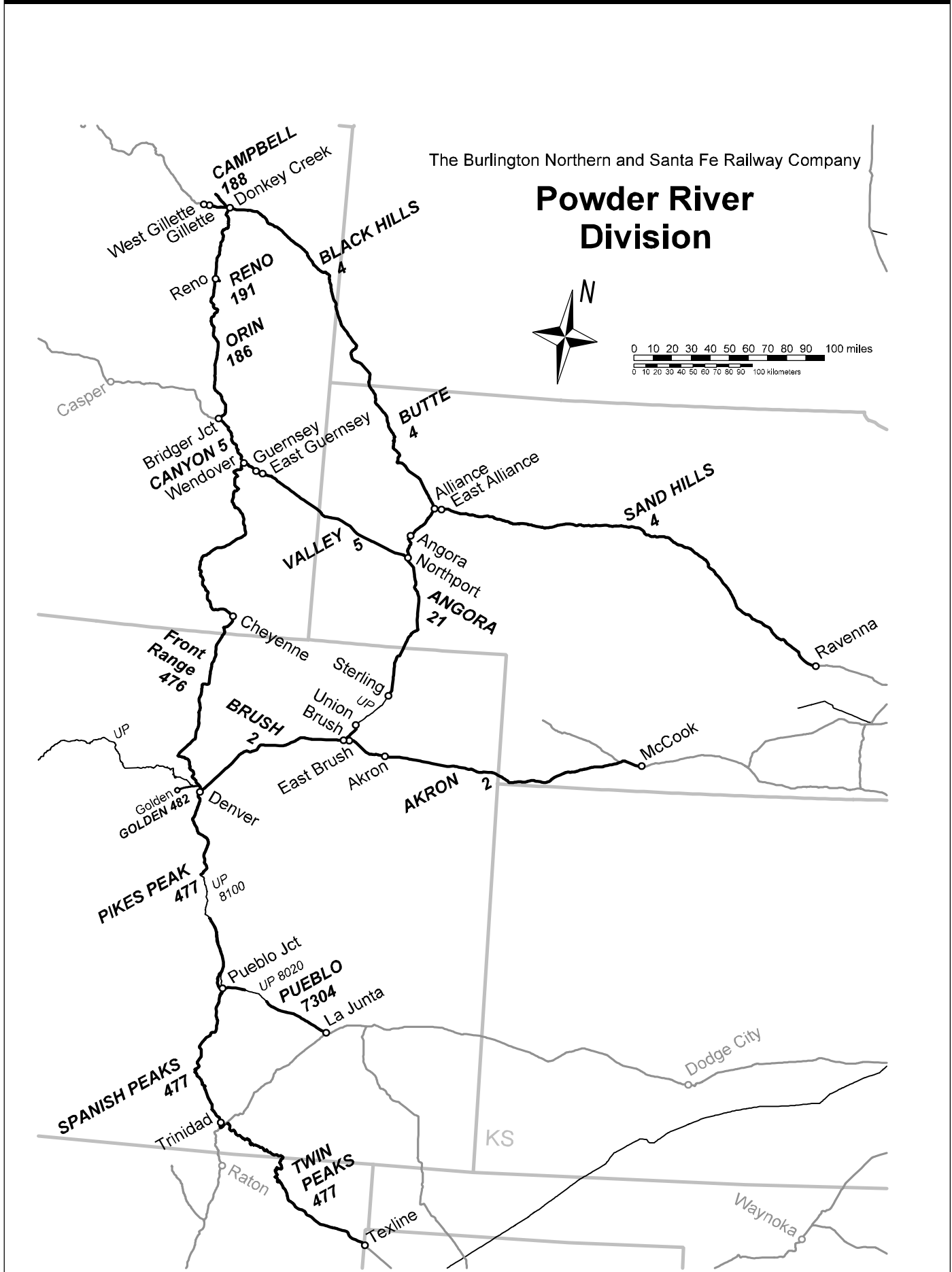
IN EFFECT AT 0001
Mountain Continental Time
Sunday, January 20, 2002

Division General Manager

J. D. Yeager
Denver, CO.
(303) 480-6550

General Director Transportation

T. J. Godsil
Denver, CO.
(303) 480-6221



Division Managers

Alliance

D.S. Boltin	Terminal Trainmaster	(308) 763-2354
K.M. Dahlstedt	Trainmaster	(308) 763-2658
C.M. Engel	Terminal Trainmaster	(308) 763-2794
K. J. Girodo	Superintendent Operations	(308) 763-2720
D.D. Leibhart	Roadmaster	(308) 763-2528
E.J. Linser	Terminal Trainmaster	(308) 763-2256
J.B. Mashek	Roadmaster	(308) 763-2235
D. A. McBride	Terminal Trainmaster	(308) 763-2668
V. J. McCabe	Road Foreman	(308) 763-2255
S. R. Mobley	Road Foreman	(308) 763-2258
W.C. O'Donnell	Asst. Terminal Supt.	(308) 763-2200
S.W. Pfeiffer	Roadmaster	(308) 763-2297
K. D. Rager	Asst. Roadmaster	(308) 763-0262
K.G. Straight	Terminal Trainmaster	(308) 763-2721
M.J. Tucker	Asst. Dir. Main. Prod.	(308) 763-2299
M.E. Witz	Terminal Superintendent	(308) 763-2224
L.E. Wolf	Terminal Trainmaster	(308) 763-2333

Big Lift

A. Lucio	Trainmaster	(303) 480-7908
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Broken Bow

R. M. Brennan	Roadmaster	(308) 872-3501
D.R. Schnell	Trainmaster	(308) 872-3500

Cheyenne

B.R. Owens	Trainmaster	(307) 432-7321
S.J. Petersen	Roadmaster	(307) 432-7346

Denver

M.F. Boyd	Supt. Operations	(303) 480-6380
J.D. Danko	Terminal Trainmaster	(303) 480-6447
E.K. Earle	Roadmaster	(303) 480-6251
E.C. Gallagher	Division Engineer	(303) 480-6393
R.L. George	Terminal Trainmaster	(303) 480-6447
W.P. Herrin	Director Administration	(303) 480-6227
M.D. Liegl	Terminal Trainmaster	(303) 480-6447
M.J. Maruniak	Asst. Terminal Supt.	(303) 480-6528
K.R. Matzick	Road Foreman	(303) 480-6222
T.I. McCann	Trainmaster	(303) 480-6391
S.C. Mullins	Road Foreman	(303) 480-6265
K.P. Murray	Terminal Manager	(303) 480-6542
C.E. Nance	Terminal Trainmaster	(303) 480-6447
J.T. Perdew	Terminal Superintendent	(303) 480-6224
L.M. Preston	Terminal Trainmaster	(303) 480-6447
G.M. Shymanski	Roadmaster	(303) 480-6413
B. Smith	Terminal Trainmaster	(303) 480-6447
C.L. Smith	Terminal Trainmaster	(303) 480-6447
J.E. Werner	Asst. Roadmaster	(303) 480-6367
J.V. Wetta	Terminal Trainmaster	(303) 480-6447

Douglas

W.A. Meidinger	Roadmaster	(307) 358-7225
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Edgemont

K.H. White	Trainmaster	(605) 662-2320
M. S. Vincent	Trainmaster	(605) 662-2346

Gillette

R.M. Athey	Supt. of Operations	(307) 685-7620
M. L. Burkart	Trainmaster	(307) 685-7613
D.C. Christianson	Safety Manager	(307) 685-7623
D.A. Fransen	Trainmaster	(307) 685-7614
S.T. Heidzig	Division Engineer	(307) 685-7671
L.L. Lower	Trainmaster	(307) 685-7630
C.E. McCoy	Roadmaster	(307) 685-7646
G.E. Okins	Trainmaster	(307) 685-7735
W.C. Peters	Road Foreman	(307) 685-7652
M.L. Ruppert	Road Foreman	(307) 685-7617
J.J. Stevens	Trainmaster	(307) 685-7689
M.D. Stevens	Terminal Manager	(307) 685-7717
C.S. Thompson	Trainmaster	(307) 685-7620

Grand Junction

J.D. Trammell	Road Foreman	(303) 480-7418
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Guernsey

D.L. Bellew	Trainmaster	(307) 836-5255
R.L. Kinzie	Trainmaster	(307) 836-5223
J.S. Mikel	Terminal Manager	(307) 836-5200
L. A. Robinson	Trainmaster	(307) 836-5220

McCook

J.H. Havens	Roadmaster	(308) 345-5972
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Newcastle

W.J. Bergmeier	Roadmaster	(307) 685-7581
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Pueblo

L.R. Guerrero	Roadmaster	(719) 549-3528
D.L. Markley	Road Foreman	(719) 549-3560
T.E. Martin	Terminal Manager	(719) 549-3525
T.D. Parker	Asst. Trainmaster	(719) 549-3524
B.L. Pierce	Asst. Trainmaster	(719) 549-3524
R.N. Rogers	Asst. Trainmaster	(719) 549-3524
V.V. Waller	Asst. Trainmaster	(719) 549-3524

Scottsbluff

W.C. Badenhop	Trainmaster	(308) 630-6922
J.C. Teahon	Roadmaster	(308) 630-6946

Sterling

T.A. Erickson	Road Foreman	(970) 526-2251
J.W. Hartwig	Trainmaster	(970) 277-2221

Trinidad

W.D. Myers	Roadmaster	(719) 845-4146
K.L. Rethwisch	Road Foreman	(719) 845-4122
B.A. Turner	Trainmaster	(719) 845-4121

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Akron Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	7,851	20724	287.8	McCOOK	BT			12.2	
	6,584	20735	300.0	CULBERTSON	J			8.5	
	7,022	20745	308.5	TRENTON				11.9	
	6,650	20757	320.4	STRATTON				10.3	
	6,779	20767	330.7	MAX				8.4	
	7,270	20775	339.1	BENKELMAN				10.4	
	7,017	20785	349.5	PARKS				11.6	
	6,716	20797	361.1	HAIGLER				15.9	
	9,140	20813	377.0	WRAY		CTC	2	8.6	
	6,426	20821	385.6	ROBB				6.6	
	7,101	20828	392.2	ECKLEY				13.3	
	6,716	20841	405.5	YUMA				8.5	
	6,658	20850	414.0	CALHOUN				9.0	
	6,674	20859	423.0	PLATNER				7.8	
	8,231	20867	430.8	AKRON				13.5	
	5,718	20880	444.3	PINNEO				8.9	
			453.2	EAST BRUSH	JT			165.4	

Radio Channel No. 70 in service.

From McCook to MP 288.25 is under the jurisdiction of the Nebraska Division.

Radio Call-In		
Culbertson - 21(X)	Benkleman - 22(X)	Wray - 23(X)
Yuma - 24(X)	Akron - 25(X)	Brush - 26(X)
Merino - 20(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6051, Fax (817) 234-6072

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
McCook to Brush Center	79 MPH.	60 MPH.

1(B). Speed—Permanent Restrictions

MP 287.8 to MP 288.2	30 MPH.	30 MPH.
MP 288.2 to MP 288.9	60 MPH.	
MP 430.5 to MP 431.5	50 MPH.	40 MPH.
MP 431.5 to MP 434.0	60 MPH.	50 MPH.
East Brush to Brush Jct.	35 MPH.	35 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts entering sidings unless otherwise designated	20 MPH.	20 MPH.
Trains departing sidings on a proceed signal indication, only after engine has passed signal:		
Trains under 100 TOB	30 MPH.	30 MPH.
Trains 100 TOB and over	25 MPH.	25 MPH.

1(D). Speed—Other

McCook—Long siding	20 MPH.	20 MPH.
Siding at Pinneo	10 MPH.	10 MPH.
Loaded unit coal and grain trains must not operate on the following sidings: Trenton, Stratton, Haigler, and Pinneo.		

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car:

McCook to East Brush 143 tons, Restriction A

Six-axle locomotives and six axle derricks exceeding 165 tons not permitted on the following tracks:

Wray—Mill track

3. Type of Operation

CTC—in effect:

MP 287.8 to MP 453.2

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 15.1—Eastward Amtrak crews (NRPC) going on duty at Denver must obtain track warrants showing track bulletins in effect on the Powder River Division—Brush and Akron subdivisions and Nebraska Division—Hastings Subdivision.

Westward Amtrak crews (NRPC) going on duty at Lincoln must obtain track warrants showing track bulletins in effect on the Nebraska Division—Hastings Subdivision and Powder River Division—Brush and Akron subdivisions.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 312.0—Recall Code 218

MP 327.0—Recall Code 227

MP 343.8—Recall Code 228

MP 368.7—Recall Code 238

MP 379.9—Recall Code 247

MP 400.4—Recall Code 248

MP 426.6—Recall Code 258

MP 450.7—Recall Code 257

6. FRA Excepted Track—None

7. Special Conditions

Test Mile Locations

MP 295—MP 296

MP 425—MP 426

MP 436—MP 437

Monfort—Locomotives not permitted through dumper or over scale.

Faxing Delay Reports After Being Relieved Online—The

conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off-duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:

MP 299.0 to MP 302.0

MP 330.0 to MP 340.0

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F			Cold Weather When temp. is -10 degrees F or colder	
	Freight	Pass.		Freight	Pass
Akron	30		Trains 100 tons O/B and over	30	
	45		Freight trains up to 100 tons O/B	45	
	45		Empty coal trains	45	
		65	Passenger trains		65

8. Line Segments**Yard Line Segments****Line Segment Limits**

902 McCook

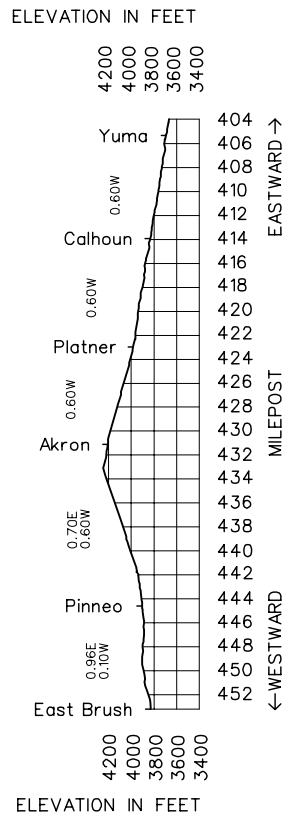
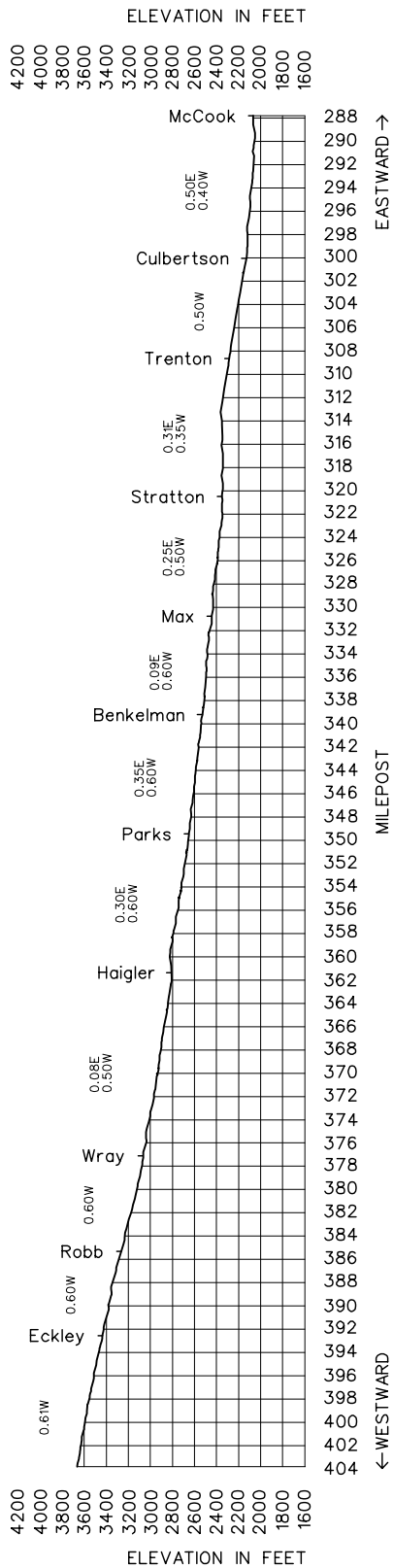
Road Line Segments**Line Segment Limits**

2 McCook to East Brush

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
20729 Perry	4.6 west of McCook	60	Both
20802 Sanborn	5.1 west of Haigler	12	East
20832 Monfort	4.4 west of Eckley	80	Both
20834 Schramm	6.2 west of Eckley	11	Both
20846 Hyde	5.7 west of Yuma	12	East
20853 Otis	3.3 west of Calhoun	59	Both

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Angora Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		0.3	THIRD STREET	J	CTC		0.4
		0.7	SOUTH WYE (To Emerson 0.3)		Rule 6.28		3.9
		4.6	SOUTH ALLIANCE	X(2)	2MT CTC		2.3
		6.9	LETAN				6.2
8,745	32014	13.1	BONNER				5.0
18,840	32022	20.3	ANGORA				13.5
	32034	33.8	NORTHPORT	JT			0.6
		34.4	UP CROSSING (To West Northport 0.7)	MJT			2.1
7,117	84003	36.5	BRIDGEPORT		CTC	21	7.7
7,119	84011	44.2	MUDD SPRINGS				12.2
7,118	84023	56.4	DALTON				5.9
	84028	62.3	GURLEY				6.9
8,314	84035	69.2	HUNTSMAN	T			6.2
	84042	75.4	SIDNEY				7.6
7,116	84050	83.0	LORENZO				7.0
8,855	84056	90.0	PEETZ				8.3
7,105	84067	98.3	BUCHANAN				13.8
		112.1	EAST STERLING				3.0
	84081	115.1	STERLING	BJTR			112.6

All Alliance Terminal instructions will be found on the Butte Subdivision.

Radio Channel 54 in service on this Subdivision.

Radio Channel 70 in service at Alliance Yard.

Radio Channel 66 in service at Sterling Yard.

Radio Call-In		
Alliance - 70(X)	Bridgeport - 71(X)	Huntsman - 72(X)
Peetz - 73(X)	Brush Dispatcher -Channel 66-Call-in 200	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Numbers—(817) 234-6183
Brush Dispatcher, (817) 234-6052, Fax (817) 234-6073

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Third Street to Sterling:	
MP 0.3 to MP 0.7	10 MPH.
South Alliance to East Sterling, including trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

Sterling Lead between South Wye and Emerson	10 MPH.
MP 24.4 to MP 30.2	35 MPH.
MP 33.7 to MP 34.4	25 MPH.
MP 34.4 to MP 36.8	35 MPH.
MP 49.5 to MP 56.0	35 MPH.
MP 74.0 to MP 75.0	40 MPH.

1(C). Speed—Switches and Turnouts

Over hand throw switches:	
MP 1.0	10 MPH.
MP 3.2—Track 201	20 MPH.
Over all UP dual control switches	15 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

Track 200 (Old Sterling Main) MP 1.0 to MP 4.6	20 MPH.
Track 201 MP 3.2 to MP 4.6	20 MPH.
Westward trains on Tracks 200 and 201, MP 3.2 to MP 4.6 (HER)	20 MPH.
UP Transfer Track at Northport	10 MPH.
On SLGG Track	10 MPH.
Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal	20 MPH.
Item 1A of system special instructions applies to loaded or empty C6 hoppers in train.	

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

Cold Weather Restrictions—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Third Street Alliance to Sterling 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

Third Street Wye to South Wye
Sterling Lead—South Wye to Emerson
South Alliance to East Sterling

Restricted Limits—in effect:

MP 112.1 to MP 115.3

Two main tracks—South Alliance to Letan (MP 4.6 to MP 6.9).

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28 in effect—MP 0.7 to MP 4.6

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 16.0—Recall Code 708
MP 39.4—Recall Code 718
MP 46.8—DED/Exception Reporting Only
MP 52.5—DED/Exception Reporting Only
MP 57.8—DED/Exception Reporting Only
MP 61.5—Recall Code 717
MP 66.7—DED/Exception Reporting Only
MP 72.6—DED/Exception Reporting Only
MP 77.5—DED/Exception Reporting Only
MP 82.1—DED/Exception Reporting Only
MP 85.9—Recall Code 728
MP 104.5—Recall Code 727

6. FRA Excepted Track—None

7. Special Conditions

Northport—BNSF crews operating on UP trackage at Northport, Nebraska must comply with instructions from UP Officers or Supervisors and must comply with UP Timetable and Special Instructions.

Trains received from UP at Northport have received a proper initial terminal air test by UP under run-through certified with FRA.

Before fouling UP main track at Northport, BNSF crew must contact UP Dispatcher at North Platte using UP channel 1 on UP locomotive on Digital Radio channel 2020. If contact cannot be established in this way, contact BNSF Dispatcher, Ft. Worth.

When trains equipped with "End of Train Devices" are delivered to the UP at Northport and are left unattended, handbrakes are to be applied on the 5 head cars.

When trains are delivered to the UP at Northport, the engineer will remove the Head End Device from the lead or controlling BNSF locomotive and place it on the Union Pacific lead or controlling locomotive at Northport, when available. In addition:

1. Apply handbrakes on 5 head cars and comply with ABTH Rule 101.27.4.
2. Isolate ALL locomotives. Close all cab doors and windows.

At West Northport: Track Connecting Angora Subdivision to Union Pacific Main Line located at MP 34.3 is known as the "UP TRANSFER TRACK".

When interchanging cars to the UP at Northport, cars must be set on the interchange track past the crossover switches to the UP main track.

MP 104.5 Padroni—Crews must contact the Brush Dispatcher before departing Buchanan for yarding instructions.

Sterling—When reporting for duty at Sterling, if warrants or bulletins for your train are not available at your on duty time, immediately call the Angora Subdivision dispatcher. If not available within 10 minutes of on duty time, contact the chief dispatcher at 8-234-1240.

All trains into Sterling will be under the direction of the Brush Dispatcher. All trains must receive verbal instructions from the Brush Dispatcher before entering restricted limits between MP 112.1 and MP 115.3.

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

Test Miles

MP 3.0 to MP 4.0
MP 9.0 to MP 10.0
MP 23.0 to MP 24.0
MP 41.0 to MP 42.0
MP 64.0 to MP 65.0
MP 87.0 to MP 88.0
MP 103.0 to MP 104.0

8. Line Segments

Road Line Segments

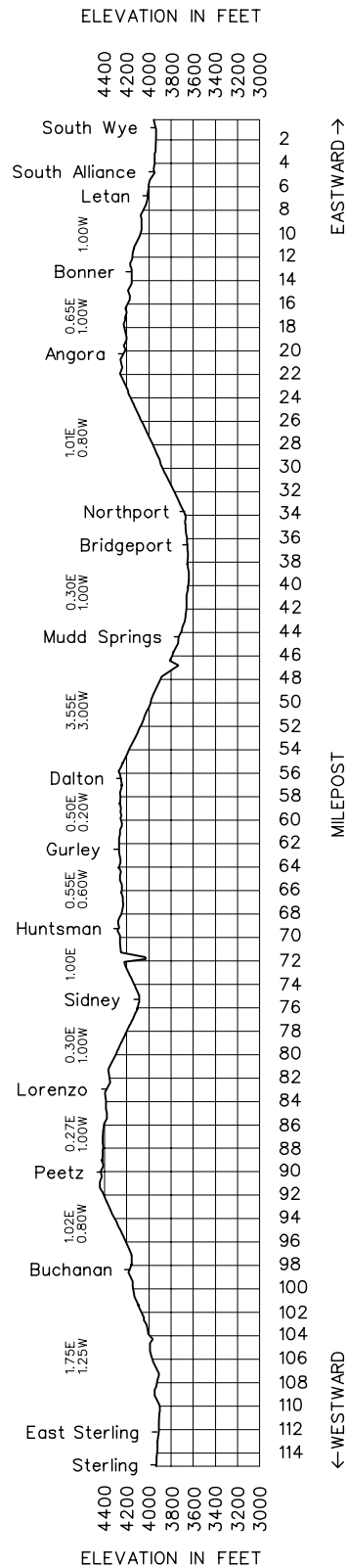
Line Segment Limits

21 Third Street to Sterling

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
32007 Letan Track - 2001	0.1 east of Letan MT2	16	East
32014 Bonner Track - 2197	Between east and west Bonner on Siding	9	East
32022 Angora - 2202	Angora	52	East
32034 & 105 UP Conn Trks - 104	Northport		East
84003 Bridgeport Trk #1 - 2404	Bridgeport	57	Both
84003 Bridgeport Trk #6 - 2401	Bridgeport	47	Both
84003 Bridgeport Trk #19 - 2408	Bridgeport	5	West
84003 Bridgeport Trk #31 - 2411	Bridgeport	114	East
84003 Bridgeport Trk - #16 - 2409	Bridgeport	15	West
84026 Gurley Trk #1 - 2701	Gurley	45	Both
84035 Huntsman Wye Trk to Sidney and Lowe RR - 2802 & 2803	Huntsman		East
84042 Sidney Trk #1 - 2902	Sidney	39	Both
84042 Sidney UP Conn Trk - 2905	Sidney		West
84042 Sidney Trk #7 - 2901	Sidney	57	Both
84050 Lorenzo Trk #1 - 3001	Lorenzo	36	Both
84071 Padroni - 3301	6.0 west of Buchanan	35	East
84073 Ginther - 3401	7.8 west of Buchanan	12	West
84078 Ackerman	14.9 west of Buchanan	25	West

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Black Hills Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		30475	476.1	EDGEMONT	BPC			0.6	
		30476	476.7	DEADWOOD JCT (To MP 3.0)	T	2MT CTC		0.5	
			477.2	CROSSOVER 477.2	X			1.6	
			478.8	CROSSOVER 478.8	X(2)			5.5	
		30483	484.3	MARIETTA		CTC		10.3	
		30494	494.6	DEWEY				1.6	
			496.1	CROSSOVER 496.1	X(2)			8.7	
			504.8	CROSSOVER 504.8	X(2)	2MT CTC		5.2	
			510.0	CROSSOVER 510.0	X(2)			6.3	
			516.3	CROSSOVER 516.3	X(2)			4.4	
		30519	520.7	NEWCASTLE	BP			2.6	
			523.3	CROSSOVER 523.3	X(2)			5.5	
		30527	528.8	PEDRO		CTC		5.3	
		30534	534.1	OSAGE				5.6	
			539.7	CROSSOVER 539.7	X(2)			7.5	
		30546	547.2	CROSSOVER 547.2	X(2)	2MT CTC		4.4	
			551.6	CROSSOVER 551.6	X			0.5	
			552.1	CROSSOVER 552.1	X			4.2	
		30555	556.3	THORNTON		CTC		5.7	
		30562	562.0	KARA				5.0	
			567.0	CROSSOVER 567.0	X(2)	2MT CTC		2.0	
		30568	569.0	MOORCROFT		CTC		7.5	
		30581	576.5	EAST ROZET				4.9	
			581.4	CROSSOVER 581.4	X(2)			3.0	
			584.4	CROSSOVER 584.4	X(2)			2.4	
		30587	586.4	EAST DONKEY CREEK	JTX	2MT CTC		0.3	
		30587	587.1	WEST DONKEY CREEK	JT			0.4	
		30588	587.6	EAST CAMPBELL	JTX			0.6	
		30588	588.2	WEST CAMPBELL	JT			1.7	
			589.9	MP 589.9				4.6	
		30595	594.5	EAST GILLETTE		CTC		2.7	
		30596	597.2	GILLETTE	BCPT			0.7	
			597.9	CROSSOVER 597.9	X(2)	2MT CTC		2.0	
			599.9	WEST GILLETTE				123.8	

Radio Channel No. 85 in service.

