

## **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. 6**

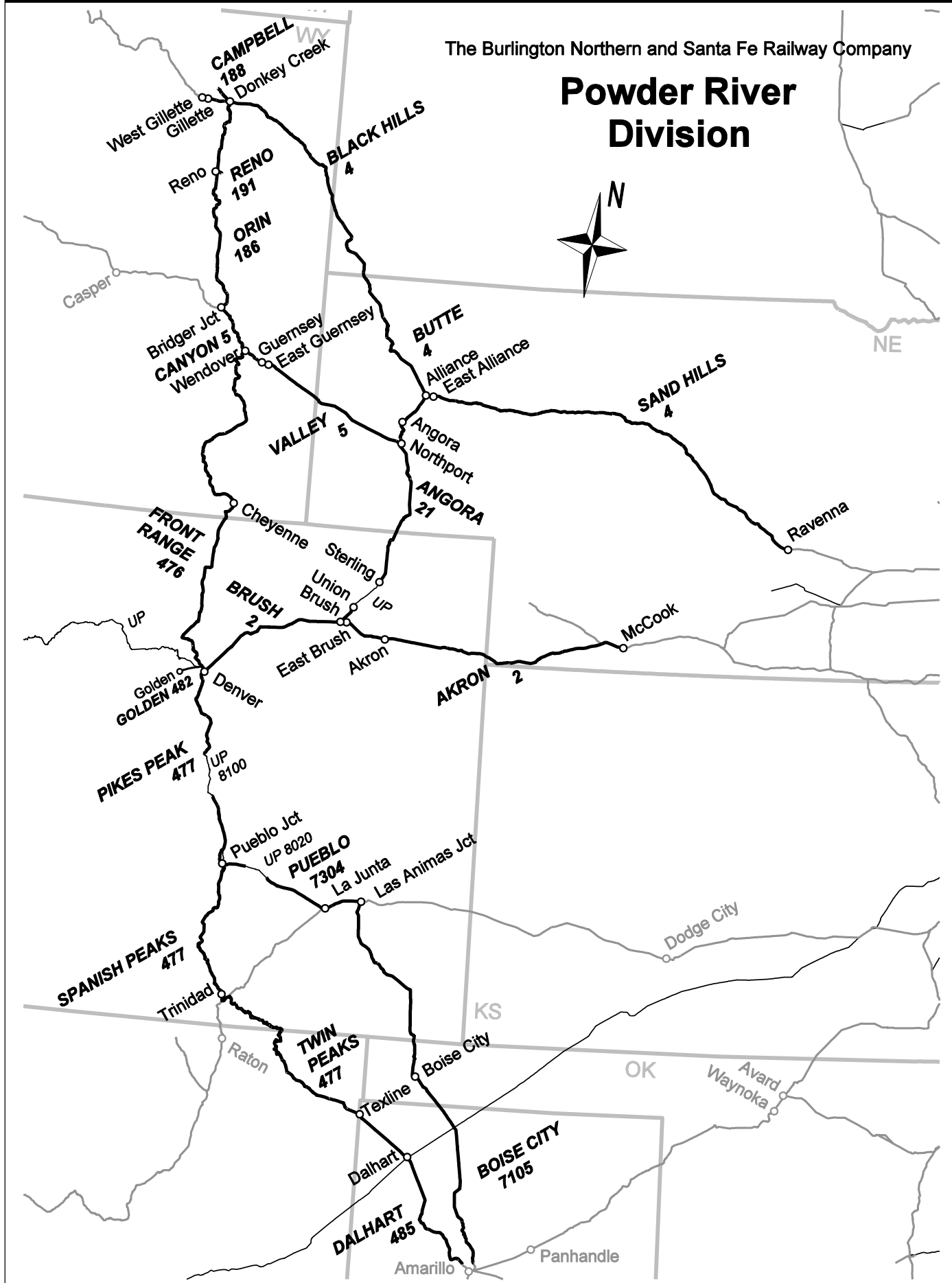
IN EFFECT AT 0700  
Mountain Continental Time  
**Wednesday, April 28, 2004**

#### **Division General Manager**

W. Janssen Thompson  
Denver, CO.  
(303) 480-6550

#### **General Director Transportation**

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



## Division Managers

### Alliance

D.S. Boltin ..... Sand Hills Trainmaster ..... (308) 763-2258  
 J.C. Cech ..... Division Engineer ..... (308) 763-2386  
 J.M. Deibler ..... Road Foreman ..... (308) 763-2255  
 K.J. Girodo ..... Asst. Terminal Superintendent ..... (308) 763-2200  
 T. Huddle ..... Roadmaster ..... (308) 763-2235  
 D.D. Leibhart ..... Roadmaster ..... (308) 763-2528  
 J.G. Long ..... Asst. Roadmaster ..... (308) 763-2203  
 J.B. Mashek ..... Roadmaster ..... (308) 763-2297  
 J.F. Mayfield ..... Trainmaster ..... (308) 763-0020  
 V.J. McCabe ..... Trainmaster ..... (308) 763-2333  
 S.R. Mobley ..... Trainmaster ..... (308) 763-2354  
 W.C. O'Donnell ..... Supt. Operations ..... (308) 763-2720  
 G.G. Sandhofner ..... Trainmaster ..... (308) 763-0142  
 K.G. Straight ..... Butte Trainmaster ..... (308) 763-2658  
 M. Thidemann ..... Trainmaster ..... (308) 763-0135  
 M.J. Tucker ..... Asst. Dir. Main. Prod. ..... (308) 763-2299  
 L.L