Radio Call-In		
Edgemont - 24(X)	Newcastle - 31(X)	Upton - 32(X)
Donkey Creek - 33(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number—(817) 234-6185**Assistant Dispatcher Telephone Number**—(817) 234-6466**1. Speed Regulations****1(A). Speed—Maximum**

Edgemont to Gillette—up to 100 TOB	Freight 60 MPH.
Edgemont to Gillette—100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

Edgemont between east and west highway crossings (HER) 25 MPH.

MP 476.1 to MP 477.2	50 MPH.
MP 516.3 to MP 519.6	50 MPH.
MP 519.6 to MP 521.0	30 MPH.
MP 521.0 to MP 526.5	50 MPH.
MP 527.0 to MP 528.8, Main 2	25 MPH.
MP 550.5 to MP 550.7, Main 2 (HER)	35 MPH.
MP 562.0 to MP 571.4	50 MPH.
MP 581.4 to MP 588.0	35 MPH.
MP 595.4 to MP 597.9 on Main 1 (HER)	20 MPH.
MP 596.8 to MP 597.9 on Main 2 (HER)	30 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts:

Marietta, MP 484.3	35 MPH.
Thornton, MP 556.3	35 MPH.
Kara, MP 562.0	35 MPH.
Moorcroft, MP 568.9	35 MPH.
East Rozet, MP 576.5	35 MPH.
MP 589.9	40 MPH.
E. Gillette, MP 594.5	40 MPH.
W. Gillette, MP 599.6	40 MPH.

Through all turnouts and crossovers equipped with dual control switches and on sidings unless otherwise specified 25 MPH.

1(D). Speed—Other**Temperature Speed Restrictions****Hot Weather**—When temperature exceeds 90 degrees Fahrenheit, do not exceed the following speeds:

Trains up to 100 TOB	45 MPH.
Trains 100 TOB and over	30 MPH.

Cold Weather Restrictions—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Edgemont to Gillette 143 tons, Restriction A

Upton—Bridge 549.44 on Upton storage track must not be used by trains over 100 Tons/OB.**Moorcroft**—Engines not permitted on scale at South Dakota Cement.**3. Type of Operation****CTC**—in effect:

Edgemont to West Gillette

Two Main Tracks

MP 465.2—MP 484.3	MP 562.0—MP 568.9
MP 494.6—MP 528.8	MP 576.5—MP 589.9
MP 534.1—MP 556.3	MP 594.5—MP 599.9

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 2.0 miles.**Rule 6.28** in effect—Between Deadwood Jct. and MP 3.0.**5. Trackside Warning Detectors (TWD)**

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
- MP 492.0—Recall Code 248
- MP 514.8—Recall Code 318
- MP 532.7—Recall Code 327
- MP 548.9—Recall Code 328
- MP 573.8—Recall Code 338
- MP 591.9—DED/Exception Reporting Only

6. FRA Excepted Track—None**7. Special Conditions****Test Mile**

MP 480 to MP 481

MP 486 to MP 487

MP 578 to MP 579

Donkey Creek—If length of train permits, all westbound trains stopped at East Donkey Creek on MT 1, MT 2, or on Donkey Creek Yard Tracks No. 3 and No. 4, must stop at MP 586.0 in order to clear farmers crossing at MP 586.2.

Gillette—Crew vans picking up or dropping off crews between Crossover 597.9 and West Gillette will only operate on the road on north side of the track. Employees being picked up or delivered in this area are prohibited from walking up or down the embankment on the south side of the main track.

Edgemont—Yard Track 522 (Cab Track) is the designated car and locomotive set out track.

Moorcroft—At MP 571.4, bridge not equipped with walkways.

Roll-by Inspections on Caboosless Trains—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

Reporting Locomotive Problems—When a locomotive in consist encounters a problem, no matter how minor, it will be necessary to report the malfunction directly to the Mechanical Help Desk in Ft. Worth, the train dispatcher and Gillette Terminal Desk.

Reporting Bad Order Cars Set Out—When a car is set out with a defect, it will be necessary to report the defect directly to the Mechanical Help Desk in Ft. Worth, the train dispatcher, and the Edgemont Trainmaster at (605) 662-2320.

All Coal Mines—All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have in their possession this insert to the timetable while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

Moveable Point Frog—(Refer to System Special Instructions Item 12)

Marietta MP 484.3

West Crossovers 547.2 MP 547.2 MT 1 and MT 2

Kara MP 562.0

Moorcroft MP 568.9

East Rozet MP 576.5

8. Line Segments**Yard Line Segments****Line Segment Limits**

892 Edgemont

897 Newcastle

952 Gillette

Road Line Segments**Line Segment Limits**

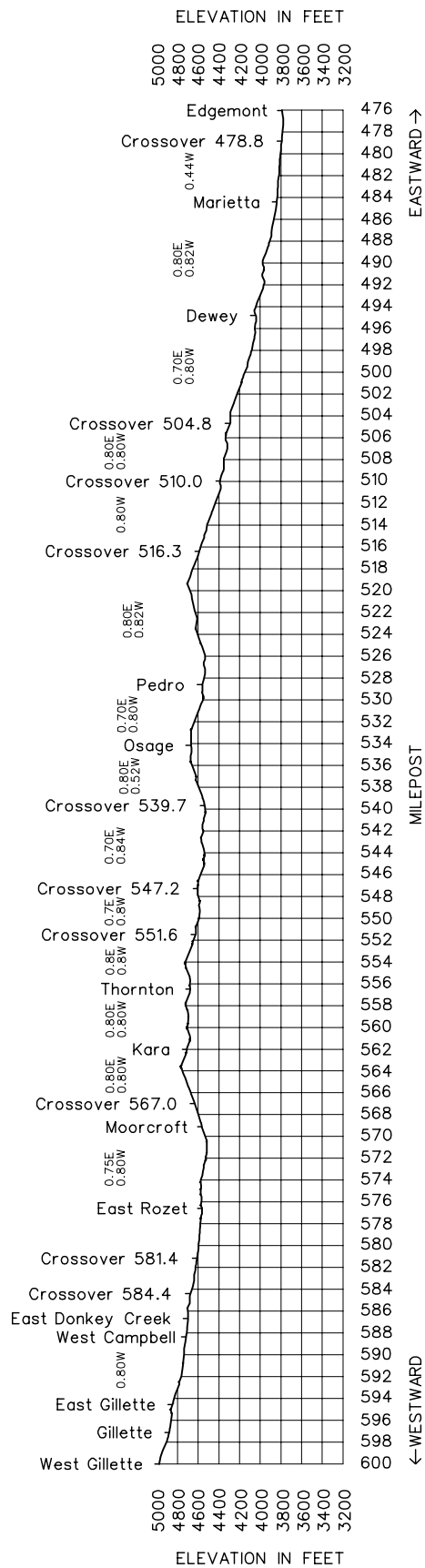
181 Deadwood Jct. to MP 3.0—MP 0.6 to MP 3.0

4 Edgemont to Gillette

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30483 Marietta Back Track-701	0.2 east of Marietta Switch MT1	9	East
30494 Dewey Back Track-801	0.5 east of Crossovers 496.1 MT1	15	Both
30494 Dewey Back Track- 802	0.5 east of Crossovers 496.1 MT2	15	Both
508.0 Back Tracks-9801	2.0 east of Crossover 510.0 MT1	20	Both
508.0 Back Tracks- 9802	2.0 east of Crossover 510.0 MT2	20	Both
30527 Pedro Back Track-9601	0.3 east of Pedro MT1	20	Both
30527 Pedro Back Track-9602	0.3 east of Pedro MT2	20	Both
30534 Osage Chip Track-9401	1.2 west of Osage Switch MT1	20	Both
539.8 Back Tracks-9411	0.1 west of Crossover 539.7 MT1	21	Both
539.8 Back Tracks-9412	0.1 west of Crossover 539.7 MT2	21	Both
30541 Jerome-9311	4.1 east of Crossover 547.2 MT2	45	West
547.5 Back Track-9201	0.3 west of Crossover MP 547.2 MT1	10	Both
30549 Colloid Industry Track-9101	2.1 west of East Switch Upton Storage Trk MT2	48	Both
30548 Upton Storage Track-9204	0.9 west of Crossovers 547.2 MT2	156	Both
30555 BTI Conveyor Track-9001	At Thornton Power Switch MT2	38	Both
30555 BTI Loadout Track-9002	At Thornton Power Switch MT 2	9	Both
30568 Moorcroft BTI (Back Track)-8802	0.1 east of Moorcroft Power Switch MT1	20	East
30568 Moorcroft Cement Plant Track (Stock Track)-8801	0.8 west of Moorcroft Power Switch	110	Both
30581 Rozet Fertilizer Track-8709	0.2 west of Rozet #3 Switch MT 2	15	East
30581 Rozet No 3 Track-8703	At Crossover Switch 581.4 MT2	158	Both
30581 Rozet No 4 Track-8704	0.4 west of Rozet #3 Switch MT2	158	Both
30581 Pocket Track MP 584.4-8702	Between Rozet #3 & Donkey Creek #3	30	Both
30587 Donkey Creek No 3 Track-1503	At Crossover Switch 584.4 MT 2	164	Both
30587 Donkey Creek No 4 Track-1504	At Both Ends of Donkey Creek #3 MT 2	164	Both
Minturn-8505	0.1 west of MP 589.8	50	Both
30589 E. Wyodak-8501	1.4 west of MP 589.9	4	East
30589 W. Wyodak-8502	1.8 west of MP 589.9	4	West
30596 Gillette Cab Track-1019	0.8 east of Crossover 597.9 MT 2	5	Both

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Brush Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	84081	115.1	STERLING	BJTR		907	
UP track between Sterling (UP MP 57.7) and Union (UP MP 81.1) will be dispatched by BNSF train dispatchers.							
8,277		57.5	STERLING	Y	ABS TWC	21	17.8
6,910	84100	75.3	MESSEX				5.3
	84105	138.6	UNION				2.6
7,376	84109	141.2	NEW HILLROSE		CTC	2	6.8
		148.0	BRUSH JCT. To East Brush 0.9	JT			2.0
N7,308 S7,112	20891	150.0 454.9	BRUSH CENTER To East Brush 1.7	BJT			1.5
		456.5	WEST BRUSH				1.5
	20894	458.0	PAWNEE JCT.	J			6.5
6,220	20900	464.3	FT. MORGAN				4.1
7,870	20904	468.5	BIJOU				10.5
7,012	20915	478.9	WIGGINS				10.1
7,133	20924	489.1	CREST				6.3
7,048	20932	495.7	ROGGEN				9.9
7,101	20941	505.4	KEENESBURG				7.6
6,146	20949	513.0	HUDSON				5.5
7,191	20954	518.5	TONVILLE				6.0
7,613	20960	524.5	BARR				7.4
7,656	20968	531.7	IRONDALE				4.9
	20973	536.9	SAND CREEK	M			2.7
		539.6	48TH AVE.				1.6
	20977	541.2	31ST STREET YARD	BT	Rule 6.28	135	0.3
		541.5	23RD STREET	MJ			0.6
		542.1 0.0	20TH STREET				121.5

Radio Channel No. 66 in service Sterling to 20th Street.

Radio Channel No. 79 in service Switching Yard (31st and 38th Streets) unless instructed by yardmaster.

Radio Channel No. 78 in service Yard Informational Channel

Radio Channel No. 31 in service Mechanical and MW Employees in Denver Yard (including the locomotive facility).

Radio Channel No. 76 in service Industry Jobs.

Radio Channel 39 in service for industry jobs/inbound/outbound crews and yardmasters 31st Street, 38th Street and Rennix.

Industry jobs/inbound/outbound crews are to use Channel 39 when their train is on other than main track or Coal 1 and Coal 2.

Channel 66 is used on Main Track, and also on Coal 1 and Coal 2. Channel 76 is to be used when industry jobs leave the Main Track to perform industrial switching.

Channel 39 is to be used by industry jobs/inbound/outbound crews when working with utility men. Channel 39 to be used by inside/outside hostlers when communicating with yardmasters.

Radio Call-In		
Brush - 26(X)	Wiggins - 27(X)	Barr - 29(X)
Denver - 31(X)	Keenesburg - 28(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6052, Fax (817) 234-6073

UPRR Dispatcher

(800) 726-1178

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Sterling to Union (UP Trackage)		50 MPH.
Union to Brush Center		60 MPH.
East Brush to 20th Street	79 MPH.	60 MPH.
Trains 100 TOB and over		50 MPH.
Empty coal trains		60 MPH.

1(B). Speed—Permanent Restrictions

UP MP 56.1 to UP MP 59.1	20 MPH.
MP 149.5 to MP 149.9	20 MPH.
East Brush to Brush Jct.	35 MPH.
Crossover MP 150.0 to MP 454.9	
Brush Center	20 MPH.
MP 454.9 to MP 456.5 Track 1	20 MPH.
MP 506.0 to MP 506.7	65 MPH.
MP 535.3 to MP 537.2 (Eastward trains	
HER only at MP 535.3)	40 MPH.
Over UP Crossing MP 537.3	30 MPH.
MP 537.4 to MP 539.6	40 MPH.
Signal MP 539.6 to MP 541.2	30 MPH.
Signal MP 541.2 to 20th Street Crossover	
MP 542.1	10 MPH.
Through Denver Union Terminal Limits	10 MPH.
Passenger trains Denver Union Terminal	
to 31st Street yard via passenger lead	10 MPH.

1(C). Speed—Switches and Turnouts

New Hillrose—Through turnouts and on siding	
Trains under 100 TOB	40 MPH.
Trains 100 TOB and over	25 MPH.
Through turnouts from main track to Coal 1,	
Coal 2 and south lead at 38th Street	20 MPH.
Through turnouts entering sidings unless	
otherwise designated	20 MPH.
Trains departing sidings on a proceed signal	
indication, only after engine has passed signal:	
Trains under 100 TOB	40 MPH.
Trains 100 TOB and over	25 MPH.

1(D). Speed—Other

On siding Ft. Morgan	10 MPH.
When leaving Pawnee Power Plant MP 458.76	
County Road Q, HER Eastward	5 MPH.
Sterling Coal 1 siding and Coal 2 siding	20 MPH.
Market Street Main, east end Nabisco pass	5 MPH.
Denver Coal 1 siding and Coal 2 siding	20 MPH.
Denver 38th St. Yard Track CM38	5 MPH.
Messex	20 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sterling to 20th Street	143 tons, Restriction C
Market Street Line	134 tons, Restriction G
Jersey Cutoff	134 tons, Restriction G

Six-axle locomotives and six-axle derricks in excess of 330,000 lbs. not permitted on the following tracks:

Brush Center—Oil track

Moseley—Stock track

Fort Morgan—South house track and Factory Lead

Sterling—Kugler Fertilizer, Louisberg Elevator, GW Sugar Factory

Other Than Main Tracks and Sidings—Restrict locomotive consists to no more than five locomotives when performing the following tasks:

- Setting out cars or locomotives
- Picking up cars or locomotives
- Switching local industries

High Wide Loads—High wide loads must not use the following tracks:

Siding Fort Morgan, #2 Track Brush and Siding Messex.
No. 1 Track at Brush.

3. Type of Operation

TWC—in effect:

UP MP 59.1 at Sterling to MP UP 81.1 CTC Union

Sterling—Westward BNSF and UP trains will receive track warrant and track bulletins via fax machine at Sterling. To report clear on track warrant at CTC Union, crew member must contact Brush Subdivision train dispatcher.

Eastward BNSF and UP trains must contact Brush Subdivision train dispatcher via AAR Radio Channel 66 prior to arrival at Union. Crew member must obtain authority before leaving CTC Union.

CTC—in effect:

23rd St. MP 541.5 to 20th St. MP 541.9

Union to 31st Street Yard

Brush No. 1 track

Yard Limits—in effect:

UP MP 56.1 to UP MP 59.1

Restricted Limits—in effect:

Sterling

BNSF MP 112.2 to MP 115.1 Angora Subdivision (Powder River Division)

BNSF MP 229.4 to MP 225.9 (NKCRR)

Restricted Limits are in effect on the NKCR. The limits of these restricted limits are from the switch located on the UPRR main track MP 57.5, MP 229.4 to MP 225.9 on the NKCR. This territory is the responsibility of BNSF, and the territory east of MP 225.9 is the responsibility of NKC Railnet.

Rule 6.28—In effect between 31st Street and begin CTC 23rd Street and between 31st Street and Denver UD (on Passenger Lead). All movements between 31st Street and 23rd Street, and between 31st Street and Denver Union Depot (Passenger Lead) are under the direction of the yardmaster at 31st Street.

Main Track and Coal Track Designation at Sterling—When standing at Ceres Crossing looking east the center track, that is the BNSF Main Track. The track on your left in Coal 1 and the track on your right is Coal 2.

Brush Center—At Brush Center, track warrants and track bulletins will be faxed to trains by the dispatcher.

4. General Code of Operating Rules Items

Rule 6.2—At Denver, eastward trains must obtain track warrant listing track bulletins between Denver and Sterling and between East Brush and McCook on the Akron Subdivision.

Entering Main Track at Sterling—The Brush Dispatcher will control train and engine movements through Sterling. Before entering the main track, comply with Rule 6.2 of the General Code of Operating Rules.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 8.3—Sterling—Normal position of main track switches DOES NOT APPLY. Main track switches may be left lined as last used; however, they must be locked at the main track

switch located at MP 114.7 main track to Coal 2 and MP 114.0 main track to Coal 1. This switch may be left lined and locked as last used; however, it must be locked. Train must approach these switches expecting to find these switches lined against movement.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

- B. Other TWD locations
- MP 144.4—Recall Code 268
 - MP 470.7—Recall Code 278
 - MP 494.1—Recall Code 288
 - MP 521.9—Recall Code 298

6. FRA Excepted Track

Stock Yard trackage on the Denver Railway Inc.

7. Special Conditions

Denver—Crews operating within the operational limits of the Denver Union Terminal Railway (DUT) must have a copy of the DUT Operating Instructions. These instructions may be obtained by contacting the BNSF Denver Terminal Trainmaster at 31st Street.

Sand Creek—Manual interlocking controlled by UP dispatcher (800-726-1178). MW must obtain permission to occupy interlocking from UP dispatcher.

Jersey Line—Switch #1009 at 38th must be lined for North Lead and properly secured with lock after movement.

Close clearance—Diesel facility fueling track.

Waste Management—There is no clearance for a man on the side of any car at Waste Management's new dock at 51st and Ash. Please use extreme caution when switching this industry.

Irondale Auto Facility—The following spotting/pulling requirements apply:

1. Railcars being spotted must be positioned so automobiles can be unloaded efficiently, taking into consideration the unloading direction and type of railcar (bi-level or tri-level).
2. When necessary to separate railcars inside the facility, distance must be at least 125 feet to accommodate the unloading ramp. In addition, railcars must be set no closer than 125 feet from the east or west fences unless unloading direction is opposite of the fence.
3. When spotting railcars that will remain coupled while being unloaded, the distance between cars must be between 38 inches and 49 inches measured from ramp plate eyelet to ramp eyelet. A chain with the acceptable tolerance range painted yellow is located at the east rail entrance gate.
4. A handbrake must be applied to each car spotted in the auto facility.

Denver Car Shop—Locomotive bell will be rung continuously while operating on Tracks 121 and 124 adjacent to the car shop area. In addition, when shoving Track 124, place a crew member on the leading car to provide protection through the car shop area. Kicking cars into the Rip Track is not allowed. While spotting cars into Tracks 122 and 123, cars are to be shoved to a coupling or spot.

Denver—When shoving in yard, cars must be stretched prior to shoving track to clearance point on the opposite end of the yard to eliminate roll-out potential.

When switching on the Salt Mine Switching Lead, any switch cut will be limited to 25 cars or 3000 tons or 1,800 feet. Limits may be exceeded for shove movements only. Any switch cut longer than 25 cars or 1,800 feet must use the corridor. There

will be a limit of two locomotives on any switch cut. All inbound trains that are required to be doubled over must use the corridor, rather than the wye bridge route. Any bad order cars to be set out of outbound trains can be done only if the train does not pull around the wye bridge.

When working in the UPRR North Yard or 36th St. Yard, all switches are to be treated as rigid switches. Any variable switches must be lined by hand for the intended route.

All inbound trains arriving Denver must notify the lead carmen on Channel 31 and advise the units used on the EOT battery.

When coupling tracks, crews will notify other end yardmaster of tracks to be coupled. When engine is in the track to couple, line the switch away and place one of the following forms of protection on the switch handle:

1. Yellow Strobe Light
2. Out of Service Tags
3. Track Occupied Magnet

Protection will be removed only by the craft that placed the protection. Employees finding switches protected by yellow strobe light, out-of-service tags, or track occupied magnet will not change position of switch. Yardmasters are responsible for ensuring that protection is provided at both ends of a track being coupled, and once notified by the switch crew that coupling is complete, must ensure that protection is removed from both ends of the track.

Sterling—Crews that deliver train C-BAMWAG to the NKCR must call Field Support at 317-6177 and notify them of the time the train has been delivered.

When deadheading from outlying terminals/points, the following locations will serve for pool placement (time arrived) for all pool service, assigned locals, extra boards, etc., for which Sterling is a terminal. Arrival points for show in times at Sterling are as follows:

From West (Denver)—West siding switch UPRR
 From East (Alliance, Guernsey)—MP 112.3 East Sterling
 From East (Hi-Line)—Main Track switch UPRR
 All DH-HOS, Transports—Depot at Sterling

In the event that more than one crew or crew members arrive at the same time from the same outlying terminal, it will be the conductor's responsibility to ensure that there is at least one minute difference in the time the crews show their arrival time. This time can be determined by the call (on-duty) time shown at the away-from-home terminal. The crew that was called first will show in and then the crew called second or third will show in at least one minute behind the first crew. This is to ensure proper poll/board placement.

When reporting for duty at Sterling, if track warrants and track bulletins for your train are not available at your on-duty time, immediately call the appropriate dispatcher:

Brush Subdivision Dispatcher—234-6052
 Angora Subdivision Dispatcher—234-6183

If track warrants and bulletins are not received within 10 minutes, contact the appropriate chief dispatcher:

Brush Subdivision Chief—234-7361
 Angora Subdivision Chief—234-1240

Prior to tying up, call the Brush Dispatcher and advise of yard status.

Trains must not be left blocking Ceres Crossing. When yarding trains on Coal 1, Coal 2 and the BNSF Main, conductors must ensure that their train is clear of the crossing circuits at Ceres. If necessary, conductors will use the yard van to make sure that trains are not fouling the crossing circuits or fouling Ceres Crossing.

Pawnee Power Plant—The Pawnee Power Plant has installed a private lock on the north access gate. All crews handling coal trains destined for Pawnee will be required to contact the plant on Channel 66 prior to their arrival at Pawnee Junction, advising them of your location so they can unlock the gate. Crews handling empty coal trains from Pawnee must ensure from the tower that the gate is unlocked and open prior to their departure.

Crews handling coal trains into Pawnee Power Plant must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch-toning Field Support on the radio or calling (817) 317-6207.

Boeing Trains—Prior to departing on-duty points, all Boeing trains must be inspected by the outbound conductor prior to departing the yard. The outbound conductor must walk both sides of the train, looking for any visible damage or signs of sideswiping. If any damage is noted, the dispatcher/yardmaster must be notified immediately. The time and comments regarding the inspection must be noted on the delay report.

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F			Cold Weather When temp. is -10 degrees or colder	
	Freight	Pass.		Freight	Pass.
Brush	30		Trains 100 tons O/B and over	30	
	45		Freight trains up to 100 tons O/B	45	
	45		Empty coal trains	45	
		65	Passenger trains		65

8. Line Segments

Yard Line Segments

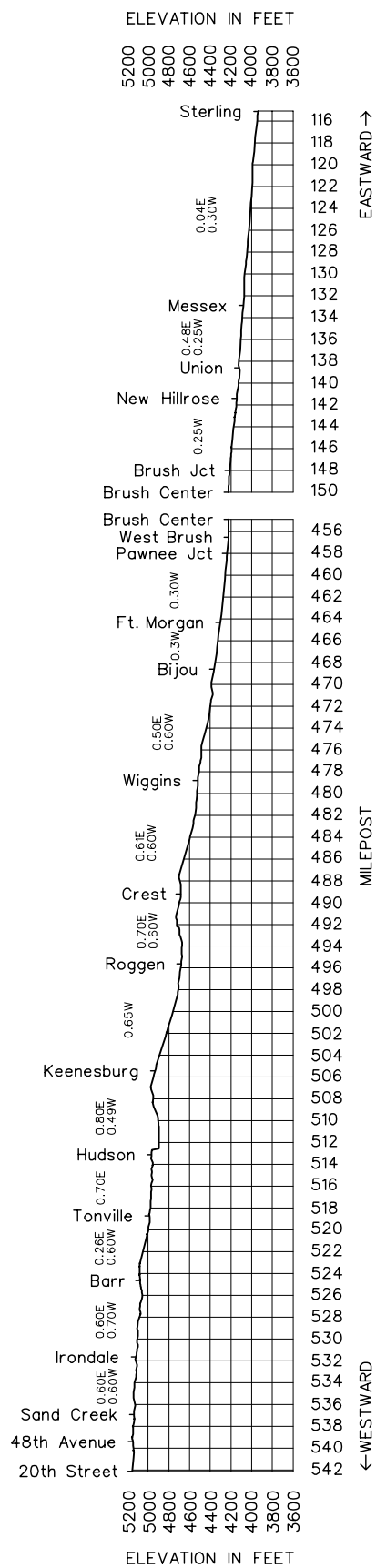
Line Segment Yard

496 Jersey Cut Off
 901 38th to 31st Street
 904 Market Street Line
 907 Sterling
 908 Brush
 21 Sterling to Brush Center
 2 Brush Center to 31st St. Yard
 135 31st St. Yard to 20th Street

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
84109 Old Hillrose	3.8 west of Union	30	East
20894 Pawnee	1.0 west of Pawnee Jct.	370	East
20898 Moseley	4.1 west of Pawnee Jct.	68	West
20899 Excel	5.0 west of Pawnee Jct.	30	West
20901 F. Morgan Sugar Factory	Ft. Morgan		East
20949 Rescar	0.8 east of Hudson		Both
20971 Commerce City	3.5 west of Irondale	35	East

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Butte Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		364.0	EAST ALLIANCE	X(2)	Rule 6.28		1.6
	30364	365.6	ALLIANCE	BT			0.3
		365.9	EMERSON (To South Wye 0.3)		CTC		0.3
		366.2	THIRD STREET	J			2.9
		369.2	WEST ALLIANCE		2MT CTC		7.0
	30374	376.2	BEREA				9.0
	30383	384.6	HEMINGFORD		CTC		2.2
		386.8	CROSSOVER 386.8	X			5.4
		392.2	CROSSOVER 392.2	X(2)			11.7
		403.9	CROSSOVER 403.9	X(2)			4.5
		408.4	CROSSOVER 408.4	X			1.3
10,227	30409	409.7	BELMONT	X			10.1
		419.8	CROSSOVER 419.8	X(2)	2MT CTC	4	3.1
	30422	422.9	CRAWFORD	BX			0.7
		423.6	CROSSOVER 423.6	X			1.9
		425.5	CROSSOVER 425.5	X			7.3
		432.8	CROSSOVER 432.8	X(2)			4.5
	30436	437.5	CROSSOVER 437.5	X(2)			7.6
		445.1	CROSSOVER 445.1	X(2)			6.1
	30449	451.2	ARDMORE				7.6
14,167	30457	458.8	RUMFORD		CTC		6.4
	30466	465.2	PROVO				1.7
		466.9	CROSSOVER 466.9	X(2)			6.7
		473.6	CROSSOVER 473.6	X(2)	2MT CTC		1.6
	30474	475.2	EAST EDMONT				0.9
	30475	476.1	EDDMONT	BT			112.4

Channel 87 in service on this Subdivision.

Channel 70 in service at Alliance Yard.

Radio Call-In		
Alliance - 20(X)	Belmont - 21(X)	Crawford - 25(X)
Ardmore - 23(X)	Edgemont - 24(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Number—(817) 234-6184

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Alliance to Edgemont—Up to 100 TOB	60 MPH.
Alliance to Edgemont—100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 365.9 to MP 366.2	10 MPH.
Eastward Trains MP 367.1 to MP 366.2	25 MPH.
Westward Trains MP 366.2 to MP 366.8 (HER)	25 MPH.
Sterling Lead between Emerson and South Wye	10 MPH.
MP 393.6 to MP 399.8	40 MPH.
MP 408.4 to MP 412.8	30 MPH.
MP 412.8 to MP 414.1	20 MPH.
MP 414.1 to MP 418.8	25 MPH.
MP 418.8 to MP 423.6	40 MPH.
MP 438.6 to MP 446.0	50 MPH.
MP 466.7 to MP 469.4 (Both main tracks)	40 MPH.
MP 469.4 to MP 475.2	45 MPH.

Edgemont between east and west Highway crossings (HER)	25 MPH.
MP 475.2 to MP 476.1	50 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts East and West Rumford	35 MPH.
Through turnouts Ardmore, MP 451.2	40 MPH.
Through turnout MP 475.2	10 MPH.
Through turnouts:	
Provo, MP 465.2	40 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

Through siding Belmont	25 MPH.
Through siding Rumford	35 MPH.
Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal	20 MPH.

Temperature Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

Cold Weather Restrictions—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

East Alliance to Edgemont 143 tons, Restriction C

Six axle locomotives exceeding 186 tons are prohibited west of west derail on Old Trinidad Bean Track. TSS track 310.

Locomotives prohibited west of CMR boxcar on Middle City Track, TSS Track 312.

3. Type of Operation

CTC—in effect:

Emerson to Edgemont

Sterling Lead - Emerson to South Wye

Two Main Tracks

MP 366.2—MP 376.2

MP 384.6—MP 451.2

MP 465.2—MP 476.1

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28 in effect—Alliance Terminal MP 364.1 to MP 365.9

Rule 8.20—Derails-Alliance Terminal

New Alliance Bean (317)

Kelley Bean (316)

Westco (314)

Fuel Tracks (615 & 616)

North WFE (614)

East End Track 107 (107)

East End Koester and West End Koester (137)

West Derail Old Bean (310)

East Derail Bean Spur Lead

East End Swepco and West End Swepco

East End Progressive Rail and West End Progressive Rail

West end of Tracks 502, 503, 504, 505, 506, 507.

Casey 1 and 2

South Engine Tie-up (at 59 Shanty)

South Engine Storage

Switch Engine Spur (at 30 Shanty)

All other derails in the Alliance Terminal not listed above must be left in the non-derailing position unless protecting men or equipment, or locomotives left unattended as required.

ABTH Rule 102.12.1—The following are Engine Servicing Tracks with a designated speed of 5 MPH:

Old Trinidad Bean Spur (Track 310)
 Bean Spur Tracks 131-134
 North Waycar Track 230
 Casey Tracks 286 and 287
 Switch Engine Spur Track 285
 South Engine Tie Up Track 227
 South Engine Storage Track 235
 Track 116

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
 - MP 390.4—Recall Code 208
 - MP 406.2—Recall Code 218
 - MP 412.7—DED/Exception Reporting Only
 - MP 414.2—DED/Exception Reporting Only
 - MP 428.2—Recall Code 258
 - MP 454.4—Recall Code 238
 - MP 470.6—Recall Code 308

6. FRA Excepted Track—None

7. Special Conditions

Alliance Terminal Instructions

Radio Channels—Channel 70 in service at Alliance Yard.

Channel 96 in service at Alliance Yard for taxi and crew vans.

Channel 59 in service inside designated Mechanical Limits.

Channel 49 in service for switching operations in South Yard.

Channel 78 in service for switching operations in North Yard.

All radio transmissions between inbound/outbound trains and the Yardmaster or Diesel Tower will be handled on Channel 70 except in an emergency situation or as directed by the Yardmaster.

Inbound trains will switch from the road channel to Channel 70 after passing these respective points:

From the East: Birdsell
 From the South: East Bonner
 From the West: Berea

Outbound trains will switch from the Channel 70 to the appropriate road channel after passing these respective points:

To the East: Birdsell
 To the South: MP 4.6 (South Alliance)
 To the West: West Alliance

Prior to occupying switching leads, permission must be obtained from yardmaster.

Yard crews, hostlers, and hostler pilots must have at their on/off duty point, a current copy of the General Code of Operating Rules, TY&E Safety Supplement, Air Brake and Train Handling Rules, System Special Instructions, and Hazardous Material Instructions, they can refer to while on duty. In the event a yard crew member, hostler, or hostler pilot needs to refer to one or more of the aforementioned publication(s) and that publication(s) is not readily available due to physical distance from their on/off duty point, they will contact the yardmaster who will arrange to have the publication(s) transported to their location for their referral. Yard crews making moves outside their usual working location (e.g. relieving crews under hours of service, Swepeco, Progressive Rail, etc.) must have their

required publication(s) in their possession that they can refer to.

Diesel Pit Instructions—Contact the Diesel Pit Foreman on radio channel 59 (or 70 if 59 not available) before arrival at the Pit (including 400's, 600's, Departure Track, and 160 track) and ascertain if power is ready to move and be governed by Foreman's instructions before boarding and moving equipment. When operating locomotives within these areas use radio channel 59 if available.

Designated Mechanical Limits—The following designated limits are under the exclusive control of the Mechanical Department:

Diesel Pit and Diesel Shop:

Trackage east of north switch derail and blue light
 Trackage west of Steel Track derail and blue light
 Trackage west of east switch derail and blue light
 Trackage east of Departure Track derail and blue light
 Trackage east of West Diesel Shop Derail and blue light
 Trackage east of Diesel Lead/160 Track Sw. and blue light

Car Shop:

Trackage west of East Car Shop, 500 Lead Switch and blue light
 Trackage east of West Car Shop 503, 504, 505, 506, and 507 Switch and blue light

Heating Plant:

Trackage east of West Heating Plant Switch and blue light

Diesel Pit Tracks—When spotting cars or fuel tenders on the diesel pit tracks, cars must be walked into a spot. The speed limit of locomotives within the mechanical limits shall not exceed 5 MPH.

Radio Communication at Diesel Pit and Shop Areas—All inbound engines coming into the Mechanical Facility using East Gate, West Gate, or Steel Track must use the telephones located at the Blue Light when communicating with the Diesel Tower Foreman for an inbound track. When entering the Mechanical Facility via the departure track, crew must contact the Diesel Tower by radio on channel 59 (160.975).

Inbound coal trains, upon leaving Berea, will contact North Yardmaster to allow timely communication to the Mechanical Dept. for positioning of required train inspections.

Jelinek Spur—To spot Co-op industry, the Jelinek electric lock must be used. When spotting cars on the Jelinek Spur, all cars must be walked in or out. Riding cars is not permitted account no clearance. Train line air must be cut into cars handled on this track.

Watch out for close clearance between Main 1 and Jelinek Spur at Third Street. There is no room for employees to ride equipment account track centers at this location are 13 feet.

Between Belmont and Crossover 419.8—Milepost sign 416.0 is actually located at MP 415.7.

Berea—Cars must not occupy west 500 feet of elevator track without track bulletin protecting close clearance on main one.

Crawford Helper Operations—Loaded coal trains with empty cars in the rear one-third of the train must cut in helpers ahead of the empty cars.

Powered axle limitations on rear of loaded unit coal trains are restricted as follows:

- A. Loaded unit coal train not exceeding 18,100 trailing tons: 36 powered axle rating.
- B. Loaded unit coal trains exceeding 18,100 trailing tons: 33 powered axle rating.

If stopped for any reason while using any combination of locomotives with or exceeding the 33 powered axle rating on

rear of train, helpers and rear DP unit are limited to throttle 7 position when restarting train between MP 421.0 and MP 390.0 on either main track, until train attains or exceeds 10 MPH.

General merchandise trains and intermodal trains in excess of 8,000 tons using helper locomotive(s) must have helper locomotive(s) cut in train, ahead of the helper locomotive(s) full rated tonnage.

Close Clearance—At Alliance, Third Street, between Main 1 and Jelinek Spur, no room for person on side of car.

Full Rated Tonnage

1—SD70MAC 2,400 tons
 2—SD70MAC 4,800 tons
 1—SD60 2,200 tons
 2—SD60 4,400 tons
 1—SD40 2,000 tons
 2—SD40 4,000 tons

Helper locomotive(s) placed in general merchandise or intermodal trains must not be placed directly behind empty car or 80 foot or longer car weighing less than 50 tons.

When coming on duty, helper crews arrange to notify train dispatcher of the engine numbers in the consist before departing. Prior to release from duty, notify the train dispatcher about any helper locomotives in the consist that have less than 1,000 gallons of fuel.

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

Moveable Point Frog—(Refer to System Special Instructions Item 12)

East Rumford, MP 458.1
 West Rumford, MP 461.0

Dual Control Derail

Belmont Siding, MP 408.4
 Crawford between No. 2 track switch and MT No. 1, MP 423.1

Test Mile

MP 366.3 to MP 367.3
 MP 371 to MP 372
 MP 389 to MP 390
 MP 433 to MP 434
 MP 461 to MP 462

8. Line Segments

Yard Line Segments

Line Segment Limits

890 Alliance
 891 Alliance Shop

Road Line Segments

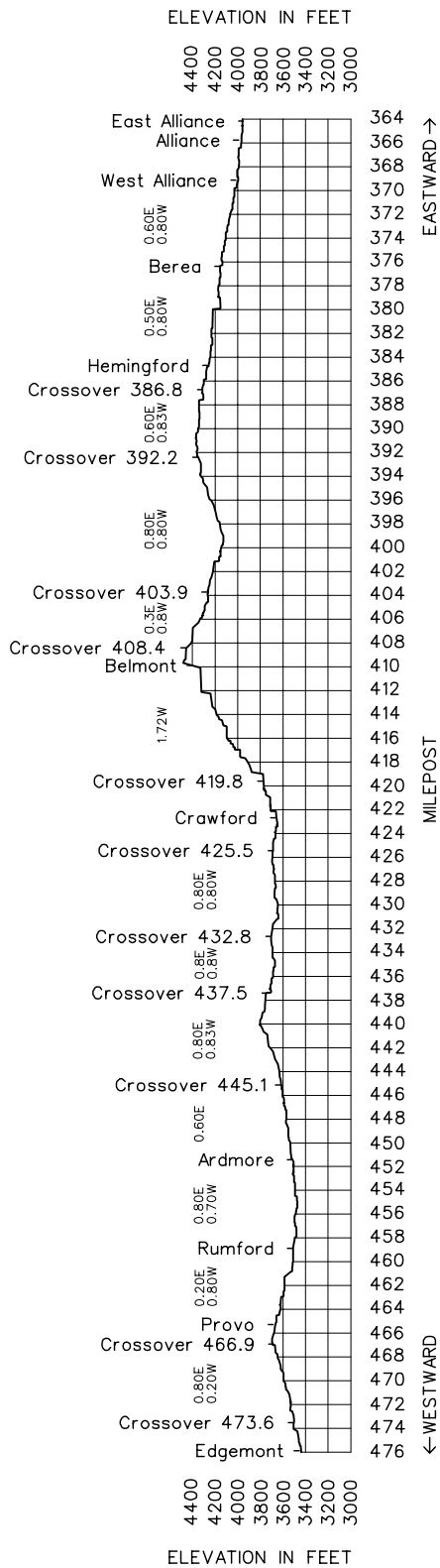
Line Segment Limits

4 East Alliance to Edgemont

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30369 Ginn-1101	1.2 west of Alliance MT1	12	West
Berea Elevator Track-1201	6.3 west of West Alliance MT1	8	Both
30380 Nida-1301	5.7 west of Berea	35	West
30383 Hemingford Mill Trk 1-1401	Hemingford	85	Both
30383 Hemingford Mill Trk 2-1402	Hemingford	80	Both
30383 Hemingford Mill Trk 3-1403	Hemingford	15	East
30383 Hemingford Stock Trk-1404	Hemingford	25	Both
30383 Hemingford Old Ewd Siding-1407	Hemingford	23	East
30383 Hemingford Certified Spur-1405	Hemingford	7	East
30390 Nonpareil Old Pass-1501	6.7 west of Hemingford MT2	75	Both
30390 Nonpareil Back Track-1502	6.7 west of Hemingford MT2	10	Both
30399 Marsland Back Track-1601	15.9 west of Hemingford MT1	17	West
30409 Belmont Back Track-1701	Belmont - Off Siding	27	Both
Crawford Pocket Track-1807	Crawford	19	Both
30422 Crawford #1-1801	Crawford	5	East
30422 Crawford #2-1802	Crawford	30	Both
30422 Crawford #3-1803	Crawford	28	East
30422 Crawford #4-1804	Crawford	30	East
30422 Crawford #5-1805	Crawford	10	East
Crawford Team Track-1810	Crawford Off of House Track	4	East
Crawford House Track-1808	Crawford Off of MT2	21	East
Crawford P&G Track-1806	Crawford Off Crawford #5 Track	8	West
Horn Stub Track-1811	2.6 west of Crawford MT 1	15	East
Horn Stub Track-1812	2.6 west of Crawford MT2	15	East
30436 Joder Back Track-1902	0.5 east of Crossovers MP 437.5 MT2	12	Both
30436 Joder Back Track-1901	1.4 east of Crossovers MP 437.5 MT1	12	West
30449 Ardmore Back Track-2001	Ardmore MT1	17	East
30457 Rumford-1201	Rumford - Off Siding	8	Both
30466 Provo Back Track-2201	Provo MT1	15	East
30467 Area Wye 1-2301	1.2 west of Provo MT2	30	Both
30467 Area Wye 2-2302	1.2 west of Provo MT2	30	Both

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Campbell Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	30588	0.0	CAMPBELL	J			0.5
		0.5	EAST FORTIN	X			1.6
7,650		2.1	WEST FORTIN				0.9
	33003	3.0	CLOVIS POINT JCT (To Clovis Point 1.6)		CTC	188	3.0
	33306	6.0	FT UNION JCT (To Ft Union 1.0)				1.9
	33307	7.9	DRY FORK (To Dry Fork 0.7)				1.6
	33309	9.5	EAGLE BUTTE JCT (To Rawhide 1.7) (To Eagle Butte 4.5) (To Buckskin 6.6)				9.5

Radio Channel 85 in service on this Subdivision.

Radio Call-In
Donkey Creek - 33(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3

Train Dispatcher Telephone Number—(817) 234-6185**1. Speed Regulations****1(A). Speed—Maximum**

	Freight
Campbell to Eagle Butte Jct.	35 MPH.

1(B). Speed—Permanent Restrictions

MP 3.0 to Clovis Point Loop Track Switch	20 MPH.
MP 6.0 to Ft. Union Loop Track Switch	20 MPH.
MP 7.9 to Dry Fork Loop Track Switch	20 MPH.
MP 9.5 to Rawhide Loop Track Switch	20 MPH.
MP 9.5 to Eagle Butte Loop Track Switch	20 MPH.
MP 9.5 to Buckskin	20 MPH.

1(C). Speed—Switches and Turnouts

Through turnout at Campbell Subdivision switch	25 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

West leg Campbell wye	10 MPH.
East leg Campbell wye	25 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Campbell to Eagle Butte Jct. 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

Campbell to Eagle Butte Jct.

4. General Code of Operating Rules and Safety Rules Items

Rule 1.10—On the Campbell Subdivision, crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Safety Rule S-13.5—Getting On and Off Moving Equipment is modified as follows:

When the following conditions exist, it is permissible to get on and off moving equipment only when necessary to perform required duties.

1. Employees are allowed to get on and off moving equipment only from the lead locomotive.
2. Employees are allowed to get on and off moving equipment only during the coal loading process.
3. Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
MP 9.5—DED

6. FRA Excepted Track—None**7. Special Conditions**

All Coal Mines—Trains will notify Gillette operator before leaving loop tracks. Gillette operator will relay instructions from train dispatcher.

While loading at coal mines, report any incident that delays loading to the train dispatcher and Gillette operator (example: coal spills, overloading, etc.).

All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

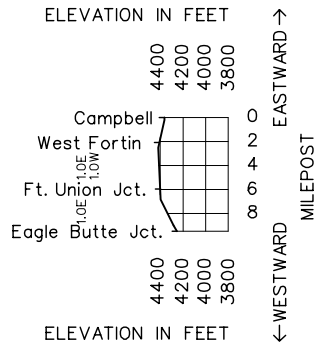
8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
166	Rawhide Spur	9.5 to 12.9
167	Eagle Butte Spur	9.5 to 14.1
168	Buckskin Spur	9.4 to 17.3
171	Ft. Union Spur	6.0 to 8.5
188	Dry Fork Spur	7.9 to 0.7
196	Clovis Point Spur	3.0 to 6.2
188	Campbell to Eagle Butte Jct.	0.0 to 9.5

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
33303 Clovis Point-3002	1.6 west of Clovis Point Jct	140	Loop
Clovis Point Stub Track-3003	At Clovis Point Jct Switch	2	East
33306 Ft Union-2502	1.4 west of Ft Union Jct	140	Loop
33307 Dry Fork-2002	0.7 west of Dry Fork Switch	140	Loop
33309 Eagle Butte-501	4.5 west of Eagle Butte Jct	140	Loop
Helper Spur-504	1.3 west of Eagle Butte Jct	5	Both
33308 Buckskin-1502	6.6 west of Eagle Butte Jct	140	Loop
Buckskin Siding-1503	3.3 west of Eagle Butte Jct	120	Both
33312 Rawhide-1101	1.7 west of Eagle Butte Jct	140	Loop

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Canyon Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
			90.4	EAST GUERNSEY	R			3.3	
		32129	95.0	GUERNSEY	BRT			4.0	
		32129	95.6	WEST GUERNSEY	R			0.4	
			96.0	MP 96.0		CTC		1.7	
			97.7	EAST STOKES				3.1	
			100.8	WEST STOKES		2MT CTC		2.5	
4,667	32137	103.3		WENDOVER	JT	CTC		4.5	
			107.8	EAST CASSA				3.2	
	32145	111.0		CASSA		2MT CTC		0.7	
			111.7	WEST CASSA		CTC		6.8	
	32153	118.5		EAST ELKHORN				4.3	
			122.8	WEST ELKHORN		2MT CTC		6.5	
7,083	32162	129.2		BONA				4.0	
			133.2	BRIDGER JCT	J	CTC		45.0	

Radio Channel 66 in service.

Radio Channel 85 in service at Guernsey.

Radio Call-In		
Torrington - 82(X)	Wendover - 19(X)	Bona - 68(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6181 or (817) 234-6180

1. Speed Regulations

1(A). Speed—Maximum

	Freight
E. Guernsey to W. Guernsey	20 MPH.
W. Guernsey to Bridger Jct., including trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 95.6 to MP 101.7	25 MPH.
MP 101.7 to MP 115.0	35 MPH.
MP 107.8 to MP 111.7 MT 2	25 MPH.
MP 125.2 to MP 127.5	35 MPH.

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control
switches and on sidings unless otherwise specified 25 MPH.

1(D). Speed—Other

Bridge 95.65, cars heavier than 143 tons	10 MPH.
Guernsey—MT 1 and MT 2 through fuel platform area until entire movement clears the area	10 MPH.
Wendover—East Leg of Wye	10 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not
exceed the following speeds:

Trains up to 100 TOB	45 MPH.
Trains 100 TOB and over	30 MPH.

Cold Weather Restrictions—When the temperature is minus 10 degrees
Fahrenheit or colder, do not exceed the following speeds:

Trains up to 100 TOB	45 MPH.
Trains 100 TOB and over	30 MPH.

See Item 1 of the System Special Instructions for additional
speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Guernsey to Wendover	143 tons, Restriction B
Wendover to Bridger Jct.	143 tons, Restriction A

3. Type of Operation

Guernsey-Wendover—Track warrants will be received at

Guernsey, over the signature of the train dispatcher at Ft.
Worth for movement at Wendover on the Front Range
Subdivision.

Guernsey-Bridger Jct.—Track warrants will be received at

Guernsey, over the signature of the train dispatcher at Ft.
Worth for movement at Bridger Jct. on the Casper Subdivision.

CTC—in effect:

West Guernsey to Bridger Jct.

Restricted Limits—in effect:

MP 90.4 to MP 95.6

Two Main Tracks

MP 93.9—MP 95.4

MP 97.7—MP 100.8

MP 107.8—MP 111.7

MP 118.5—122.8

4. General Code of Operating Rule Items

Rule 6.19—When flagging is required, distance will be 2.0
miles.

Rule 8.3—At Guernsey—Normal position of Main Track
switches DOES NOT APPLY at Main Track switch located at:
MP 95.45—Track 201

MP 95.4—MT 1 and MT 2 West End

MP 94.1—West Crossover MT 1 to track 201

MP 93.7—East Crossover MT 1 to the Lead

MP 93.6—MT 1 and MT 2 East End

MP 91.8—Crossover from the MT to 281 track

MP 91.2—Crossover from the MT to the east yard Lead

These switches may be left lined as last used; however, must
be locked. Trains must approach these switches expecting to
find it lined against movement.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 110.7—Recall Code 198

MP 116.6—DED/Exception Reporting Only

MP 120.6—DED/Exception Reporting Only

MP 124.7—DED/Exception Reporting Only

MP 131.0—Recall Code 687

6. FRA Excepted Track—None

7. Special Conditions

Guernsey—Road crews are required to communicate with
Guernsey Yardmaster for instructions when entering,
departing, or moving within Guernsey Yard, using channel 85.
Yard switch crews will operate on channels 49 and 59 as
designated by Guernsey Yardmaster. Channel 16 is in effect at
the Guernsey Diesel Facility. All movements entering,
departing, or within the diesel Facility must communicate with
Diesel Shop Foreman using Channel 16. Diesel Mechanical
employees will communicate on Channel 85. Yard Carmen will
communicate on Channel 79.

Wendover—All tracks, excluding the CTC Main Line within the
confines of Wendover on the Front Range Subdivision and the
Canyon Subdivision are under the jurisdiction of the
Yardmaster at Guernsey, Wyoming.

Double Stack and Boeing Cars—Trains handling double stack cars and Boeing cars will not exceed 10 MPH at the following locations while operating through tunnels No. 1 and No. 3.

Between MP 96.5 and MP 97.5

Between MP 101.1 and MP 101.6

Roll-by Inspections—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

Test Mile—MP 120.0—MP 121.0

8. Line Segments

Yard Line Segments

Line Segment Limits

893 Guernsey

Ballast Pit

Line Segment Limits

899 Guernsey

Road Line Segments

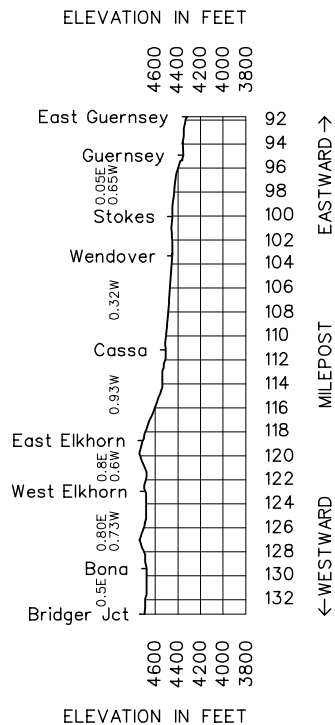
Line Segment Limits

5 Guernsey to Bridger Jct.

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Cars	Switch Opens
Elkhorn Setout Track-697	1.3 miles west of East Elkhorn on MT2	18	West
Cassa Setout Track-597	0.1 miles east of W Cassa on MT2	10	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Front Range Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		41137	0.0	DENVER UD	BJ	Rule 6.28	CTC	0.8	
			0.8	23RD STREET	MJ			0.2	
		84301	1.0	PROSPECT JCT. To Fox, To 20th St., To Rennick	JXR			2.4	
		41140	3.4	UTAH JCT.	MJR			1.1	
		41141	4.5	CLEAR CREEK	R	TWC	476	9.5	
	8,976	41151	14.0	BROOMFIELD To Lafayette 7.7	J			13.3	
	3,948	41168	27.3	BOULDER				13.0	
	4,449	41180	43.6	LONGMONT To Barnett 9.0	RBJT			5.7	
	1,920	41186	49.2	HIGHLAND				11.4	
	4,079	41197	60.7	LOVELAND				13.7	
		41211	74.4	FT. COLLINS	JT			0.2	
			74.6	UPRR CROSSING	U			1.9	
	7,295	41213	76.5	NORTH YARD	B			15.1	
	7,216	41228	91.7	OWL CANYON				5.0	
		41233	96.7	PLATTE RIVER JCT.	J			3.0	
	4,988	41236	99.6	NORFOLK				13.3	
	3,942	41249	113.0	SPEER				6.4	
		41256	119.4	CHEYENNE	BTR			19.7	
	8,562	41276	138.8	FEDERAL				13.3	
	3,921	41289	152.4	HORSE CREEK				4.6	
	4,634	41294	157.0	ALTUS				13.1	
	4,011	41307	170.0	LAMBERT				18.6	
	8,182	41325	188.7	CHUGWATER				13.9	
	3,942	41339	202.6	BORDEAUX				11.9	
	5,832	41351	214.3	WHEATLAND	B			6.0	
		41357	220.5	MOBA JCT.	J			10.5	
	4,660	41367	230.6	DWYER				9.8	
	8,235	32137	240.8	WENDOVER	JTR			237.5	

Radio Channel 70 in service Wendover to Clear Creek.

Radio Channel 39 in service Clear Creek to Denver Union Depot.

Radio Channel 79 in service Switch Yard (31st and 38th Streets) unless instructed by yardmaster.

Radio Channel 76 in service Switch Yard Rennick. Also all industry jobs in the Denver Terminal Complex.

Radio Channel 66 in service at Prospect Jct. From Utah Jct. to Wendover Channel 70 in service. Channel 85 at Wendover in service to contact Guernsey yardmaster.

Radio Channel 78 in service Yard Information Channel.

Radio Channel 31 in service Mechanical and MW employees in Denver Yard, including the Locomotive Facility.

Radio Channel UPRR 92—Call-in *86 for Utah Jct., C&S Jct.

Radio Channel 39 in service for industry jobs/inbound/outbound crews and yardmasters 31st Street, 38th Street and Rennick.

Industry jobs/inbound/outbound crews are to use Channel 39 when their train is on other than main track or Coal 1 and Coal 2. Channel 66 is used on Main Track, and also on Coal 1 and Coal 2. Channel 76 is to be used when industry jobs leave the Main Track to perform industrial switching.

Channel 39 is to be used by industry jobs/inbound/outbound crews when working with utility men. Channel 39 to be used by inside/outside hostlers when communicating with yardmasters.

Radio Call-In		
Longmont - 31(X)	Berthoud - 32(X)	Ft. Collins - 43(X)
Cheyenne - 34(X)	Horse Creek - 35(X)	Farthing - 39(X)
Chugwater - 36(X)	Wheatland - 37(X)	Wendover - 38(X)
Denver - 31(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number

(817) 234-6054

Brush dispatcher—(817) 234-6052, Fax (817) 234-6073

UPRR Moffat Subdivision dispatcher—(402) 636-1889

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Denver UD to Wendover	49 MPH.
Trains 100 TOB and over	49 MPH.

1(B). Speed—Permanent Restrictions

MP 4.5 to MP 6.5	25 MPH.
MP 13.7 to MP 27.0	30 MPH.
MP 27.0 to MP 32.1 (HER)	20 MPH.
MP 45.8 to MP 49.8	40 MPH.
MP 54.0 to MP 54.7	40 MPH.
MP 58.3 to MP 62.0	25 MPH.
MP 68.8 to MP 72.8	40 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 74.7 to MP 80.2, Westward trains HER only at MP 80.2	20 MPH.
MP 110.1 to MP 110.6	30 MPH.
MP 130.4 to MP 132.0	40 MPH.
MP 143.2 to MP 146.8	40 MPH.
MP 146.8 to MP 165.3	30 MPH.
MP 206.8 to MP 211.3	30 MPH.
MP 213.5 to MP 217.5	40 MPH.
MP 219.0 to MP 220.5	25 MPH.
MP 227.0 to MP 238.0	30 MPH.
Broomfield and Lafayette	10 MPH.
Longmont and Barnett	10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

All sidings	10 MPH.
Through Denver UD limits	10 MPH.
Denver UD to Utah Jct. Main Track	10 MPH.
Westward passenger trains—Denver UD to Prospect Jct.	15 MPH.
East Leg of Wye Wendover	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions Maximum Gross Weight of Car

Denver UD to Wendover	143 tons, Restriction A
Burns Jct. to Lafayette	134 tons, Restriction G
Longmont to Barnett	134 tons, Restriction G

Six-axle locomotives and six-axle derricks in excess of 175 tons not permitted on following tracks:

Between Broomfield and Lafayette, Black Hollow Spur, and between Longmont and Barnett.

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

3. Type of Operation**TWC**—in effect:

Utah Jct. to Wendover

CTC—in effect:

At Prospect Jct. to include 20th Street on Pikes Peak Subdivision (Balloon Track) and Prospect Jct. to Fox Jct. (UPRR). Controlled by BNSF Brush dispatcher.

Restricted Limits—in effect:

Fox Jct. to MP 4.5

Longmont—MP 41.3 to MP 45.8

Cheyenne—MP 117.6 to MP 122.6

Wendover—MP 238.0 to MP 240.7

Rule 6.28—in effect:

Between Denver UD and Prospect Jct. (Buck Lead)

All trackage on the former Greeley Subdivision

Between Broomfield and Lafayette

Between Longmont and Barnett

Cheyenne—Westward trains at Cheyenne must obtain an additional track warrant from the Canyon Subdivision Dispatcher for movement on the Canyon Subdivision.

Denver—Prospect Jct. to 20th Street on Brush and Pikes Peak subdivisions, all train and engine movements under the jurisdiction of the Brush dispatcher.

All movements between Denver UD and Prospect Jct. will be under the direction of the yardmaster at 31st Street. CTC rules in effect at Prospect Jct. Movement through Prospect Jct. will be under the control of the Brush dispatcher.

All movements from Jersey cutoff to 38th Street are under control of 38th Street yardmaster.

When operating trains between Prospect Jct. and Fox Jct. on UP main track, UP CTC rules are in effect.

Before proceeding east from Prospect Jct. on BNSF trackage, permission will be required from 31st Street yardmaster for both UP and BNSF crews.

Fox Jct. to MP 4.5—Train and engine movement on North Main Track between Fox Jct. and MP 4.5 under jurisdiction of yardmaster at Rennick.

Manual Interlockings—UP crossing, Utah Jct. controlled by UP train dispatcher at Omaha. UP train dispatcher's phone is located adjacent to the interlocking signal. Permission from UP train dispatcher is necessary to hand-operate crossover switch at Utah Jct. from BNSF to UP. (The UPRR west electric lock switch must be operated before the BNSF hand throw switch).

Utah Jct. Via Rennick—Trains or engines moving west off either packer track at Rennick Yard must have authority from UPRR dispatcher (Channel 92, Call-In * 86) to make the move through Utah Jct., including any reverse movements. You must continuously occupy the limits of the manual interlocking prior to making your reverse move. If for any reason, you leave the limits of the interlocking, you must again obtain authority from the UPRR dispatcher.

Trains and MW must communicate with yardmaster at Rennick when coming into restricted limits prior to entering restricted limits.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required between Utah Jct. and Wendover, the distance will be 2.0 miles.

Rule 8.3, Rennick—Normal position of main track switch DOES NOT APPLY. Main track switch may be left lined as last used; however, it must be locked at the main track switch located at MP 3.0. This switch may be left lined as last used;

however, it must be locked. Trains must approach this switch expecting to find it lined against movement.

Longmont—Normal position of main track switches DOES NOT APPLY at the east siding switch located at MP 42.6 and the west siding switch located at MP 43.5. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

Ft. Collins—Normal position of main track switches DOES NOT APPLY at the east siding switch located at MP 75.87 and the west siding switch located at MP 77.31. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

Cheyenne—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 119.2, MP 119.3 and MP 120.3. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

Wendover—Normal position of main track switches DOES NOT APPLY. Main track switch may be left lined as last used; however, it must be locked at the main track switch located at MP 238.8. This switch may be left lined as last used; however, it must be locked. Trains must approach this switch expecting to find it lined against movement.

Rule 8.12, Rennick—Crossover at MP 2.0 may be left lined as last used; however, both switches of a crossover must be left lined for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

Wendover—Crossover switches may be left lined as last used; however, both switches of a crossover must be left lined and locked for normal movement or movement through the crossover. Trains must approach crossovers expecting to find them lined against movement.

Rule 8.20, Loveland—The normal position for the switch point derail at the east end of siding is for the derailing position, except when lined for through movements.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 38.3—Recall Code 318

MP 67.8—Recall Code 438

MP 87.8—Recall Code 438

MP 107.3—Recall Code 347

MP 144.5—Recall Code 358

MP 162.5—Recall Code 398

MP 183.5—Recall Code 368

MP 225.8—Recall Code 388

6. FRA Excepted Track

Lyons Branch, Lafayette Branch and East Yard at Longmont.

7. Special Conditions

Denver—Close clearance at Diesel Facility Fueling Track and on all tracks within the Rocla Concrete Tie Plant (Tracks 1208 and 1209); condition due to customer stacking ties along tracks. At Houg Enterprises, it is not permissible to ride on either side of any car because there is no clearance alongside the dock.

Inbound movements in excess of 4000 feet pulling into 31st Street yard via wye bridge must ensure that route is lined for the entire movement into yard track prior to leading end of movement passing wye bridge switch. In addition, do not stop movement except in case of emergency until leading end of

movement reaches clearance point at 38th Street end of track unless otherwise advised. If a stop is made for any reason, a walking inspection must be made from head end to the west end of the wye bridge.

When working in the UPRR North Yard or 36th St. Yard, all switches are to be treated as a rigid switch. Any variable switches must be lined by hand for the intended route.

Rocla Concrete Products has leased industrial lead from their plant to the south end of Owens Corning and will be moving cars within their plant and on the lead with a track mobile. A split rail derail has been installed at the north end of Rocla's leased area when Rocla personnel are working on or in the vicinity of the track, and to prevent Rocla from accessing trackage not leased. A private lock on the derail will provide protection for Rocla employees. When private lock is removed and a BNSF switch lock is on derail, the track is not protected. Within the Rocla plant, a new track has been constructed east of two tracks currently in service to be designated as Rocla 1 (Zone Track Spot 122501), the middle track is designated Rocla 2 (Zone Track Spot 122601) and the west track will be designated Rocla 3 (Zone Track Spot 122701).

When crossing over Main Track at Utah Junction, permission must be obtained from the UPRR dispatcher # 86 on Channel 92, * 86, before any crossover movement is made, or any switches lined, from either the North Main Track to the UPRR Main Track or from the UPRR Main Track to the North Main Track.

When coupling tracks, crews will notify other end yardmaster of tracks to be coupled. When engine is in the track to couple, line the switch away and place one of the following forms of protection on the switch handle:

1. Yellow strobe light
2. Out-of-service tags
3. Track occupied magnet

Protection will only be removed by the craft that placed the protection. Employees finding switches protected by yellow strobe light, out-of-service tags, or track occupied magnet will not change position of switch. Yardmasters are responsible for ensuring that protection is provided at both ends of a track being coupled, and once notified by the switch crew that coupling is complete, must ensure that protection is removed from both ends of the track.

When shoving in yard, cars must be stretched prior to shoving track to clearance point on the opposite end of the yard to eliminate roll-out potential.

When switching on the Salt Mine Switching Lead, any switch cut will be limited to 25 cars or 3000 tons or 1,800 feet. Limits may be exceeded for shove movements only. Any switch cut longer than 25 cars or 1,800 feet must use the corridor. There will be a limit of two locomotives on any switch cut. All inbound trains that are required to be doubled over must use the corridor, rather than the wye bridge route. Any bad order cars to be set out of outbound trains can be done only if the train does not pull around the wye bridge.

Crews operating within the operational limits of the Denver Union Terminal Railway (DUT) must have a copy of the DUT Operating Instructions. These instructions may be obtained by contacting the BNSF Denver Terminal Trainmaster at 31st Street.

Jersey Switch at 38th Street—Jersey Switch #1009 MUST be lined for north lead and properly secured with switch lock after movement.

When delivering cars from 31st Street Yard to UP North Yard or departing 31st Street Yard with Golden Beer Runs or BNSF westbound trains, the yardmaster at 31st Street will contact

the UP train dispatcher as to the movements to be made. Train, yard and other locomotive movements between Prospect Jct. and UP North Yard will be governed by CTC signal indications. At UP North Yard, BNSF crews will be governed by instructions from UP yardmaster.

When routed through UP North Yard tracks, be governed by UP yardmaster's instructions on yard tracks and CTC rules where applicable.

Clear Creek—With regard to the signal light at Western Paving 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.

Homestead—Trains leaving Denver with a setout for Homestead have a switch order. If no switch order is available, after checking with customer service at 8-317-6175, then spot your car at Door #3 at Homestead House and note this exception on your train activity report. When a switch order to pull empties does not get handled, fax a copy to that switch order back to Field Support in Ft. Worth at 8-317-7436. Explain on the switch order as to why the work was not completed.

Loveland—BNSF six axle locomotives are not permitted to use the GWR Lead or the GWR Yard at Loveland. All GWR traffic will be set out on the siding at Loveland between East 7th St. on the east and East 10th St. on the west using the requirements of GCOR Rule 6.32.

Crews making setouts on Loveland Siding will need to allow an engine length at the GWR Lead Switch. When necessary, East 10th St. will need to be cut. Traffic for the GWR is not to be left on the west end of the Loveland Siding.

All pickups from the GWR Yard at Loveland will be made by the Longmont road switcher.

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 will proceed per Rule 6.32.2.

Valmont—The red warning light for access to tracks 6 and 7 will be changed to green by the Valmont Coal crew before cars are shoved to the dumper spots. Crossing gates placed in service on the New Valmont Lead at 63rd Avenue, Valmont Power Plant. Trains must pull by crossing start signs to activate crossing signals. Trains must not occupy crossing until gates are in the down position per Rule 6.32.2.

Bridge MP 25.7 on the UP Storage Track is not equipped with a walkway and has close clearance. Do not store cars on this bridge.

Crossing signals North 61st Butte Mill Road and Valmont Drive on Western Mobile Lead UP Spur are ineffective. Be governed by Rule 6.32.2.

UP switch at 63rd Ave. crossing must be left lined and locked for movement from UP to Valmont Power Plant.

Longmont—Along short transfer track on north side, fencing will not clear man on side of car.

Switch crews working at Longmont will leave pickup information in the wooden mailbox located in front of the Longmont Depot east door. L-PWR6001 and L-PWR6011 trains are to stop and check this mailbox for pickup information.

Longmont Yard Track Designation

In the diagram of Longmont Yard showing the west portion of the yard on Page 1 of 2 and the east portion of the yard on Page 2 of 2, the following information will apply:

Track	Diagram Point	Length in Cars	Designated Purpose of the Track
Old Pass (524)	3	6	Longmont switch engine, caboose, or excess engines. Derailed added to west end.
Mail Box	7		Has switching information (wheel reports or pickup lists).
House Track (523)	8	10	Team Track for industry unloading. (Holds 10 cars.)
Old Main (525)	9	14	Pickup or setout track. (Holds 14 cars.)
GW #1 (521)	B1	19	Pickup for southbound local. (Holds 19 cars.)
GW #2 (522)	B2	20	Setout track for southbound local. (Holds 20 cars.)
Short Transfer	Y	18	Setout track for northbound local. Engines are not to be left on this track overnight.
Page 2 (East Yard)			
LON 4 (504)	A	37	Storage cars only. (Holds 37 cars.)
Old BN Main (Eman) (510)	B	60	For excess setout or pickup. (Holds 64 cars.)
LON 1 (501)	C	31	Storage of empty cars only. (Holds 31 cars.)
LON 2 (502)	D	15	Storage of empty cars only. (Holds 15 cars.)
LON 3 (503)	E	9	Access to Longmont Foundry (F). (Holds 9 cars.)
GW Lead (515)	G	62	Can be used for switching, but cars are not to be left in this track overnight. (Holds 62 cars.)

Under no circumstances are these tracks to be used other than as designated without the approval of the trainmaster for this territory. The mailbox "7" at the depot contains switching information. Trains making setouts leave wheel reports or appropriately marked lists in this box. Trains picking up may find written list with pickup information in this mailbox or obtain that information from BNSF Field Support at 8-317-6176, Fax 8-317-7436.

Road power (six-axle) is restricted to Short Transfer, GW 1, GW 2, GW Lead, LON 4, and East Main in the east yard. Road power left at Longmont must be left on one of these tracks or on the Old Pass in front of the depot.

Point "A" of page 1 of 2 and Point "A" of page 2 of 2 is the

connecting point that gives a realistic picture of how these tracks fit together. Maps are posted on the bulletin boards.

Norfolk—Siding must be used for westward train movement only.

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.

Rawhide Power Plant

The following speed restrictions apply:

Rawhide Lead Switch to Dumper 10 MPH.
Through Dumper until train is released 2 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.

Not more than 10 psi maximum independent brake cylinder pressure is to be used to control slack.

Empty coal trains with Train Symbol EPPRATM will receive a 1,000-mile air brake test.

Crews handling coal trains into Rawhide Power Plant must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch toning Field Support on the radio or calling (817) 317-6207.

Horse Creek—Siding must be used for westward train movement only. Switching moves excepted.

Lambert—Siding must be used for eastward train movement only. Switching moves excepted.

Wheatland—Westward trains setting out or picking up must stop with the head end of the train in the clear of Cole Street Crossing MP 214.8.

Eastward trains setting out or picking up must stop with the head end of the train in the clear of Oak Street Crossing MP 214.4.

In order to keep this traffic moving, keep the dispatcher advised of projected times that all Moba trains will be unloaded so the dispatcher can give Guernsey these times to have a crew at Wendover in position to move the train or power. Unless you are handling another train, ensure you are at the Moba Plant ready to move the empty train when it is unloaded. Ensure that all arrival and departure times are reported to the Alliance Desk at 763-2343 on all Moba trains. Provide the following information:

- Time of arrival at Moba
- Time train spotted at Moba
- Time train was released as an empty at Moba
- Time train was pulled at Moba
- Time train departed Moba

Ensure that you advise the Front Range dispatcher and the Guernsey yardmaster of an estimated arrival time at Wendover.

Moba—Crews handling coal trains into the Laramie Power Station must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch toning Field Support on the radio or calling (817) 317-6207.

Wendover—All tracks, excluding the CTC Main Track within the confines of Wendover are under the jurisdiction of the yardmaster at Guernsey, Wyoming.

Lafayette Branch

Traffic signals at MP 18.1 on Highway 287 are in service. Highway circuit activation is 100 feet in advance of engineer traffic control signals.

Engineer signals will display a red aspect. After stopping short of engineer signal but within the circuit activation, go to the engineer signal and push button. Engineer signal will display green within one minute.

Absence of light in all traffic signals, and when unable to obtain green aspect for movement over Highway 287 crossing will require movement to proceed per Rule 6.32.2.

Signal crossing protection at MP 18.75 and MP 22.05 between Broomfield and Lafayette is ineffective due to rusty rail conditions. Stop and protect movement over these crossings.

The Lafayette Industrial Spur from Broomfield to Lafayette now ends at MP 21.5 and wheel stops are in place. (Front Range—Lafayette Industrial Spur)

Switch point derail installed at MP 17.8 between Burns Jct. and Lafayette. (Front Range—Lafayette Industrial Spur).

Lafayette—At Burns Jct. (Broomfield to Lafayette), 1300 feet of track west of Burns Jct. switch toward Lafayette is exempt from instructions in Item 2. Six-axle locomotives may occupy this track.

Advanced Components at Lafayette has a requirement that the boxcar traffic they receive be unloaded on the dock side (west door) at this facility.

When departing from Longmont, the "Unload From Other Side" placard must be on the side opposite the Longmont depot.

Lyons Branch—Switch point derail located at MP 45.8 between Longmont and Lyons.

Faxing Delay Reports After Being Relieved Online

The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off-duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

Cheyenne—Trains arriving or departing Cheyenne must notify the Denver Through Freight Desk at Denver at (817) 317-7610.

When making movement on downtown lead to Wyoming salvage, all moves on these tracks must be halted at the Hi-Xing circuit signs until the flashers activate and traffic is stopped on 21st and 22nd Streets.

When leaving locomotive power detached from railcars at Cheyenne Yard, the locomotive power must be parked on the LP Lead, TOFC Track, or CAM3 and must be protected by the derails at these locations.

Inbound crews arriving Cheyenne and Casper need to make sure they leave their wheel reports and all high wide papers on the lead engine of the consist available for the outbound crew and not discard them. If the outbound conductors do not need this paperwork, it can be discarded.

Boeing Trains—Prior to departing on duty points, all Boeing trains must be inspected by the outbound conductor prior to departing the yard. The outbound conductor must walk both sides of the train, looking for any visible damage or signs of sideswiping. If any damage is noted, the yardmaster/trainmaster must be notified at the time of inspection. The time and comments regarding the inspection must be noted on the delay report.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:

MP 69.0 to MP 72.8

MP 126.0 to MP 131.0

MP 150.0 to MP 155.0

MP 221.0 to MP 229.0

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceed 90 degrees F		Cold Weather When temp. is -10 degrees F or colder
Front Range	30	Trains 100 tons O/B and over	30
	45	Freight trains up to 100 tons O/B	40
	45	Empty coal trains	40

8. Line Segments**Yard Line Segments****Line Segment Yard**

483 Kountry Line

496 Jersey Cut Off

903 Prospect Jct.

Road Line Segments**Line Segment Limits**

179 Burns Jct.—Lafayette

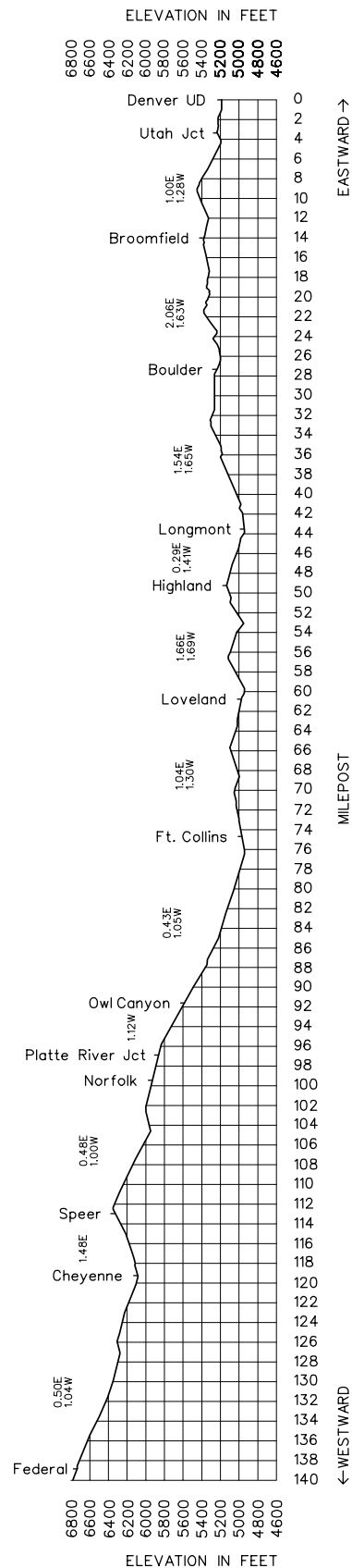
179 Longmont—Barnett

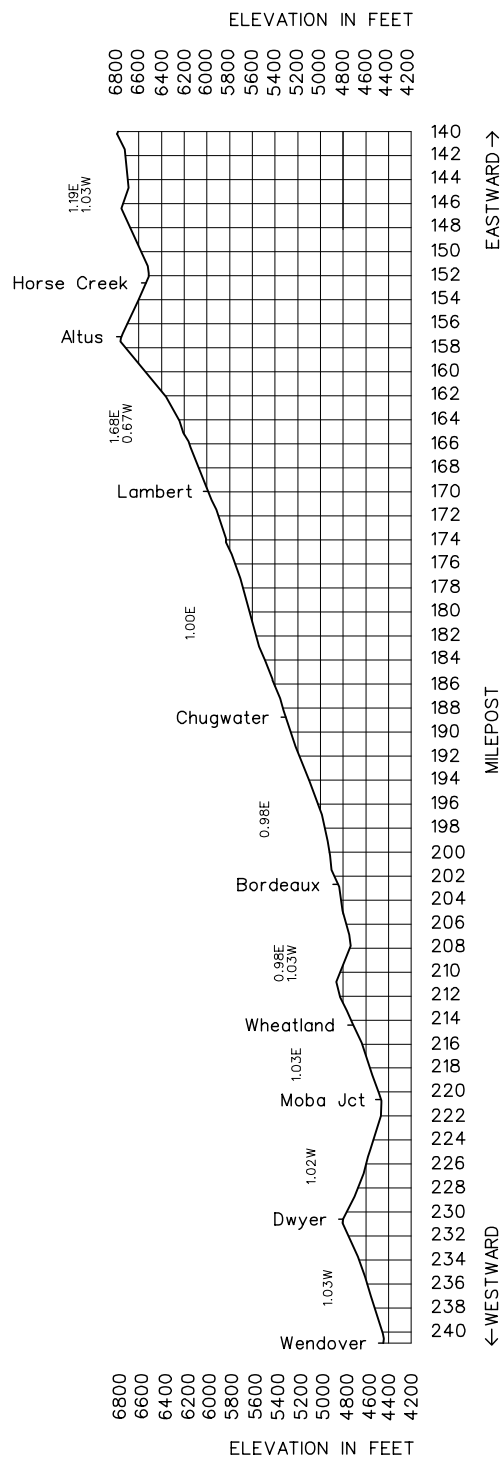
476 Denver UD to Wendover

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Front Range Subdivision			
41141 Western Paving	Clear Creek	35	East
41142 Birko Chem	1.9 west of Utah Jct.	11	East
41143 Westminster	2.8 west of Utah Jct.	12	Both
41147 Homestead House	7.1 west of Utah Jct.	8	West
To Lafayette			
84315 Burns Jct.	1.3 west of Broomfield		East
84322 Lafayette	7.7 west of Broomfield	23	Both
Front Range Subdivision			
41161 Valmont	11.5 west of Broomfield	90	West
To Barnett			
84344 Western Spur	6.5 west of Longmont	40	Both
84347 Medberry	7.7 west of Longmont		East
84347 Barnett	9.0 west of Longmont		East
Front Range Subdivision			
41191 Berthoud	5.0 west of Highland	30	East
41192 Champion Home Builders	6.5 west of Highland	6	East
41207 McClellands	9.2 west of Loveland	5	West
41211 Union Mfg. Co.	1.3 west of Ft. Collins	37	West
41216 Busch Spur	3.3 west of North Yard	50	Both
41222 Wellington	11.3 west of Ft. Collins	10	East
41224 Dixon	13.1 west of Ft. Collins	58	East
41257 Warren Missile Base	2.4 west of Cheyenne	60	East
41268 Silver Crown	12.0 west of Cheyenne	30	East
41299 Farthing	5.7 west of altus	40	West
89753 Murke Spur	0.5 west of Horse Creek	99	East
41334 Slater	9.0 west of Chugwater	22	East
41357 Moba Jct.			West
	Track No. 1	104	Both
	Track No. 2	15	West
	Track No. 3	17	West
	Track No. 4	34	East
	Track No. 5	24	East
	Track No. 6	18	Both
	Track No. 7	20	Both
	Track No. 8	8	West
	Track No. 9	120	East

10. Grade Charts





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Golden Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		84301	1.0	PROSPECT JCT.	JR	CTC		476	3.8	
	Between Prospect Jct. and C&S Jct., BNSF trains and engines operate over UP tracks and are governed by UP timetable.									
			4.9	C&S JCT.	J	CTC			6.9	
		89311	11.8	TERRILL JCT.	J			482	4.8	
		89316	14.4	GOLDEN		TWC			15.5	

Radio Channel No. 70 in service Golden to C&S Jct.

Radio Channel No. 66 in service Prospect Jct.

Radio Channel No. 76 in service Switch Yard Rennick, Golden Yard and Industry Jobs.

Radio Channel UPRR No. 92, Call-In #86 for Utah Jct., C&S Jct. and Prospect Jct.

Radio Channel No. 43 in service at UPRR North Yard.

Radio Channel 39 in service for industry jobs/inbound/outbound crews and yardmasters 31st Street, 38th Street and Rennix.

Industry jobs/inbound/outbound crews are to use Channel 39 when their train is on other than main track or Coal 1 and Coal 2. Channel 66 is used on Main Track, and also on Coal 1 and Coal 2. Channel 76 is to be used when industry jobs leave the Main Track to perform industrial switching.

Channel 39 is to be used by industry jobs/inbound/outbound crews when working with utility men.

Radio Call-In
Denver - 62(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Phone Number

Front Range—(817) 234-6054

1. Speed Regulations

1(A). Speed—Maximum

	Freight
C&S Jct. to Golden	20 MPH.

1(B). Speed—Permanent Restrictions

Terrill Jct. to Coors East Yard	10 MPH.
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1(C). Speed—Switches and Turnouts

C&S Jct., Turnout	20 MPH.
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1(D). Speed—Other

Utah Jct. over trackside warning detector and interlocking plant	25 MPH.
Item 1(A), System Special Instructions, in effect on this subdivision.	

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Prospect to Golden	143 tons, Restriction D
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3. Type of Operation

CTC—in effect:

At Prospect Jct.

TWC—in effect:

MP 4.9 to MP 13.8

Rule 6.28—in effect:

MP 13.8 to End of Track MP 15.8

Terrill Jct. to Coors East Yard

When delivering cars from 31st Street Yard to UP North Yard or departing 31st Street Yard with Golden Beer runs or BNSF westbound trains, the Yardmaster at 31st Street will contact the UPRR Train Dispatcher as to the movements to be made. Train, yard and other locomotive movements between Prospect Jct. and UP North Yard will be governed by CTC signal indications. At North Yard, BNSF crews will be governed by instructions from UP yardmaster on Channel No. 23.

When routed through UP North Yard tracks, be governed by UP yardmaster's instructions on yard tracks and CTC rules where applicable.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.

C&S Jct.—Signal (02) at MP 5.68 for eastward movement conveys main track distant signal information for the C&S Jct. When the signal aspect is RED, crews must contact the UP dispatcher for instructions. If the aspect still displays RED after receiving a proceed indication at C&S Jct., the train can proceed past the RED aspect at MP 5.68.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—See GCOR Rule 6.12—None

7. Special Conditions

Arvada—Within the city limits of Arvada. If for any reason a train will be blocking any public roadway crossing for more than 5 minutes at a time, notify the yardmaster at 31st Street immediately.

31st Street yardmaster will call the Arvada Police Department, phone number (303) 424-5556, requesting traffic control assistance and advising possible duration that the crossing will be blocked.

At approximately 644 feet from point of switch at Coors Glass Plant at MP 9.5, there has been an installation of a propane unloading tower. DO NOT PASS the tower when ramp is in down position.

Crews are to call the Coors Dispatcher at (303) 277-2861 before performing work at all Coors yards.

Coors Glass—Cars left on the hill at Coors Glass will be lined toward the Storage Track, brakes set on each car and skates set on the bottom car.

Crews should call Coors Glass to determine if the plant is ready for the switch and to provide the plant with an approximate time the crew will arrive. Call (303) 425-7895; if no answer, call (303) 425-7951 and leave a message.

Coors—All beer runs and/or switch engines must have permission to enter Coors East Yard and before crossing 44th and Eldridge (traffic signals). The head end will call Coors at (303) 277-2861 to get permission to enter the East Yard. The beer run power is equipped with MRAS (Mobile Radio Access) to facilitate the phone call.

BNSF crews will not work in Coors North Marshalling Yard when Coors train crews are working in the yard, except when Coors train crews are in No. 1 Track and west of the fouling point unless there is a proper understanding between the crews involved.

To ensure that safe switching procedures are established for switching Coors North Yard, the following requirements have been defined by BNSF and Coors:

1. Coors crews will receive clearance from Coors dispatcher before entering North Yard. Coors crews cannot pass their clearance to one another.
2. BNSF crews will activate the warning device light when entering North Yard to switch.
3. BNSF crews must do their switching in the North Yard immediately after clearance from Coors.
4. Coors dispatcher will notify BNSF crews of Coors need to shove empties from west end or spot coal cars on 13 Track.
5. Tracks 3 and 4 are the only tracks Coors will shove empties into from the west end.
6. BNSF crews will notify Coors dispatcher when they have completed switching North Yard.
7. Coors crews may come in Track 1 or Track 13 and sit in clear until BNSF crews are finished with their work.

Coors Pull Orders

The beer runs will pull the town cars from Golden Yard and pickup Coors North Yard in the following order:

1. Track 12
2. Track 11
3. Track 10
4. Track 9
5. Track 8
6. Track 5
7. Track 6
8. Track 7

Deliver train to Rennick and 31st, then pull from 31st to Coors East Yard and pull any commodities to be left at Terrill Jct. for pickup with the next beer run. Coal will be picked up as needed in conjunction with Golden Switch Engine and Trainmaster.

First and second beer runs must contact Rennick Yardmaster when departing Tennyson and obtain setout location for KCNS/ Memphis beer.

Second beer run (L-COL8052) will obtain information from Denver Terminal trainmaster as to the requirements for picking up slack coal off Pecos Pass if not indicated in work order message or work order before departing Denver.

Additionally, first and second beer runs must contact Denver Terminal trainmaster and ascertain if Coors Glass will require spot or pull before departing Denver if not indicated in work order message or work order on Saturdays and Sundays.

8. Line Segments

Road Line Segments

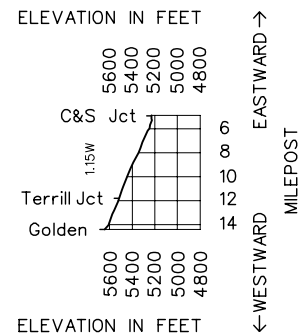
Line Segments Limits

- 476 Prospect Jct.
482 C&S Jct. to Golden

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Ind Chemicals	0.1 west of C&S Jct.	4	West
CCW Plastics	0.2 west of C&S Jct.	2	West
89309 Horton (Coors Glass & Inland Container Systems)	9.6 west of Prospect Jct.	21 25	East East
89310 Jolly Rancher	10.5 west of Prospect Jct.	17	East
89311 Mount Olivet	11.8 west of Prospect Jct.	17	Both
89313 Ball Metal	12.5 west of Prospect Jct.	10	West
89313 Willamette Industries	12.6 west of Prospect Jct.	14	West
Speer Ind.	12.8 west of Prospect Jct.	17	West
Coors End Plant	13.2 west of Prospect Jct.	29	West

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Orin Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		127.3	BRIDGER JCT	J	CTC		1.1
		126.2	ORIN JCT	J			2.6
		123.6	FISHER JCT	J			0.4
		123.1	EAST FISHER		2MT CTC		5.5
		117.1	SHAWNEE JCT	JX(2)			7.1
		110.6	CROSSOVER 110.6	X(2)			7.0
		103.6	CROSSOVER 103.6	X(2)	3MT CTC		7.9
33182		95.7	CROSSOVER 95.7	X(2)			5.2
		90.5	CROSSOVER 90.5	X(2)			5.0
		85.5	EAST BILL	JX(2)	3MT CTC		4.7
		80.8	WEST BILL	JX(2)			8.3
		72.5	CROSSOVER 72.5	X(2)			7.1
33160		65.4	CONVERSE JCT (To Antelope 2.2)	X(2)		186	2.9
33158		62.5	EAST NACCO	X(2)T			0.3
33158		62.2	NACCO WYE JCT (To Rochelle 4.7) (To North Antelope 4.7)				0.3
33158		61.9	WEST NACCO				3.8
3158		58.1	CROSSOVER 58.1	X(2)			5.6
33142		52.5	CROSSOVER 52.5	X(2)			3.0
		49.5	MP 49.5	J			2.2
33142		47.3	CROSSOVER 47.3	X(2)			3.7
		43.6	CROSSOVER 43.6	JX			0.6
8,000	33142	43.0	MP 43.0	J			0.9
	33142	42.1	CROSSOVER 42.1	JX			0.7
		41.4	MP 41.4				7.3
		34.1	CROSSOVER 34.1	X(2)	2MT CTC		7.6
33125		26.5	EAST COAL CREEK	X			0.3
33125		26.2	COAL CREEK JCT (To Coal Creek 2.1)				0.3
33125		25.9	WEST COAL CREEK	X			1.4
		24.5	SUNEDCO JCT				0.7
		23.8	EAST CORDERO JCT (To Cordero 2.2)	X			2.7
		21.1	WEST CORDERO JCT	X			3.3
		17.8	EAST ROJO JCT	X			0.4
33117		17.4	ROJO JCT (To Caballo Rojo 0.7)				0.1
33117		17.3	WEST ROJO JCT	X			0.9
33115		16.4	EAST BELLE AYR JCT (To Belle Ayr 1.8)				1.4
33114		15.0	CABALLO JCT (To Caballo 0.4)	X			0.3
		14.7	CROSSOVER 14.7	X			6.5
		8.2	CROSSOVER 8.2	X			7.8
30587		0.4	DONKEY CREEK JCT	JX			126.9

Radio Channel 66 in service MP 127.3 to MP 21.1.

Radio Channel 85 in service MP 21.1 to MP 0.4.

Radio Call-In		
Walker - 62(X)	Bill - 63(X)	Logan - 67(X)
Reno - 65(X)	Coal Creek - 66(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Numbers
(817) 234-6181 or (817) 234-6180

1. Speed Regulations**1(A). Speed—Maximum**

Freight
Bridger Jct. to MP 15.4, including trains 100 TOB and over 50 MPH.
MP 15.4 to Donkey Creek Jct. 35 MPH.

1(B). Speed—Permanent Restrictions

Nacco Jct. to North Antelope and Rochelle Mines 20 MPH.
North Antelope Lead 25 MPH.
On east and west legs of wye at Rojo Jct., Coal Creek Jct.,
to Reno Sub and Nacco Wye Jct. 25 MPH.
MP 49.5 to North Rochelle Mine 20 MPH.

1(C). Speed—Switches and Turnouts

Through turnout Donkey Creek and both legs of Wye 25 MPH.
Through all turnouts equipped with dual control switches and
on sidings unless otherwise specified 25 MPH.

1(D). Speed—Other

Trinity Rail Services at Bill all tracks 10 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not
exceed the following speeds:

Trains up to 100 TOB 45 MPH.
Trains 100 TOB and over 30 MPH.

Cold Weather Restrictions—When the temperature is minus 10 degrees
Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over 30 MPH.
Trains up to 100 TOB 45 MPH.

See Item 1 of the System Special Instructions for additional
speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Bridger Jct. to Donkey Creek 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

Bridger Jct. to Donkey Creek Jct.

Two Main Tracks

MP 0.0—MP 58.1

MP 103.6—MP 123.1

Three Main Tracks

MP 58.1—MP 103.6

4. General Code of Operating Rules Items

Rule 1.10—On the Orin Subdivision, crews on trains being
delayed on mine property may read magazines, newspapers,
or other literature not related to their duties while their train is
stopped.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Safety Rule S-13.5—Getting On and Off Moving Equipment is
modified as follows:

When the following conditions exist, it is permissible to get on
and off moving equipment only when necessary to perform
required duties.

- Employees are allowed to get on and off moving
equipment only from the lead locomotive.
- Employees are allowed to get on and off moving
equipment only during the coal loading process.
- Employees are allowed to get on and off moving
equipment only when operating under pacesetter
control under 2 MPH.

When all these conditions are met, employees can get on and
off moving equipment only at the mines. At all other times
GCOR Rule 1.48 remains in effect as found in the System
Special Instructions.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
- MP 0.5—DED—(North Antelope Rochelle Mine Track in OS at Nacco Wye Jct.)
- MP 5.6—DED/Exception reporting only
- MP 10.3—DED/Exception reporting only
- MP 14.7—DED/Exception reporting only
- MP 21.9—Recall Code 668
- MP 25.9—DED/Exception reporting only
- MP 30.1—DED/Exception reporting only
- MP 35.9—DED/Exception reporting only
- MP 40.0—DED/Exception reporting only
- MP 45.2—Recall Code 658
- MP 52.5—DED/Exception reporting only
- MP 59.4—Recall Code 677
- MP 67.7—DED/Exception reporting only
- MP 75.3—Recall Code 678
- MP 83.3—DED/Exception reporting only
- MP 88.0—DED/Exception reporting only
- MP 93.0—DED/Exception reporting only
- MP 98.0—Recall Code 628
- MP 102.8—DED/Exception reporting only
- MP 108.3—DED/Exception reporting only
- MP 113.5—Recall Code 688
- MP 117.4—DED/Exception reporting only

6. FRA Excepted Track—None**7. Special Conditions**

Moveable Point Frog—(Refer to System Special Instructions Item 12):

Shawnee Jct.—MP 117.7	East Nacco—MP 62.5
Crossover MP 110.6	Crossover MP 58.1
West Bill—MP 80.8	Crossover MP 52.5
Crossover MP 72.5	Crossover MP 47.3
Converse Jct.—MP 65.4	Crossover MP 43.6

All Coal Mines—Trains will notify Gillette operator and train dispatcher, as appropriate, before leaving loop tracks. Gillette operator will relay instructions from train dispatcher.

While loading at coal mines, report any incident that delays loading to the trick dispatcher and Gillette operator. (Example: coal spills, overloaded cars, etc.)

All employees of BNSF and UPRR will be governed by Powder River Division Special Instructions on Mine Properties.

Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Between Shawnee Jct. and Caballo Jct.

Union Pacific trains and engines will be governed by BNSF timetable and General Code of Operating Rules.

UP Bill Yard Instructions—Crews must report on AAR Radio Channel 66 to the UP operator before entering or leaving Bill Yard. Dual control switches in Bill Yard are controlled by the UP operator and Rule 6.28 applies, not to exceed 20 MPH.

North Antelope Rochelle Tracks—At Nacco, mile posts for North Antelope Rochelle Tracks begin at Main 1 Clearance Point at East Nacco. Example, MP 0.0 is at eastbound signal on the east leg of wye at East Nacco.

Helper Instructions—Helper engineers arrange to notify Train Dispatcher of the engine numbers in their consist before departing.

Roll-by Inspections—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

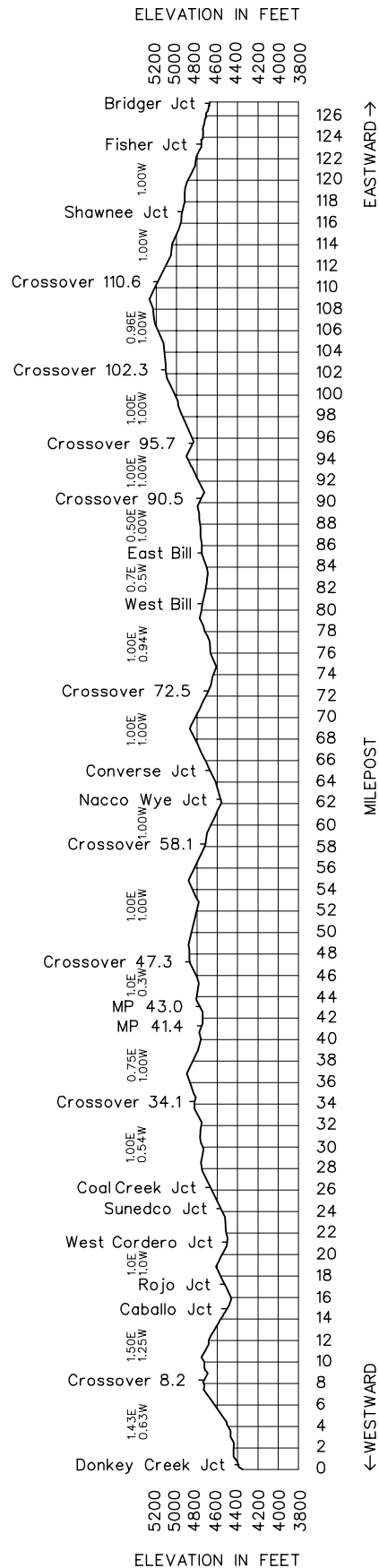
8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
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
186	Bridger Jct. to Donkey Creek	
189	Belle Ayr Spur	14.8 to 20.0
190	Cordero Spur	21.1 to 24.7
194	Caballo Spur	14.6 to 20.8
974	Antelope Spur	65.3 to 67.4

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
Back Track MP 120.4-1001	2.1 west of East Fisher - MT1	20	Both
Back Track MP 120.4-1002	2.1 west of East Fisher - MT 2	20	Both
Back Track MP 109.6-8310	1.0 west of Crossover 110.6 - MT1	11	Both
Back Track MP 109.6-8309	1.0 west of Crossover 110.6 - MT 2	21	Both
Back Track MP 102.4	MT 3	15	Both
Back Track MP 102.4	MT 1	30	Both
Back Track MP 96.6	MT 3	15	Both
Back Track MP 96.6	MT 1	15	Both
Back Track MP 90.7-8277	0.2 west of Crossover 90.5 - MT 1	30	Both
Trinity Rail Serv.-8288/8287	1.0 east of East Bill - MT2	124	Both
Back Track MP 83.6	1.9 west of West East Bill - MT 3	20	Both
Back Track MP 82.7	1.9 east of West Bill - MT 3	20	West
Back Track MP 77.0	3.2 west of West Bill MT 1	50	Both
Back Track MP 77.0-8277	3.2 west of West Bill - MT 3	50	Both
Back Track MP 70.1-8070	2.4 west of Crossover 72.5 - MT 1	15	Both
Back Track MP 69.4--8069	3.1 west of Crossover 72.5 - MT 3	8	East
Antelope Mine-8002	Converse Jct MT3	Loop	East
Back Track MP 62.9-MT 1-7563 - MT 3-7564	0.4 east of East Nacco - MT1 and MT3	20	Both
33158 Helper Track-7562	East and East Nacco MP 62.5 to West and West Nacco MP 62.0	14	Both
Rochelle-7502	4.7 from Nacco Jct		Loop
North Antelope-7504	4.7 from Nacco Jct		Loop
Back Track MP 58.4-7558	0.3 east of Crossover 58.1 - MT1	15	East
Back Track MP 51.6--6551	0.8 west of Crossover 52.5 - MT2	20	Both
Reno Back Track-6542	0.2 east of Crossover 42.1 - MT1	36	Both
Western Gas Processors (Ind Park)-6001/6002	0.4 east of MP 34.0 - MT 1	30	Both
Back Track MP 31.8-6032	2.3 west of crossover 34.1 - MT 1	20	Both
Back Track MP 31.8-6031	2.3 west of crossover 34.1 - MT 2	20	Both
33029 Coal Creek-5501	2.1 east of Coal Creek Jct		Loop
West Coal Creek-5526	0.1 west of Crossover West Coal Creek - MT1	20	West
33024 Cordero-5001	2.7 west of West Cordero Jct		Loop
Caballo Rojo-4501/4502	0.7 from Rojo Jct		Loop
Nelson Bros.Stub Trk.-4701	O.S. at Rojo Jct - east leg of Wye	15	East
33018 Belle Ayr-4006	1.8 west of East Belle Ayr Jct		Loop
Back Track MP 16-4016	1.0 west of Crossover West Rojo - MT1	25	Both
Back Track MP 16-4015	0.2 west of East Belle Ayr Jct - MT2	16	Both
33114 Caballo-3501	0.5 west of Caballo Jct		Loop
Stub Track MP 8.2-3508	At Crossover 8.2-MT 2	2	West

10. Grade Chart



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos. UPRR	Station Nos. BNSF	Mile Post	Pikes Peak Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
	8,100 Main 2			0.0	20TH STREET	JX			1.5	
				1.5	WALNUT STREET	JX	2MT CTC		0.7	
	8,100 Main 2			2.2	SOUTH PARK JCT.	J			2.3	
		WD635	41134	4.5	SOUTH DENVER	X(2)			3.5	
				8.0	ENGLEWOOD	X(2)	3MT CTC		4.2	
		WD629	57860	12.2	LITTLETON	X(2)			7.1	
			57800	18.8(2) 19.3(1)	BIG LIFT	BPX			5.2	
	5,000 Main 2	WD614	57790	24.5	SEDALIA	X	DT ABS TWC ABS		2.9	
	8,200 Main 1		57785	27.4	ORSA (Main 1)				5.1	
		WD606	57780	32.5	CASTLE ROCK				16.3	
			57760	48.8	SPRUCE (Main 1)				3.2	
		WD587	57755	52.0	PALMER LAKE				5.2	
	6,900	WD582	57750	57.2	MONUMENT				8.1	
	7,200	WD575	57740	65.3	ACADEMY				7.0	
				72.3	N. COLORADO SPRINGS				2.1	
				74.4	BIJOU	X(2)	CTC		0.5	
	20,600	WD565	57770	74.9	COLORADO SPRINGS	C		477	0.5	
				75.4	CIMARRON	X			1.0	
				76.4	S. COLORADO SPRINGS				2.7	
	5,400	WD561	57660	78.8	KELKER				5.6	
		WD556	57654	84.4	CREWS		DT TWC ABS		3.5	
		WD552	57650	87.9	FOUNTAIN				6.1	
				94.0	NORTH NIXON (Main 2)	J	2MT CTC		0.4	
				94.4	SOUTH NIXON (Main 2)	J			0.9	
			57640	95.3	BUTTES	X(2)	DT TWC ABS		2.8	
		WD542	57635	98.1	WIGWAM (Main 2)				9.8	
				107.9	N. BRAGDON (Main 2)				0.7	
		WD524	57619	108.6	BRAGDON (Main 1)	X(2)			0.2	
		WD510		108.8	TAPP (Main 2)				1.1	
				109.9	SOUTH BRAGDON (Main 1)				6.7	
				116.6	N. PUEBLO (Main 1)		2MT CTC		1.8	
				118.4	CANON CITY JCT. (Main 1)	J			0.4	
		MX905	57200	118.8	SOUTH PUEBLO (Main 1)	BCT			0.2	
				118.2/ 120.4	PUEBLO JCT.	M			119.3*	

*119.3 miles is measured on Main 1.

Radio Channel 66 in service Main 1 and 2 South Denver to 20th St.

Radio Channel 36 in service South Denver to Pueblo Jct.

Radio Channel 76 in service Industry Jobs unless instructed by yardmaster.

Radio Channel 39 in service for industry jobs/inbound/outbound crews and yardmasters 31st Street, 38th Street and Rennix.

Industry jobs/inbound/outbound crews are to use Channel 39 when their train is on other than main track or Coal 1 and Coal 2.

Channel 66 between South Denver and 20th Street is used on Main Track, and also on Coal 1 and Coal 2. Channel 76 is to be used when industry jobs leave the Main Track to perform industrial switching.

Channel 39 is to be used by industry jobs/inbound/outbound crews when working with utility men.

Channel 39 is to be used by inside/outside hostlers when communicating with yardmasters.

RADIO COMMUNICATION	Tone Call-In					
	CH	DS	SC	MC	FS	EMER
BNSF between Pueblo Jct. and S. Denver	36	1	3	4	5&7	9
BNSF between S. Denver and 20th St.	66	N/A	N/A	N/A	N/A	N/A
UP Littleton and Pueblo Jct. UP-dispatched trackage	54	N/A	N/A	N/A	N/A	N/A

Train Dispatcher Telephone Numbers

BNSF Train Dispatcher 16—(817) 234-2316, Fax (817) 234-2410

BNSF Brush Line Train Dispatcher—(817) 234-6052,

Fax (817) 234-2316

UPRR Train Dispatcher—(800) 726-1178

Note: Radio Channel 36 will be the primary channel between South Denver and Pueblo Jct. The UPRR dispatcher will request that employees working on UPRR-dispatched trackage to change to Channel 54 to receive information. Employees working on UPRR dispatched trackage must change to Channel 54 when necessary to report operational condition.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
20th Street to Walnut, Main 1 and 2	20 MPH.
Walnut to South Denver, Main 1 and 2	30 MPH.
South Denver to Cimarron, Main Tracks	45 MPH.
Cimarron to Bragdon, Main 1	55 MPH.*
Cimarron to Tapp, Main 2	50 MPH.*
Bragdon to Canon City Jct., Main 1	55 MPH.*
Canon City Jct. to South Pueblo, Main 1	20 MPH.
Pueblo Yard to South Pueblo, Main 1 (all dual control switches)	10 MPH.
Tapp to MP 115.0, Main 2	50 MPH.*
MP 115.0 to MP 118.2, Main 2	45 MPH.
North Pueblo Highline, arriving and departing	10 MPH.
MP 118.3 to MP 118.6—Main 1, all dual control switches	20 MPH.
Main 1, Against the current of traffic Littleton to Palmer Lake ...	45 MPH.
Main 2, Against the current of traffic Palmer Lake to Littleton ...	45 MPH.

* The maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

On descending grade between Palmer Lake and MP 61.4, the following table must be used to determine the maximum speed taking into account freight trains TOB and tons per axle of operative dynamic brake:

Tons Per Operative Brake	Tons Per Axle Operative Dynamic Brake		
	250 or Less	250+ to 350	350+ to 800
Below 80	No Restriction	30 MPH	25 MPH
80 to 110	25 MPH	20 MPH	20 MPH
110 to 145	20 MPH	20 MPH	20 MPH

A train that exceeds the above table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and an 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be stopped and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by a road foreman of engines or other proper authority.

On descending grade between Palmer Lake and MP 41.0 on the northward track, the following table must be used to determine the maximum speed, taking into account freight train's tons per operative brake (TPOB) and tons per axle of operative dynamic brake.

Tons Per Operative Brake	Tons Per Axle Operative Dynamic Brake	
	250 or Less	More than 250
115 or below	No Restriction	40 MPH
Above 115	40 MPH	25 MPH

1(B). Speed—Permanent Restrictions

Main 1 (20th Street to Pueblo Jct.)

MP 21.7 to MP 24.8	35 MPH.
MP 24.8 to MP 30.3	40 MPH.
MP 30.3 to MP 32.6	30 MPH.
MP 32.6 to MP 32.8	40 MPH.
MP 39.5 to MP 44.4	40 MPH.
MP 45.2 to MP 48.8	35 MPH.
MP 48.8 to MP 52.0	25 MPH.
MP 89.2 to MP 89.5	50 MPH.
MP 90.4 to MP 92.9	45 MPH.

Single Track (Palmer Lake to Crews)

MP 52.0 to MP 60.3	25 MPH.
MP 60.3 to MP 68.3	30 MPH.
MP 74.6 to MP 76.6	30 MPH.
MP 76.6 to MP 80.6	40 MPH.

Main 2 (Pueblo Jct. to 20th Street)

MP 95.0 to MP 94.9	50 MPH.
MP 88.3 to MP 88.1	35 MPH.
MP 86.3 to MP 85.1	45 MPH.
MP 45.4 to MP 45.2	40 MPH.
MP 44.7 to MP 43.3	35 MPH.
MP 32.4 to MP 31.8	40 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

Walnut St. Crossover	10 MPH.
South Denver—turnout	30 MPH.
Trains 100 TOB and over	25 MPH.
Littleton—turnout	40 MPH.
Trains 100 TOB and over	25 MPH.
Englewood—turnout	40 MPH.
Trains 100 TOB and over	25 MPH.
Palmer Lake—turnout to Main 2	25 MPH.
Monument—both ends of siding and on siding	25 MPH.
Academy and Kelker—both ends of siding and on siding	30 MPH.
North and South Colorado Springs—turnout to siding	30 MPH.
Bijou—north crossovers	30 MPH.
Bijou—to siding southbound and south crossover	20 MPH.
Between Bijou and Cimarron on the siding	20 MPH.
Cimarron—crossovers	20 MPH.
Crews—turnout to Main 1	40 MPH.
North Nixon (Main 2)	15 MPH.
South Nixon (Main 2)	15 MPH.
Bragdon—north crossover	40 MPH.
Bragdon—south crossover	30 MPH.
Bragdon—both ends storage track	10 MPH.

On sidings:

Lodo, Hogans Alley, Sedalia, Orsa, Bragdon	10 MPH.
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1(D). Speed—Other

While head end of train is passing over street crossings listed below, indicated speed must not be exceeded.

Castle Rock—all streets—MP 32.4 to MP 32.6 (Main 2)	40 MPH.
Colorado Springs and Kelker—all UPRR yard tracks	10 MPH.
Fountain—MP 89.6 to MP 84.7, Main 2	35 MPH.
Kelker Yard BNSF side only	5 MPH.
BNSF Colorado Springs Clic 901 through 922	5 MPH.
BNSF Old Main Track Clic 999	5 MPH.
Pueblo Jct.—all tracks	10 MPH.

BNSF trains handling continuous welded or jointed rail are restricted to 25 MPH on curves at the following locations:

MP 43.4 to MP 43.5 (Main 2)
MP 43.7 to MP 43.9 (Main 2)
MP 44.1 to MP 44.2 (Main 2)
MP 76.0 to MP 76.2 (Main 1)
MP 32.5 to MP 36.5 (Main 1)

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

20th Street to Pueblo Yard	143 tons, Restriction A
Kountry Line	134 tons, Restriction G

Switching in Kelker Yard BNSF side only—Four-axle locomotives permitted.

North end Kelker Yard setouts and pickups BNSF side only—Six-axle locomotives permitted.

Colorado Springs BNSF Yard Track—Four-axle locomotives permitted.

3. Type of Operation**UPRR operating jurisdiction between:**

Littleton and Palmer Lake—Main 1
Crews and Bragdon—Main 1
Bragdon and Pueblo Jct.—Main 2

Referred to as the Colorado Springs Subdivision. BNSF .. Timetable, Special Instructions and Operating Rules apply on UPRR dispatched track. UPRR track warrant forms are to be used on UPRR dispatched track.

Single track (CTC) between Palmer Lake and Crews is under BNSF jurisdiction.

Helper engines entering the main track and moving less than 1 mile, with the current of traffic, to couple onto and help southward trains must obtain verbal authority from the UPRR dispatcher before occupying Main 1. After uncoupling from the rear of southward trains, BNSF helper engines are authorized to occupy the main track and move with the current of traffic between MP 50.5* and MP 52.0*, begin CTC Palmer Lake.

Main 1**CTC—in effect:**

20th Street, MP 0.0 to South Denver, MP 4.5—Main 1 and 2.
 South Denver, MP 4.5 to Littleton, MP 12.2—Main 1, 2, & 3.
 Brush Line dispatcher controlled, 20th Street MP 0.0 to South Denver MP 4.5.
 Denver South dispatcher controlled, South Denver MP 4.5 to Littleton MP 12.2.
 Palmer Lake, MP 52.0 to Crews, MP 84.4.
 Bragdon, MP 108.4 to Pueblo Jct., MP 120.6 (Main 1).
 All southbound trains departing Denver must contact the UPRR dispatcher when approaching South Denver with their location. Also contact UPRR dispatcher with departure time at Littleton.

TWC—in effect:

Littleton, MP 12.2 to Palmer Lake, MP 52.0
 Crews, MP 84.4 to Bragdon, MP 108.4

Double Track—in effect:

Between Littleton MP 12.2 and Palmer Lake MP 52.0
 Between Crews MP 84.4 and North Bragdon MP 107.9

Multiple Main Tracks—20th Street to South Denver and Littleton to Palmer Lake, and Crews to Pueblo Jct., when facing a southward timetable direction at 20th Street, Main 1 will be on your right and Main 2 will be on your left.

South Denver to Littleton when facing a southward timetable direction at South Denver, Main 1 will be on your right, Main 2 will be in the middle track and Main 3 will be on your left.

Main 2

Main 2 is under BNSF operating jurisdiction between:

North Bragdon and Crews
Palmer Lake and South Denver

Main 2 is under UPRR operating jurisdiction between:

Pueblo Jct. and Bragdon (UPRR Bypass)

North Nixon, MP 93.9 to South Nixon, MP 94.4

Double Track—in effect:

Between Littleton MP 12.2 and Palmer lake MP 52.0

Between Crews MP 84.4 and North Nixon MP 93.9

Between South Nixon MP 94.4 and North Bragdon MP 107.9

TWC—in effect:

Between Crews MP 84.4 and North Nixon MP 93.9

Between South Nixon MP 94.4 and North Bragdon MP 107.9

Multiple Main Tracks—20th Street to South Denver and Littleton to Palmer Lake, and Crews to Pueblo Jct., when facing a southward timetable direction at 20th Street, Main 1 will be on your right and Main 2 will be on your left.

South Denver to Littleton when facing a southward timetable direction at South Denver, Main 1 will be on your right, Main 2 will be in the middle track and Main 3 will be on your left.

Train and engine movements between South Denver and 20th Street will be governed by CTC rules controlled by the Brush Line dispatcher.

Main 3

Multiple Main Tracks—20th Street to South Denver and Littleton to Palmer Lake, and Crews to Pueblo Jct., when facing a southward timetable direction at 20th Street, Main 1 will be on your right and Main 2 will be on your left.

South Denver to Littleton when facing a southward timetable direction at South Denver, Main 1 will be on your right, Main 2 will be in the middle track and Main 3 will be on your left.

4. General Code of Operating Rules/Air Brake Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

BNSF Air Brake Rule 104.14.1—When adding helper locomotives, conductor on helpers must inspect not less than three cars ahead of helpers to determine brakes apply from a service application before releasing brakes and proceeding.

Palmer Lake—When northward movement to Main 1 at Palmer Lake is required, after obtaining authority from the UP and BNSF dispatchers, BNSF train dispatcher must line the movement and before a signal other than Stop can be obtained, a crew member must operate the key switch mounted on the Palmer Lake bungalow with a UP switch key.

Crews—Signal has been provided to move against current of traffic on northward track. Clearing of signal requires operation of key controller mounted on side of signal house, after dispatcher has positioned signal. Aspect will be restricting.

Train, yard, and other locomotive movements to or from east end Pueblo Union Depot and to or from "C" Street Industrial Area, MP 118.9, must obtain permission from BNSF train dispatcher before lining switch or fouling BNSF main track between east end Pueblo Union Depot. When movement is completed and in clear of BNSF main track, employees must report in clear to BNSF train dispatcher.

On UP trackage, resume speed signs are not used. The speed sign governing the SAME restricted territory from the opposite direction indicates a point 2,500 feet beyond the restricted territory and serves as a guide to enginemen in resuming normal speed.

South Denver—For purposes of Track and time, a sign which reads "Track and Time Point One" is located at the clearance point of Main 2. Track and Time will be issued as follows:

Track and Time between Northbound Controlled Signal South Denver, Switch Yes and Track and Time Point One South Denver.

Littleton—For purposes of Track and time, a sign which reads "Track and Time Point One" is located at the clearance point of Main 2. Track and Time will be issued as follows:

Track and Time between Southbound Controlled Signal Littleton, Switch Yes and Track and Time Point One Littleton.

BNSF Air Brake Rule 101.13—Upon departing Denver, southward trains must make a running air brake test before arriving Big Lift to determine holding force of train brakes. If brakes do not operate properly, stop the train, correct the problem and perform another running air brake test.

Rule 6.19—When flagging is required, distance will be 2 miles.

The following General Code of Operating Rules items apply on Main 1, UPRR dispatched, between Littleton and Palmer Lake, between Crews and Bragdon, and between Pueblo Jct. and Bragdon on Main 2.

Rule 14.4—Occupying Same Track Warrant Limits, delete the second paragraph of Part 1. Add to Parts 2 and 3:

If trains are listed on Track Warrant Line 18, the crew of another train or men and equipment entering the limits must not enter the limits:

- Until contacting all trains listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, or
- Unless a flagman walks one mile ahead.

Rule 14.5—Protecting Men or Equipment, add to Part 2:

Line 18, The crew of the train or other men or equipment entering the limits must not enter the limits:

- Until contacting all foremen listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, or
- Unless a flagman walks one mile ahead.

Rule 14.9—Copying Track Warrants, change first sentence to read:

The conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it.

Change Part A to read:

A. Transmitting Track Warrants

1. The train dispatcher will transmit the track warrant, immediately followed by a summary of the total number of boxes and individual box numbers included by stating, "This track warrant has (total number) boxes marked (individual box numbers)."
2. An employee will enter all of the information transmitted by the train dispatcher, except the summary. As the summary is transmitted, the employee will check the total number of boxes and individual box numbers copied to ensure all items are included.
3. The employee will repeat the information to the train dispatcher, immediately followed by a summary of the total number of boxes and individual box numbers included by stating, "This track warrant has (total number) boxes marked (individual box numbers)".
4. The train dispatcher will check the repeat and, if all information including the summary is correct, will say OK and give the time and his/her initials.

5. The employee will enter the OK time and the train dispatcher initials on the track warrant and repeat them to the train dispatcher.

Rule 15.1—Track Bulletins, when applying the second paragraph of this rule to track warrants that list track bulletins only, be governed as follows:

Employees who receive a track warrant listing track bulletins (or “none” on Line 16) must contact the train dispatcher if:

- Incorrect/incomplete limits are listed on the “From” or “To” locations of the address.
- or
- The “OK” time is more than 4 hours old.

Rule 15.15—To ensure accuracy of UPRR mechanically transmitted track bulletins, all numbers written in the body of track bulletins are reprinted on the line directly below. The reprinted numbers are bracketed. Crews should make sure all numbers reprinted identically. Also, make sure all lines of the track bulletin printed. Do this by verifying:

- The sequential order of line numbers printed on the extreme left of the bulletin,
- Each numbered line contains information (however, lines containing bracketed numbers mentioned above do not have line numbers), and
- The numbered line with the train dispatcher's initials directly follows the last numbered line of information.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations

UP MP 12.3—DED/Exception reporting only (Main 1)
UP MP 14.3—DED/Exception reporting only (Main 1)
UP MP 15.9—DED/Exception reporting only (Main 1)
UP MP 17.5—DED/Exception reporting only (Main 1)
UP MP 19.3—DED/Exception reporting only (Main 1)
UP MP 21.1—DED/Exception reporting only (Main 1)
UP MP 21.3—Hot Box/DED (Main 1)
MP 21.9—Recall Code 0 (Main 2)
UP MP 22.9—DED/Exception reporting only (Main 1)
UP MP 24.5—DED/Exception reporting only (Main 1)
UP MP 26.8—DED/Exception reporting only (Main 2)
UP MP 29.4—DED/Exception reporting only (Main 2)
UP MP 31.6—DED/Exception reporting only (Main 2)
UP MP 33.0—DED/Exception reporting only (Main 2)
UP MP 35.0—Hot Box/DED (Main 2)
UP MP 37.6—DED/Exception reporting only (Main 2)
UP MP 40.2—DED/Exception reporting only (Main 2)
UP MP 42.4—DED/Exception reporting only (Main 2)
UP MP 44.6—DED/Exception reporting only (Main 2)
MP 46.35—Recall Code 8 (Main 1)
UP MP 46.8—DED/Exception reporting only (Main 2)
UP MP 48.5—Hot Box/DED (Main 2)
UP MP 50.5—DED/Exception reporting only (Main 1)
UP MP 54.2—DED/Exception reporting only
UP MP 60.4—Hot Box/DED
UP MP 62.3—DED/Exception reporting only
UP MP 68.8—DED/Exception reporting only
UP MP 70.3—DED/Exception reporting only
MP 81.1—Recall Code 8
UP MP 86.1—DED/Exception reporting only (Main 2)
UP MP 87.6—DED/Exception reporting only (Main 2)
UP MP 89.2—DED/Exception reporting only (Main 2)
UP MP 91.4—DED/Exception reporting only (Main 2)
UP MP 93.2—DED/Exception reporting only (Main 2)
UP MP 95.6—DED/Exception reporting only (Main 2)
UP MP 98.2—DED/Exception reporting only (Main 2)
UP MP 100.2—Hot Box/DED (Main 2)
UP MP 102.4—Hot Box/DED (Main 2)

MP 103.4—Recall Code 8 (Main 1)
UP MP 104.8—DED/Exception reporting only (Main 2)
UP MP 106.6—DED/Exception reporting only (Main 2)
UP MP 111.5—DED/Exception reporting only
UP MP 115.6—DED/Exception reporting only
UP MP 117.0—DED/Exception reporting only

When UP hot box detectors transmit “Excessive Alarm,” message considered as integrity failure.

Instructions for UP readout (Talker) Hot Box and Dragging Equipment detectors are as follows:

Trackside Warning Devices

Hot box, hot wheel and dragging equipment detector alarms will be transmitted simultaneously on UP and BNSF radio channels per the following:

Post-train talker message

1. The talker message will be transmitted a few seconds after the last axle has passed the detector.
2. For trains with no alarms, the following message will be transmitted:
 - UP detector (Mile Post Location), Northbound or Southbound, no alarms.
 This message will be repeated once after a 2-second pause, followed by:
 - Message complete.
 - End of transmission.
3. For trains with one or more alarms, the following message will be transmitted:
 - UP detector (Mile Post Location), Northbound or Southbound, (Number) alarms, count from head end of train.
 - First alarm, hot bearing, (east or west) rail, axle (Number)
 - Second alarm, hot bearing, (east or west) rail, axle (Number)
 - Third alarm, hot wheel, near axle (Number)
 - Fourth alarm, hot wheel, near axle (Number)
 - Fifth alarm, dragging equipment, near axle (Number)
 If more than 10 alarms are detected, the following message will be transmitted:
 - Over 10 alarms inspect the rest of the train.

This message will be repeated once after a two-second pause, followed by:

- Message Complete.
- End of transmission.

If no radio transmission is received after rear of train exits detector location, this fact must be immediately reported to the UP train dispatcher.

Instructions for UP Dragging Equipment Detectors

Dragging equipment detectors equipped with radio transmitted verbal defect indicators talk on defect only. The detector announces only when it detects a defect. If a defect is detected, an alarm tone or message is transmitted. Stop the train at once and inspect for dragging equipment. If no axle count is given, inspect the entire train.

High Water Detectors

Main 1

1991 High water detector, MP 99.9

Main 2

330 High water detector, MP 32.8
424 High water detector, MP 42.4
446 High water detector, MP 43.4
892 High water detector, MP 88.5
2861 High water detector, MP 84.7

Single Track

"A" North (Kelker) High water detector, MP 77.9

6. FRA Excepted Track

<u>Colorado Springs</u>	<u>Castle Rock</u>
0903 0913	5102
0904 0914	5105
0905 0921	
0909 0922	<u>Orsa</u>
0910 0999	5502
0912	
<u>Pikeview</u>	<u>Bragdon</u>
1308	7402
1399	
<u>Academy</u>	<u>Crews</u>
1901 through 1904	9902
<u>Drennan</u>	<u>Kelker</u>
0812 through 0816	0801 through 0804
0818 through 0820	
0830 through 0835	
<u>South Park Junction</u>	<u>Fountain</u>
Park Lead	9601
Park Yard	
Atlas Metal	
<u>Pueblo Yard</u>	
0214 through 0217	
0351	
0333 through 0360	
0390, 0418	
0421 through 0425	
0463 through 0470	
0476, 0478, 0479, 0498	

No switching moves in Park Yard can be made between MP 1.5 (Colfax Ave.) to MP 1.9 (13th Ave.) while there is a train going by on the Main 2.

7. Special Conditions

BNSF trains operating southward from Palmer Lake to North Colorado Springs and northward Palmer Lake to MP 13.2							
Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
4,000 or less	4	4	4	6	6	6	8
4,001 to 5,000	6	6	6	6	6	8	10
5,001 to 6,000	6	8	8	8	8	10	12
6,001 to 7,000	8	8	8	8	10	12	14
7,001 to 8,000	8	8	8	8	10	12	14
8,001 to 9,000	8	8	8	10	12	14	16
9,001 to 10,000	8	8	10	12	14	16	18
10,001 to 12,000	8	10	12	14	16	18	20
12,001 to 14,000	10	12	14	16	18	20	22
14,001 & higher	12	14	16	18	20	22	24

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table, round calculations up to the next whole number when determining TOB. For example, 105.1 TOB becomes 106 TOB. For purposes of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage.

Note: Helper locomotives will assist trains not meeting this requirement southward between Denver and North Colorado

Springs, and northward between North Colorado Springs and MP 13.2.

Total brake pipe reduction to control train speed should not exceed 18 psi for trains averaging under 135 TOB and 14 psi for trains averaging 135 TOB or greater. If total brake pipe reduction is exceeded as outlined, train must be stopped immediately.

Kountry Line

Florida Avenue—MP 4.83—Engineer signal will display a green aspect for rail movement. The engineer signal protecting Florida Ave. is bonded 550 Ft. from the crossing on the Kountry Main Line. A red engineer signal or dark engineer signal at Florida Ave. will require movement to be protected by a member of the crew per GCOR Rule 6.32.2 and must be reported to 31st Street yardmaster.

3rd Avenue—MP 2.8—Engineer signal will display a green aspect for rail movement. The engineer signal protecting Third Ave. is bonded 100 Ft. from the crossing on Kountry Main Line, and 50 Ft. from the crossing on the Run Around and Belt tracks. A red engineer signal or dark engineer signal at Third Ave. will require movement to be protected by a member of the crew per GCOR Rule 6.32.2 and must be reported to 31st Street yardmaster.

Pueblo—Normal position of spring switch at north end of Hump 3 (0728) to Hump 2 (0727) is lined for Hump 3. Switch is protected by switch point indicator elevated on pole at Hump 3 switch.

Switch locks have been installed on switches at north end of Hump and 18th Street crossover. Switches must be locked when not in use. Normal position of the 18th Street crossover is lined and locked for Highline and Hump 1 and must be returned to this position after use.

When ETDs are removed from trains or cuts of cars, they will be placed in the storage facility located in the Pueblo Yard Office. They will not be stored on front of switch engines or left laying on the ground. It will be permissible to have an ETD on the locomotive when building a train or adding a cut of cars to a train. The ETD will be placed on the train when work is completed. Do not place ETDs on walkways of locomotives.

Two-Way ETD Between Denver and Pueblo—BNSF Trains Only**1. Operation of End-of-Train Device**

Southward freight trains departing Palmer Lake must be equipped with a functioning HTD/ETD, on the lead locomotive in the consist and must test the two-way ETD by initiating an emergency application of the air brakes from the rear of the train using the two-way telemetry feature as follows:

After removing helper locomotive from the train:

- Couple the brake pipe on the rear car to the ETD and note brake pipe pressure on the ETD increases.
- Close the angle cock between ETD and rear car.
- Initiate an ETD rear car emergency from the lead locomotive.
- Note the brake pipe pressure on the ETD reduces to 0 psi.
- Open the angle cock between ETD and rear car. Note that brake pipe pressure on the ETD is being restored between ETD and rear car.
- Record the date, time, and location the Generation Two ETD was applied and tested on the Signal Awareness Form.

2. Controlling Train Speed

While maintaining authorized speed, if brake pipe

reduction exceed 18 psi, train must be stopped immediately and secure the train before proceeding:

- Set one retainer in the high position for each 220 trailing tons.

Note: A minimum of 20 retainers must be set. If train consist is less than 20 cars, set all retainers in the HP position.

- Recharge the train brake system.
- Southward trains operating with retainers set must stop before passing Colorado Springs (UP MP 76.6) and return retainers to the exhaust position.
- Northward trains operating with retainers set must stop and return retainers to the exhaust position before passing MP 13.2.

Freight trains operating between Palmer Lake and Pueblo experiencing air brake problems must STOP immediately using an emergency brake application, if necessary, and secure the train. The train must not proceed until the air brake system is repaired.

Southward trains between Palmer Lake and North Colorado Springs and Northward trains between Palmer Lake and MP 13.2 that exceed the maximum authorized speed by 5 MPH must STOP by using an emergency application of the brakes.

3. Train Separation Instructions

If a train separation occurs between MP 51.5 and MP 65.3, comply with the following:

- Apply hand brakes to 75% of all cars not coupled to a locomotive consist.
- If locomotive brakes will not hold the train and it is necessary to recharge the air brake system, set required hand brakes to hold the train before attempting to release and recharge the air brake system.
- Make repairs or set out bad order equipment as necessary.

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F		Cold Weather When temp. is -10 degrees F or colder
Pikes Peak	30 MPH	Trains 100 TOB and over	30 MPH
	45 MPH	Freight trains up to 100 TOB	45 MPH
	45 MPH	Empty coal trains	45 MPH

UPRR Dispatched Temperature Speed Restriction

Level 1 Heat Restriction:

Passenger trains, lite engines
and freight trains averaging less
than 90 tons per car or platform No additional restrictions
(See note below)

Freight trains averaging 90 tons
or more per car or platform 50 MPH
(See note below)

Note: See Item 2-F, paragraph following the type of equipment
table UPRR System Special Instructions, to determine the
number of platforms on various series of intermodal
equipment.

Flash Flood Warnings—Refer to Item 33, System Special
Instructions. The following locations have been identified as
“critical areas” and are limited to restricted speed:

MP 113.9 to MP 78.8 Main 1
MP 2.2 to MP 12.2 Main 1

List of Long and Short Miles

Main 1 between MP 49.0 and 50.0—1,475 feet

8. Line Segments

Road Line Segments

Line Segment Limits

477 20th Street to Pueblo Jct.

Yard Line Segments

Line Segment Limits

7357 Pueblo Yard

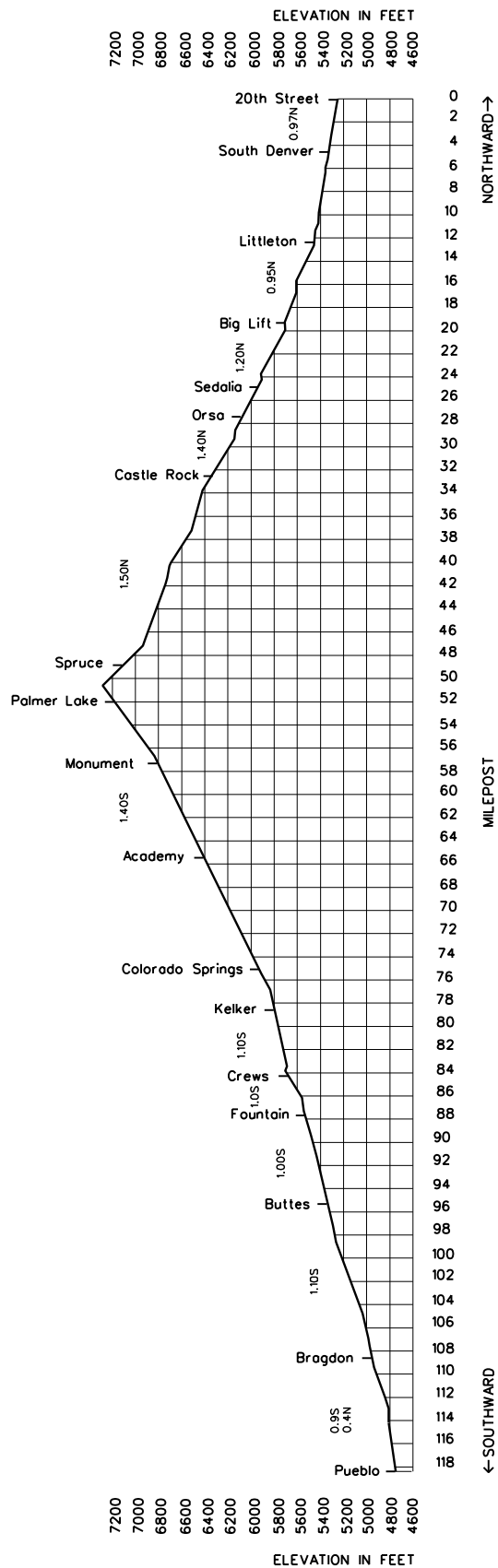
483 Kountry Line

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Feet	Switch Opens
Main 1			
Siegel Oil Spur	1.6	1,000	South
Duwald Steel	2.4	500	South
Kountry Line	2.4	7 miles	North
Denver Lumber	5.3	250	North
Englewood	7.5	3,100	South
Ft. Logan Spur	9.1	6,330	South
Blakeland Spur	15.3	3,000	South
Acequia	17.0	4,200	South
Dupont Spur	20.6	2,500	South
Palmer Lake Spur	51.8	500	South
Castle Rock	32.23	100	South
Tomah	37.5	1,650	South
Greenland	46.0	2,300	South
Spruce	48.8	3,000	South
Nixon Spur	91.2	15,100	North
Henkel	100.8	1,200	South
Bragdon	107.9	5,300	Both
Single Track			
Wood	56.2	1,250	South
Husted	62.0	720	North
Stadium (2)	63.3	3,200	South
Russina Spur	70.7	4,000	North
Manitou Branch	75.1	10,000	North
Drennan and Columbine Industrial Center (Joint UP & BNSF)	79.8	1,700	South
Main 2			
Pinon	104.7	700	North
Crews	84.7	2700	North
Palmer Lake	52.0	1,500	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Castle Rock Spur	32.5	350	North
Santa Fe Park	12.5	2,600	Both
Iowa Spur	5.5	750	North
Atlas Spur	1.5	750	North

*Joint UP and BNSF

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Pueblo Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	56700	554.9	LA JUNTA	BCPTY	TWC ABS	7304	4.9
	57120	559.8	SWINK				5.8
5,000	57140	565.6	ROCKY FORD				5.4
4,100	57145	571.0	VROMAN				3.5
5,400	57150	574.5	MANZANOLA				8.6
3,350	57155	583.1	FOWLER				8.5
		591.6	NA JCT.	J	CTC		7.0
	57160	598.6	BOONE				5.0
7,500	57165	603.6	AVONDALE	T			7.3
7,500	57180	610.9	BAXTER				6.9
		617.7	PUEBLO JCT.	M			62.9

Tone Call-In						
RADIO COMMUNICATION	CH	DS	SC	MC	CQS	EMER
La Junta to Pueblo Jct.	36	2	3	4	5&7	9

Train Dispatcher Telephone Numbers

DS 16—(817) 234-2316, Fax (817) 234-2410

1. Speed Regulations**1(A). Speed—Maximum****Freight**

La Junta to Pueblo Jct. 55 MPH.

The maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or
2. Train averages 90 TOB or more.

1(B). Speed—Permanent Restrictions

MP 555.7 to MP 556.1	40 MPH.
MP 565.0 to MP 566.1 (HER)	40 MPH.
MP 568.3 to MP 591.6	40 MPH.
MP 597.3 to MP 598.6	40 MPH.
MP 615.9 to MP 616.0	50 MPH.
MP 617.2 to MP 617.4	25 MPH.
MP 617.4 to MP 617.7	10 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

La Junta—west end of freight lead (Long Tail)	20 MPH.
NA Jct.—Junction switch	30 MPH.
Avondale and Baxter—Both ends siding	30 MPH.
Rockyford, Vroman, Manzanola, and Fowler through turnout and siding	10 MPH.

1(D). Speed—Other

Bridges 577.4 & 614.4, cars heavier than 143 tons 25 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

La Junta to Pueblo Jct. 143 tons, Restriction A

3. Type of Operation**TWC**—in effect:

Between La Junta and NA Jct.

CTC—in effect:

On main track between NA Jct. and Pueblo Jct., and on sidings Avondale and Baxter.

Yard Limits—in effect:

La Junta MP 553.9 to MP 557.8

Manual Interlockings Not Controlled by BNSF

<u>Location</u>	<u>Controlling Railroad</u>
Pueblo Jct., MP 617.7	UP

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 2.0 miles.**5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
MP 570.7—Recall Code 8
MP 595.1
- C. Other detectors
MP 557.5—High Water—Signals 5572 and 5561
MP 612.5—High Water
Controlled signal west end Baxter
Signal 6142

6. FRA Excepted Track**Baxter**

0223, 0224, 0226, 0227, 0229, 0231, 0232, 0233, 0235

Avondale

0678, 0679, and 0683

Fowler

2802

Manzanola

2002

Rocky Ford

1101, 1112 through 1115, and 1118

7. Special Conditions**Pueblo Jct.**—When rules require communication with control operator, both UP and BNSF dispatchers must be contacted.**Pueblo Jct.—NA Jct.**—BNSF and UP trains and engines will use joint trackage and will be governed by BNSF Timetable and System Special Instructions.**Doane Products**—When required to switch Doane Products, CLIC 231, do not couple to cars until a member of crew has spoken with shift supervisor. In addition, a blue flag will be placed on the leading car. Do not couple to cars until blue flag is removed by Doane personnel.

Westbound trains handling cars destined for Doane's at Devine will make effort to spot car to Track 231 after checking with shift foreman. Do not leave car on Target Spur, Track 233, unless shift foreman advises or is not on duty (weekend nights).

Rocky Ford—When switching Western Sugar, all crews will use a five-car handle to switch with unless train consist has a four-axle unit to use.

Western Sugar has installed gate 20 feet north of Chestnut Ave., Track 1112, entrance to the sugar company. Gate is equipped with BNSF switch lock and must be kept locked at all times. Gate has 2 feet of clearance on both sides of the rail. Close clearance with person on side of car.

Boeing Trains—Prior to departing on duty points, all Boeing trains must be inspected by the outbound conductor prior to departing the yard. The outbound conductor must walk both sides of the train, looking for any visible damage or signs of sideswiping. If any damage is noted, the dispatcher or ATM must be notified. The time and comments regarding the inspection must be noted on the delay report.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed: MP 583.0 to MP 591.6

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F		Cold Weather When temp. is -10 degrees or colder
	Freight		Freight
Pueblo	30	Trains 100 tons O/B and over	30
	45	Freight trains up to 100 tons O/B	45
	45	Empty coal trains	45

8. Line Segments

Yard Line Segments

Line Segment Limits

7353 La Junta Yard

Road Line Segments

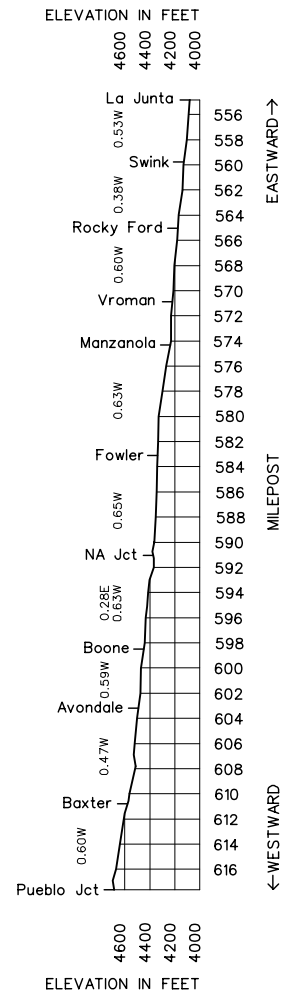
Line Segment Limits

7304 La Junta to Pueblo Jct.

9. Locations Not Shown as Stations

Name	Milepost Location	Capacity Feet
Target Stores	610.4	1, 390
Doane's Products	610.6	400
Pueblo Chemical Depot	610.7	Yard
Baxter Beet Track	612.6	850
Economy Building Spur	615.1	400

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Reno Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		2.5	BLACK THUNDER JCT (To Black Thunder 0.6) (To Jacobs Ranch 3.3)	X(2)	2MT CTC	191	1.8
	33142	0.7	RENO JCT				0.7
		0.0	ORIN SUB SWITCHES		CTC		2.5

Radio Channel 66 in service.

Radio Call-In
Reno - 65(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3

Train Dispatchers' Phone Numbers

(817) 234-6181 or (817) 234-6180

1. Speed Regulations**1(A). Speed—Maximum**

Black Thunder Jct. to Reno Jct. **Freight**
35 MPH.

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts**

Through turnout at Reno Subdivision switch 25 MPH.

1(D). Speed—Other

Black Thunder Jct. to Black Thunder Loop Track Switch 20 MPH.
Black Thunder Jct. to Jacobs Ranch Loop Track Switch 20 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Reno to Black Thunder Jct. 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

Black Thunder Jct. to Orin Sub Switches.

4. General Code of Operating Rules and Safety Rules Items

Rule 1.10—Crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

Rule 6.19—When flagging is required, distance will be 1.0 mile.

Safety Rule S-13.5—Getting On and Off Moving Equipment is modified as follows:

When the following conditions exist, it is permissible to get on and off moving equipment only when necessary to perform required duties.

- Employees are allowed to get on and off moving equipment only from the lead locomotive.
- Employees are allowed to get on and off moving equipment only during the coal loading process.
- Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

All Coal Mines—Trains must notify train dispatcher before leaving loop tracks.

All employees of BNSF Rwy and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Designation of Tracks

Track from Reno Jct. to switch at MP 43.0 on MT 1, Orin Subdivision, is designated as East Leg of Wye, Reno Jct.

Track from Black Thunder Jct. to switch at MP 43.6 on MT 1, Orin Subdivision, is designated as MT 2.

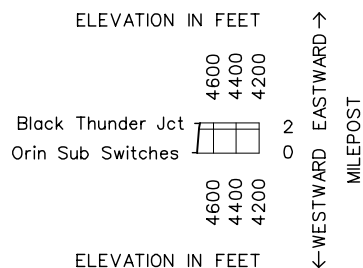
Track from Reno Jct. to switch at MP 42.1 on MT 1, Orin Subdivision, is designated as West Leg of Wye, Reno Jct.

8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
191	Black Thunder Jct.— Jacobs Ranch	2.9 to 9.2
193	Black Thunder Spur	2.9 to 7.3
191	Black Thunder Jct. to Orin Sub Switches	

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Feet	Switch Opens
33402 Black Thunder-6510	0.6 west of Black Thunder Jct.		Loop
33408 Jacobs Ranch-6501	3.3 west of Black Thunder Jct.		Loop

10. Grade Chart

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sand Hills Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		30126	127.7	RAVENNA	BTX			0.6	
		30128	128.3	WEST RAVENNA				9.5	
		30137	137.8	HAZARD				0.5	
			138.3	CROSSOVER 138.3	X(2)	2MT CTC		6.0	
		30143	144.3	LITCHFIELD				0.3	
			144.6	CROSSOVER 144.6	X			6.0	
			150.6	CROSSOVER 150.6	X(2)			4.4	
		30152	155.0	MASON		CTC		10.1	
		30166	165.1	BERWYN				4.7	
			169.8	CROSSOVER 169.8	X(2)	2MT CTC		6.5	
		30175	176.3	BROKEN BOW	B			10.2	
			186.5	CROSSOVER 186.5	X(2)			9.2	
		30194	195.7	ANSELMO		CTC		9.9	
		30206	205.5	LINSCOTT				4.5	
			210.0	CROSSOVER 210.0	X(2)	2MT CTC	4	4.4	
		30214	214.4	DUNNING		CTC		9.5	
		30224	223.9	HALSEY				6.0	
			229.9	CROSSOVER 229.9	X(2)			7.3	
			237.3	CROSSOVER 237.3	X(2)	2MT CTC		9.8	
			247.0	CROSSOVER 247.0	X(2)			7.2	
			254.2	CROSSOVER 254.2	X(2)			5.1	
		30259	259.3	SENECA		CTC		8.0	
		30267	267.3	MULLEN				6.6	
			273.9	CROSSOVER 273.9	X(2)			9.9	
			283.8	CROSSOVER 283.8	X(2)	2MT CTC		7.3	
			291.1	CROSSOVER 291.1	X(2)			9.0	
			300.1	CROSSOVER 300.1	X(2)			6.8	
		30305	306.9	HYANNIS		CTC		7.6	
		30314	314.5	ASHBY				5.7	
			320.2	CROSSOVER 320.2	X(2)	2MT CTC		4.6	
		30323	324.8	BINGHAM		CTC		9.1	
8,737	30333	333.9	ELLSWORTH					4.5	
			339.4	CROSSOVER 339.4	X(2)	2MT CTC		4.6	
		30341	344.0	LAKESIDE		CTC		5.2	
		30349	349.2	ANTIOCH				5.6	
			354.8	CROSSOVER 354.8	X			4.1	
		30358	358.9	BIRDSSELL	X	2MT CTC		2.7	
			361.8	CROSSOVER 361.8	X(2)			2.8	
			364.0	EAST ALLIANCE	X(2)			235.8	

All Alliance Terminal instructions will be found on the Butte Subdivision.

Radio Channel 66 in service.

Radio Channel 70 in service at Alliance Yard.

Radio Call-In		
Ravenna - 04(X)	Mason - 13(X)	Broken Bow - 12(X)
Dunning - 12(X)	Seneca - 15(X)	Whitman - 16(X)
Bingham - 17(X)	Lakeside - 18(X)	Alliance - 10(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Number—(817) 234-6182

MP 128.4 to MP 127.7 is part of and under the jurisdiction of the Nebraska Division.

1. Speed Regulations

1(A). Speed—Maximum

Freight
MP 128.4 to East Alliance 60 MPH.
Trains 100 TOB and over 50 MPH.

1(B). Speed—Permanent Restrictions

MP 175.75 to MP 176.40—(HER) 45 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts of begin and end two main tracks and
crossovers equipped with dual control switches 25 MPH.
Through turnouts of controlled sidings 20 MPH.
Through turnouts at the following locations
MP 165.1 (begin two main tracks)—Berwyn 40 MPH.
MP 195.7 (end two main tracks)—Anselmo 25 MPH

1(D). Speed—Other

Bridge 149.02 MT 1, cars heavier than 143 tons 25 MPH.
Outside Mechanical Dept. limits, except through switches
and turnouts, lite engines in Alliance Terminal 20 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not
exceed the following speeds:

Trains 100 TOB and over 30 MPH.
Trains up to 100 TOB 45 MPH.

Cold Weather Restrictions—When the temperature is minus 10 degrees
Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over 30 MPH.
Trains up to 100 TOB 45 MPH.

See Item 1 of the System Special Instructions for additional
speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Ravenna to East Alliance 143 tons, Restriction B

3. Type of Operation

CTC—In effect:

Ravenna to East Alliance

Two Main Tracks

MP 127.7—MP 155.0 MP 267.3—MP 306.9
MP 165.1—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 259.3 MP 349.2—MP 364.0

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

5. Trackside Warning Detectors (TWD)

- Protecting Bridges, Tunnels or Other Structures: None
- Other TWD locations

MP 133.2—DED/Exception Reporting Only
MP 138.3—DED/Exception Reporting Only
MP 141.4—Recall Code 048
MP 146.7—DED/Exception Reporting Only
MP 150.6—DED/Exception Reporting Only
MP 156.5—Recall Code 138
MP 161.7—DED/Exception Reporting Only
MP 168.1—DED/Exception Reporting Only
MP 173.3—DED/Exception Reporting Only
MP 178.4—DED/Exception Reporting Only
MP 180.9—Recall Code 128
MP 184.9—DED/Exception Reporting Only
MP 190.1—DED/Exception Reporting Only

MP 195.7—DED/Exception Reporting Only
 MP 200.5—Recall Code 147
 MP 205.5—DED/Exception Reporting Only
 MP 210.0—DED/Exception Reporting Only
 MP 216.3—DED/Exception Reporting Only
 MP 221.1—Recall Code 148
 MP 225.9—DED/Exception Reporting Only
 MP 229.9—DED/Exception Reporting Only
 MP 235.3—DED/Exception Reporting Only
 MP 241.1—DED/Exception Reporting Only
 MP 248.9—Recall Code 157
 MP 252.4—DED/Exception Reporting Only
 MP 256.5—DED/Exception Reporting Only
 MP 261.2—DED/Exception Reporting Only
 MP 264.9—Recall Code 158
 MP 269.5—DED/Exception Reporting Only
 MP 275.5—DED/Exception Reporting Only
 MP 280.5—DED/Exception Reporting Only
 MP 286.3—Recall Code 167
 MP 292.8—DED/Exception Reporting Only
 MP 295.1—DED/Exception Reporting Only
 MP 300.1—DED/Exception Reporting Only
 MP 304.5—DED/Exception Reporting Only
 MP 309.0—Recall Code 168
 MP 314.5—DED/Exception Reporting Only
 MP 320.1—DED/Exception Reporting Only
 MP 324.8—DED/Exception Reporting Only
 MP 330.4—DED/Exception Reporting Only
 MP 333.9—DED/Exception Reporting Only
 MP 338.1—Recall Code 188
 MP 344.0—DED/Exception Reporting Only
 MP 349.2—DED/Exception Reporting Only
 MP 354.7—DED/Exception Reporting Only
 MP 358.9—DED/Exception Reporting Only
 MP 362.8—DED/Exception Reporting Only

6. FRA Excepted Track—None

7. Special Conditions

Moveable Point Frog—(Refer to System Special Instructions Item 12)

MP 259.3—(End Two Main Tracks)—Seneca
 MP 344.0—(End Two Main Tracks)—Lakeside
 MP 349.2—(Begin Two Main Tracks)—Antioch

Dunning MP 214.4—Power Switch Machines

There are TWO dual control switch machines used to throw the points to line to either Main 1 or 2.

Instructions for lining switch point (two machines):

Operate one switch to mid position and then go to the second switch and operate to mid position. Return to first machine and complete throw and then to the second machine and complete throw.

Seneca MP 259.3—Power Switch Machines

There are THREE dual control switch machines used to throw the points and frog to line to either Main 1 or 2.

- When dual control switches equipped with three machines are operated by hand, all three machines must be placed in the hand position.
- Instructions for lining switch point (two machines):
 Operate one switch to mid position and then go to the second switch and operate to mid position.
 Return to first machine and complete throw and then to the second machine and complete throw.
- Moveable Point Frog must also be lined for desired route.
 Rule 9.13.1 applies at all locations where turnouts are equipped with three switch machines.

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

Test Miles

MP 129—MP 130
 MP 139—MP 140
 MP 199—MP 200
 MP 247—MP 248
 MP 272—MP 273
 MP 356—MP 357
 MP 363—MP 364

8. Line Segments

Road Line Segment

Line Segment Limits

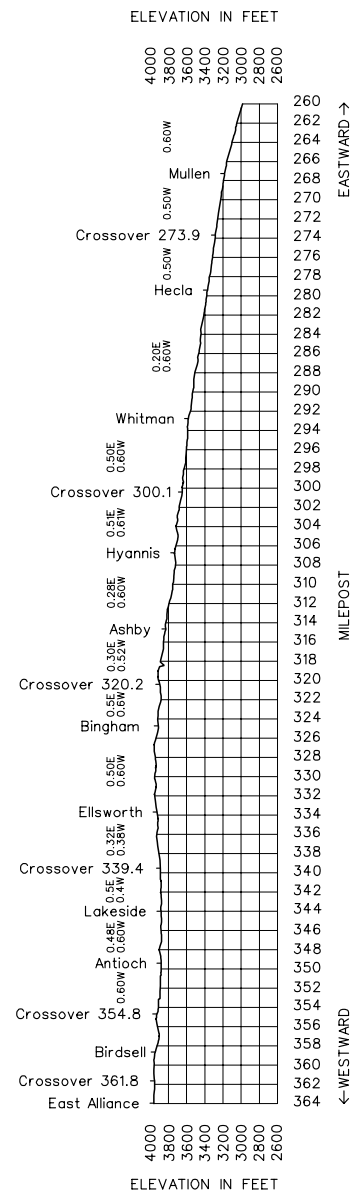
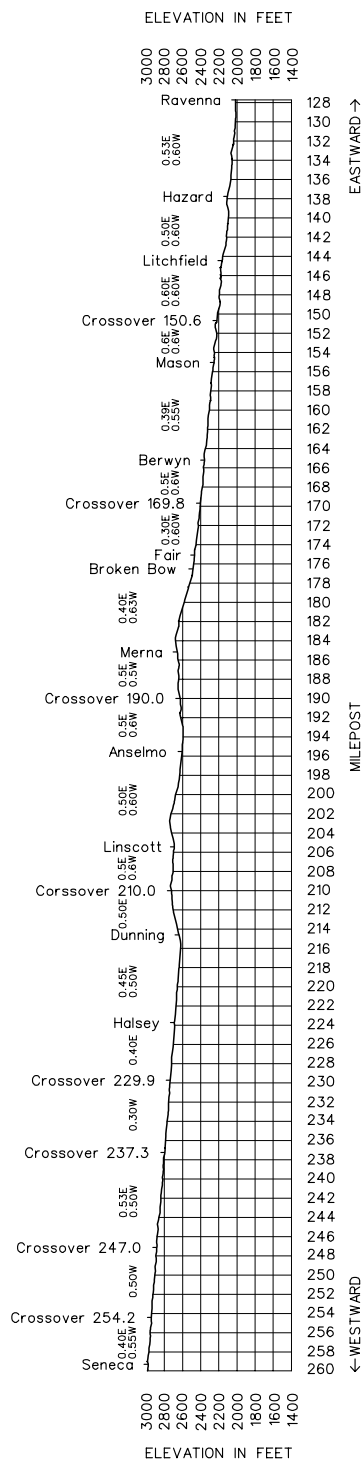
4 Ravenna to East Alliance

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30132 Sweetwater-3901	5.5 west of Ravenna MT1	11	West
30137 Hazard Back Track-4001	Hazard MT1	30	West
30143 Litchfield Elevator Track 4101	Litchfield MT1	30	Both
30143 Litchfield Stub Track #1-4102	Litchfield MT1	14	West
30143 Litchfield Stub Track #2-4103	Litchfield MT1	14	West
30143 Litchfield Stub Track #3-4104	Litchfield MT1	15	West
30143 Litchfield Stub Track #4-4105	Litchfield MT1	15	West
30152 Mason Back Track-4201	Mason MT2	8	East
30159 Ansley-4301	4.9 east of Berwyn	40	East
30166 Old Berwyn-4420	2.5 west of Berwyn MT1	28	Both
30175 Broken Bow-Elevator-4502	Broken Bow MT 1	10	Both
30175 Broken Bow-Mill Track-4503	Broken Bow MT 1	7	West
30175 Broken Bow-City Track-4504	Broken Bow MT 2	15	Both
30175 Broken Bow-House Track-4505	Broken Bow MT 2	8	West
30175 Broken Bow-Sargent Pipe-4506	Broken Bow MT 1	5	East
30183 Elevator Track-Merna-4602	Merna MT 2	20	Both
30183 Old Pass-Merna-4601	Merna MT 2	90	Both
30183 Back Track-4697	Merna MT 1	21	Both
30194 Anselmo Back Track-4701	Anselmo MT2	40	Both
30206 Linscott Back Track-4801	Linscott MT2	5	Both
30214 Old Dunning-4901	1.1 west of Dunning	15	West
30224 Halsey Back Track-5001	Halsey MT2	25	Both
30234 Natick Back Track-5101	2.1 east of Crossover 237.3 - MT2	20	Both
30234 Natick Back Track-5102	2.1 east of Crossover 237.3 - MT1	20	Both
30241 Thedford Back Track-5202	4.6 east of Crossover 247.0 - MT1	28	Both
30241 Thedford Back Track-5201	4.6 east of Crossover 247.0 - MT2	66	Both
30256 Seneca - East Old Pass-5401	Seneca MT1	30	East
30256 Seneca - West Old Pass-5402	Seneca MT1	30	West
30256 Seneca - East #1 Track-5403	Seneca MT1	15	East
30256 Seneca - West #1 Track-5404	Seneca MT1	15	West
30267 Mullen Back Track-5501	Mullen MT1	30	Both
30277 Hecla Back Track-5601	Hecla MT2	10	Both
30283 Hooker Back Track-5650	0.2 west of Crossover 283.8 MT 2	21	Both
30283 Hooker Back Track-5651	0.2 west of Crossover 283.8 MT 1	21	Both
30291 Coyote Back Track-5750	0.7 east of Crossover 291.1 MT 2	21	Both
30291 Coyote Back Track-5751	0.7 east of Crossover 291.1 MT 1	21	Both

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30292 Whitman Back Track-5701	Whitman MT2	20	Both
30305 Hyannis Back Track-5801	Hyannis MT2	35	Both
30314 Ashby Back Track-5901	Ashby MT2	15	Both
30323 Bingham Back Track-6001	Bingham MT2	12	Both
30333 Ellsworth Back Track-6101	Ellsworth MT1	12	East
30341 Lakeside Back Track-6201	Lakeside MT2	12	Both
30349 Antioch Back Track-6301	Antioch MT2	6	Both
Trinity-831,832,833	5.6 east of Alliance MT1	189	Both
Swepeco-821,822,823	4.1 east of Alliance MT2		Loop
Koester's-137	0.8 east of East Alliance MT1	42	Both

10. Grade Charts



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Spanish Peaks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
	(1) 7,500	40924	208.3	TRINIDAD	B	CTC		12.2	
	(2) 7,500	40939	196.1	LUDLOW				6.4	
	8,078	40946	189.7	LYNN		TWC ABS		9.6	
	7,851	40957	180.1	MAYNE				8.5	
	6,100	40965	171.6	WALSENBURG	JXR			16.9	
		40981	154.7	LASCAR	X		477	11.2	
		40993	143.5	CEDARWOOD	X			18.7	
	4,500	41013	124.8	SOUTHERN JCT.	JR	2MT TWC		2.2	
	1,750	57190	122.6	MINNEQUA (Main 2)	R			1.4	
			121.2	SALT CREEK JCT.	JRTX			0.6	
			120.6 = 119.6	PUEBLO JCT.	MT	CTC		87.7	

Radio Channel No. 66 in service Southern Jct. to Trinidad.

Radio Channel No. 70 in service Comanche Power Plant.

Radio Channel No. 36 in service Southern Jct. to Pueblo Yard.

Radio Channel No. 66 in service Pueblo to Walsenburg.

Radio Channel No. 54 (UPRR) in service (Main 2) Southern Jct to Walsenburg

Radio Call-In		
Trinidad - 45(X)	Walsenburg - 46(X)	Southern Jct. - 47(X)
Baculite Mesa -40 (X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

BNSF—(817) 234-6055, Fax (817) 234-6076

UP—(800) 726-1178, (402) 636-1653

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Trinidad to Walsenburg	45 MPH.
Walsenburg to Pueblo Jct.	49 MPH.
Southern Jct. to Walsenburg (Main 2—UP)	30 MPH.

1(B). Speed—Permanent Restrictions

MP 208.3 to MP 197.9	35 MPH.
MP 197.9 to MP 187.5	45 MPH.
MP 187.5 to MP 173.4	35 MPH.
MP 173.4 to MP 172.5	25 MPH.
MP 172.5 to MP 170.8	20 MPH.
MP 121.9 to MP 124.8, Main 2	10 MPH.
Southern Jct. to Salt Creek Jct., Main 1	20 MPH.
Salt Creek Jct. to Pueblo Jct.	20 MPH.

1(C). Speed—Switches and Turnouts

Trinidad siding 1 and siding 2 and through turnouts:	
Trains under 100 TOB	35 MPH.
Trains 100 TOB and over	25 MPH.
Through turnouts and sidings at Lynn and Ludlow:	
Trains under 100 TOB	40 MPH.
Trains 100 TOB and over	25 MPH.
Mayne, through turnouts and siding	20 MPH.
Walsenburg—automatic switch	20 MPH.
Southern Jct., turnout	10 MPH.
Salt Creek Jct., turnout	20 MPH.
Pueblo Jct., turnout	10 MPH.

1(D). Speed—Other

MP 124.7 Comanche Power Plant Lead to Comanche Power Plant	10 MPH.
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All sidings not listed in 1(C) 10MPH.
Item 1(A) applies to loaded or empty C6 hoppers.

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F Freight		Cold Weather When temp. is -10 degrees or colder Freight
Spanish Peaks	30	Trains 100 tons O/B and over	30
	45	Freight trains up to 100 tons O/B	45
	45	Empty coal trains	45

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Trinidad to Pueblo 143 tons, Restriction A

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

3. Type of Operation

TWC—in effect:

Trinidad to Pueblo

CTC—in effect:

Trinidad MP 205.99 to MP 208.3

Minnequa and Salt Creek Jct.—MT 2

ABS—in effect:

Trinidad MP 205.99 to Walsenburg MP 171.74

Restricted Limits—in effect:

Walsenburg—MP 171.74 (Eastward Begin ABS) to MP 169.7

Southern Jct.—Before entering into restricted limits, contact

ATM Pueblo for instructions for the following limits:

Southern Jct. MP 124.8 and Salt Creek Jct. MP 121.2—MT 1

Southern Jct. MP 124.8 and Minnequa MP 122.6—MT 2

Salt Creek Jct. and Southern Jct.—2 MT in effect, MT 1 was called New Way MP 121.1 to MP 124.8 and MT 2 was called Old Way MP 121.1 to MP 124.8.

Between Southern Jct. and Walsenburg—Two Main Tracks in effect. When facing eastward timetable direction, the track to the right is the UP Main Track and the track to the left is the BNSF Main Track. The UP Main Track is dispatched by the UP and identified as the Main 2 when issuing track warrant authority. The BNSF main track is dispatched by the BNSF and is identified as Main 1 when issuing track warrant authority. BNSF Timetable, Special Instructions and Operating Rules apply on UP Main 2. UPRR track warrant forms are to be used on UPRR dispatched trackage.

Manual Interlockings Not Controlled By BNSF

Location	Controlling Railroad
Pueblo Jct. MP 120.6	UPRR

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 8.19—Automatic switches by location includes both ends unless otherwise specified: Ludlow, Lynn, Mayne, and Walsenburg MP 171.7.

The following General Code of Operating Rules items apply on Main 2, UPRR dispatched, between Southern Jct. and Walsenburg.

Rule 14.4—Occupying Same Track Warrant Limits, delete the second paragraph of Part 1. Add to Parts 2 and 3:

If trains are listed on Track Warrant Line 18, the crew of another train or men and equipment entering the limits must not enter the limits:

- Until contacting all trains listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, or
- Unless a flagman walks one mile ahead.

Rule 14.5—Protecting Men or Equipment, add to Part 2: Line 18, the crew of the train or other men or equipment entering the limits must not enter the limits:

- Until contacting all foremen listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, or
- Unless a flagman walks one mile ahead.

Rule 14.9—Copying Track Warrants, change first sentence to read:

The conductor and the engineer must each have a copy of the track warrant issued to their train, and each crew member must read and understand it.

Change Part A to read:

- A. Transmitting Track Warrants
 1. The train dispatcher will transmit the track warrant, immediately followed by a summary of the total number of boxes and individual box numbers included by stating, "This track warrant has (total number) boxes marked (individual box numbers)."
 2. An employee will enter all of the information transmitted by the train dispatcher, except the summary. As the summary is transmitted, the employee will check the total number of boxes and individual box numbers copied to ensure all items are included.
 3. The employee will repeat the information to the train dispatcher, immediately followed by a summary of the total number of boxes and individual box numbers included by stating, "This track warrant has (total number) boxes marked (individual box numbers)".
 4. The train dispatcher will check the repeat and, if all information including the summary is correct, will say OK and give the time and his/her initials.
 5. The employee will enter the OK time and the train dispatcher initials on the track warrant and repeat them to the train dispatcher.

Rule 15.1—Track Bulletins, when applying the second paragraph of this rule to track warrants that list track bulletins only, be governed as follows:

Employees who receive a track warrant listing track bulletins (or "none" on Line 16) must contact the train dispatcher if:

- Incorrect/incomplete limits are listed on the "From" or "To" locations of the address, or
- The "OK" time is more than 4 hours old.

Rule 15.15—To ensure accuracy of UPRR mechanically transmitted track bulletins, all numbers written in the body of track bulletins are reprinted on the line directly below. The reprinted numbers are bracketed. Crews should make sure all numbers reprinted identically. Also, make sure all lines of the track bulletin printed. Do this by verifying:

- The sequential order of line numbers printed on the extreme left of the bulletin,
- Each numbered line contains information (however, lines

containing bracketed numbers mentioned above do not have line numbers), and

- The numbered line with the train dispatcher's initials directly follows the last numbered line of information.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 129.2—Main 1—Recall Code 478
 - MP 155.6—Main 1 and Main 2—Recall Code 468
 - MP 184.7—Recall Code 458
 - MP 201.3—Recall Code 457

6. FRA Excepted Track Minnequa—501 through 513 and 520

7. Special Conditions

Spring switches may have different characteristics than normal high switches account of buffer. Exercise proper body mechanics when handling this and all switches.

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

Siding extends from crossover to east end.

Minnequa—Track No. 4 extending between station sign and crossover east end of yard is the Minnequa siding off MT 2.

Trains operating Pueblo to Minnequa and beyond must contact the C&W yardmaster prior to departure from Pueblo yard if your train is required/scheduled to perform work in Minnequa Yard.

Notify C&W yardmaster of your needs for protection as prescribed by Safety Rule 13.1.1 while in Minnequa yard. Also notify the C&W yardmaster when you have completed your work by using BNSF Channel 1 or directly contacting the yardmaster.

Normal operating hours of the C&W are 0700 to 2300, Monday through Friday, except holidays.

Pueblo—Eastward trains originating Pueblo must secure BNSF track warrant and track bulletins and UPRR track warrant and track bulletins prior to departure.

When ETDs are removed from trains or cuts of cars, place them in the storage facility located in the Pueblo Yard Office. They will not be stored on front of switch engines or left laying on the ground. It will be permissible to have an ETD on the locomotive when building a train or adding a cut of cars to a train. The ETD will be placed on the train when work is completed. Do not place ETDs on walkways of locomotives.

Trinidad—All trains must call dispatcher for instructions. Eastward trains must receive instructions from Trinidad Dispatcher before passing MP 208.

Trinidad—Do not block west spur track. Track 7530, west 200 feet and switch out of service.

Lynn—During daylight hours, do not block private crossing at MP 191.27.

Roll-by Inspections of Caboosless Trains—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

Comanche Power Plant—Crews handling coal trains into power plant must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch toning field Support on the radio or calling (817) 317-6207.

Faxing Delay Reports After Being Relieved Online

The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In

situations where the conductor deadheads to the point of the final release, the final off-duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

8. Line Segments

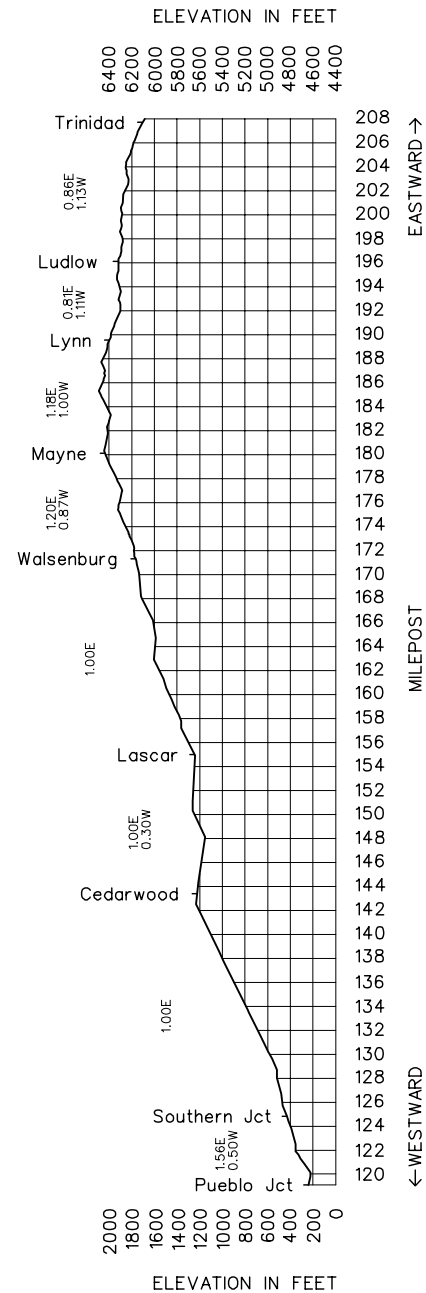
Road Line Segments

Line Segment Limits

477 Trinidad to Pueblo Jct.
7358 Minnequa Yard

9. Locations Not Shown as Stations—None

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Twin Peaks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		40788	452.9	TEXLINE	BY			1.2	
		40790	454.2 347.2	SIXELA	Y		485	16.8	
	8,955	40807	330.4	ROYCE		TWC ABS		14.8	
	8,627	40825	315.6	GRENVILLE				15.5	
	8,363	40837	300.1	GRANDE				7.6	
	7,349	40844	292.5	DES MOINES				7.9	
	7,323	40854	284.5	FOLSOM				12.2	
	7,587	40865	272.3	ALPS			477	9.2	
	8,099	40874	263.1	BRANSON				11.8	
	8,527	40886	251.0	TRINCHERE		CTC		15.8	
	7,888	40903	235.2	BARELA				15.0	
	8,126	40917	220.2	BESHOAR				8.9	
	7,500 7,500	40924	208.3	TRINIDAD	B			136.7	

Radio Channel No. 70 in service Texline to Beshoar.

Radio Channel No. 66 in service Trinidad to Beshoar.

Radio Call-In		
Mt. Dora - 41(X)	Des Moines - 42(X)	Trinchere - 43(X)
Trinidad - 45(X)	Branson - 48(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6055, Fax (817) 234-6076

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Texline to Trinidad	50 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 297.0 to MP 287.7	40 MPH.
MP 287.7 to MP 282.0	35 MPH.
MP 282.0 to MP 280.7	25 MPH.
MP 280.7 to MP 274.4	35 MPH.
MP 274.4 to MP 273.1	25 MPH.
MP 273.1 to MP 208.3	35 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts and sidings at Grenville, Des Moines, Alps, Trinchere, Beshoar, and Trinidad Siding 1 and Trinidad Siding 2	
Train under 100 TOB	35 MPH.
Trains 100 TOB and over	25 MPH.
Folsom siding for westward movement	
Trains under 100 TOB	35 MPH.
Trains 100 TOB and over	25 MPH.

1(D). Speed—Other

All sidings not listed in 1(C)	10 MPH.
Item 1(A) applies to loaded or empty C6 hoppers.	

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Texline to Trinidad 143 tons, Restriction C

3. Type of Operation

TWC—in effect:

Texline to Des Moines

ABS—in effect:

Texline to Des Moines

CTC—in effect:

Des Moines to Trinidad MP 208.3.

Yard Limits—in effect:

Texline MP 452.0 (Dalhart Sub/Kansas Div.) to MP 346.8

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 8.19—Automatic switches by location (includes both ends): Grande, Grenville, Royce and Texline.

Rule 8.20—Derails on east and west end siding Grande.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 217.6—Recall Code 458 (Channel 66)

MP 227.5—DED/Exception Reporting Only

MP 232.1—DED/Exception Reporting Only

MP 238.0—DED/Exception Reporting Only

MP 241.9—DED/Exception Reporting Only

MP 245.1—Recall Code 438

MP 248.5—DED/Exception Reporting Only

MP 254.6—DED/Exception Reporting Only

MP 260.5—DED/Exception Reporting Only

MP 267.0—Recall Code 437

MP 269.3—DED/Exception Reporting Only

MP 275.0—DED/Exception Reporting Only

MP 278.5—DED/Exception Reporting Only

MP 282.1—DED/Exception Reporting Only

MP 287.8—DED/Exception Reporting Only

MP 290.1—Recall Code 428

MP 319.0—Recall Code 418

6. FRA Excepted Track—None

7. Special Conditions

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.

Texline—All westbound trains will be required to use the push button on the signal post at beginning ABS for any route departing Texline at MP 347.2.

Trinidad—All westbound trains must call Trinidad dispatcher for instructions before fouling Brick Yard Crossing. Do not block west spur track. Track 7530, west 200 feet and switch out of service.

Roll-by Inspections of Cabooseless Trains—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed: MP 249.8 to MP 251.1

Faxing Delay Reports After Being Relieved Online

The conductor is responsible for completing the appropriate parts of the delay report at the time they are accomplished. In situations where the conductor deadheads to the point of the final release, the final off-duty time must be filled in upon arrival and faxed to the proper office in order for the BNSF to determine when the conductor can be next called for duty. Time spent in deadhead transportation to the point of release is not counted as on-duty or off-duty time.

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F			Cold Weather When temp. is -10 degrees F or colder	
	Freight	Pass.		Freight	Pass.
Twin Peaks	30		Trains 100 tons O/B and over	30	
	45		Freight trains up to 100 tons O/B	45	
	45		Empty coal trains	45	

8. Line Segments

Road Line Segments

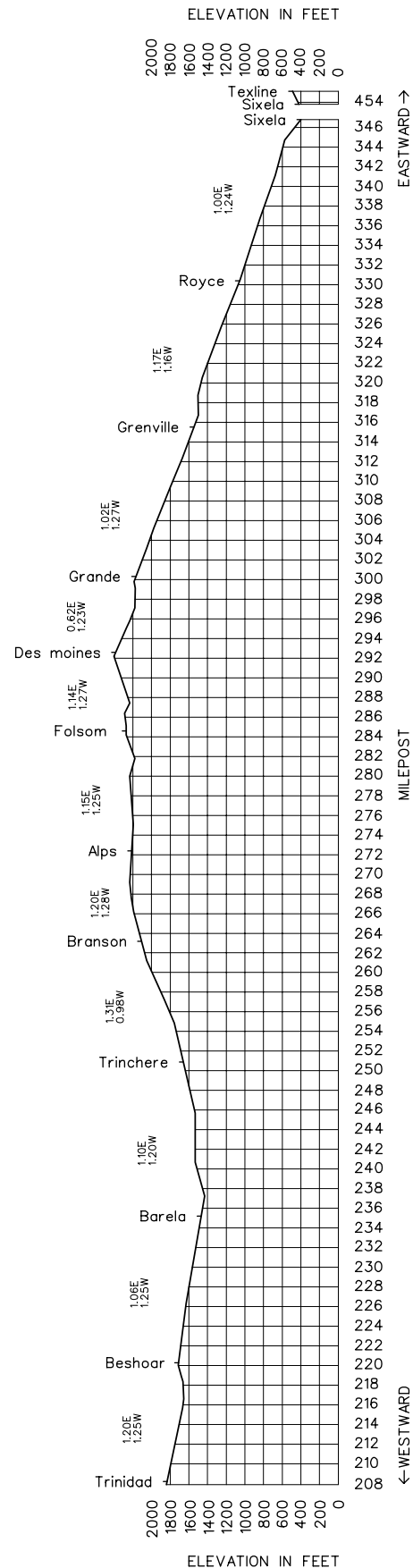
Line Segment Limits

485 Texline to Sixela
477 Sixela to Trinidad

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
40799 Clayton	8.6 west of Sixela	30	Both

10. Grade Chart



Westward ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Valley Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	Eastward ↑
		32034	0.0	NORTHPORT	JT	CTC	5	0.4	
			0.4	WEST NORTHPORT (To UP Crossing 0.7)	JTX(2)			3.0	
		32036	3.4	DEGRAW		2MT CTC		8.4	
		32046	11.8	BAYARD		CTC		4.1	
10,146			15.9	BRADLEY				5.9	
		32056	21.8	MINATARE				2.9	
9,781			24.7	WINTERS				6.1	
		32065	30.8	SCOTTSBLUFF	BT			6.0	
9,149		32072	36.8	JANE				3.4	
		32074	40.2	MITCHELL	T			4.4	
9,099			44.6	ENTERPRISE				1.9	
		32080	46.5	MORRILL				7.2	
		32088	53.7	HENRY				3.6	
12,450			57.3	STUART				4.9	
		32096	62.2	TORRINGTON				7.4	
9,260			69.6	TEXAS				2.1	
		32106	71.7	LINGLE				8.3	
10,595			80.0	GRATTAN				2.0	
		32116	82.0	FORT LARAMIE		2MT CTC		3.5	
			85.5	MP 85.5				2.8	
			88.3	CROSSOVER 88.3	X(2)			2.1	
			90.4	EAST GUERNSEY	R			91.2	

Additional Guernsey instructions will be found on the Canyon Subdivision.

Radio Channel 54 in service on this Subdivision.

Radio Channel 85 in service at Guernsey Yard.

Radio Call-In		
Bridgeport - 71(X)	Scottsbluff - 81(X)	Torrington - 82(X)
Guernsey - 83(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Number

(817) 234-6183

1. Speed Regulations

1(A). Speed—Maximum

Northport to E. Guernsey, including trains 100 TOB and over **Freight** 50 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control switches and on sidings unless otherwise specified 25 MPH.

1(D). Speed—Other

Northport Wye 25 MPH.
Guernsey—MT 1 and MT 2 through fuel platform area until entire movement clears the area 10 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not exceed the following speeds:

Trains 100 TOB and over 30 MPH.
Trains up to 100 TOB 45 MPH.

Cold Weather Restrictions—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over 30 MPH.
Trains up to 100 TOB 45 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Northport to E. Guernsey 143 tons, Restriction A

Six-axle locomotives and six-axle derricks in excess of 165 tons not permitted on following tracks:

Not more than one locomotive permitted on the following tracks:

Bayard—All Sugar Factory trackage except Storage 1 & 2.

3. Type of Operation

CTC—in effect:

Northport to East Guernsey

Two Main Tracks

MP 0.4—MP 3.4

MP 85.5 to East Guernsey, MP 90.4

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 20.5—Recall Code 818

MP 42.3—Recall Code 817

MP 65.9—Recall Code 828

MP 82.9—Recall Code 838

6. FRA Excepted Track—None

7. Special Conditions

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

Test Miles

MP 1.0 to MP 2.0

MP 8.0 to MP 9.0

MP 28.0 to MP 29.0

MP 49.0 to MP 50.0

MP 74.0 to MP 75.0

MP 91.18 to MP 92.18

Guernsey Radio Information—Inbound trains will switch

from the road channel to Channel 85 at MP 89. Outbound

trains will switch from Channel 85 to Channel 54 at MP 90.4

(East Guernsey).

Guernsey—Road crews are required to communicate with

Guernsey Yardmaster for instructions when entering,

departing, or moving within Guernsey Yard, using channel 85.

Yard switch crews will operate on channels 49 and 59 as

designated by Guernsey Yardmaster. Channel 16 is in effect at

the Guernsey Diesel Facility. All movements entering,

departing, or within the diesel Facility must communicate with

Diesel Shop Foreman using Channel 16. Diesel Mechanical

employees will communicate on Channel 87. Yard Carmen will

communicate on Channel 79.

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts

cars must be blocked on the head end of train within five (5)

cars of the locomotive consist at all times to prevent damage

to car or lading.

8. Line Segments**Yard Line Segments****Line Segment Limits**

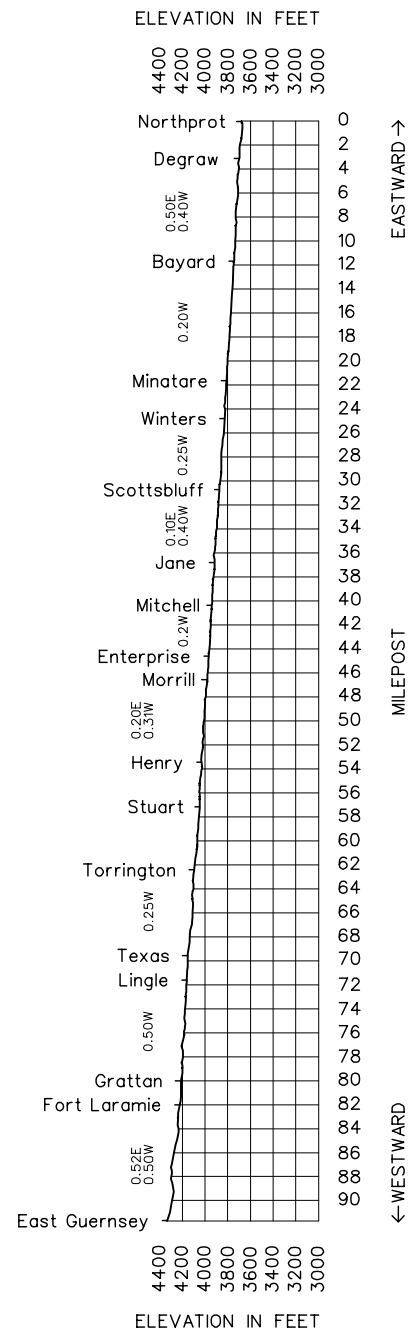
896 Scottsbluff

Road Line Segments**Line Segments Limits**

5 Northport to Guernsey

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
32034 South Storage-101	Northport MT2	57	Both
32036 Progress Rail-102 & 103	1.1 east of DeGraw on MT2	120	West
32046 Bayard Track Siding-1298	Bayard	103	Both
32046 Bayard Bean Track-1202	Bayard	26	West
32046 Bayard Sugar Factor West Wye Track-1204	Bayard	139	West
32056 Minatare Siding-1498	Minatare	113	Both
32056 Kelly Bean Spur-1403	1.0 west of Minatare	5	West
32056 Minatare North House Track-1402	Minatare	39	Both
32074 Mitchell North Siding-1801	Mitchell	122	Both
32074 Sugar Factory-1808	Mitchell	157	East
32080 Morrill Bean Track-2006	Morrill	34	East
32080 Morrill House Track-2004	Morrill	74	Both
32080 Morrill Old Pass-2001	Morrill	52	West
32088 Henry-2101	Henry	61	West
32096 R&M Lumber-2304	Torrington	13	East
32096 Torrington No Siding-2301	Torrington	52	Both
32106 Lingle Pass-2501	Lingle	78	Both
32116 Ft Laramie Back Track-2798	Ft Laramie	35	East

10. Grade Chart

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at ____ MPH between MP ____ and MP ____ and then proceed at .. ____ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

Report Trespassers
1-800-832-5452

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9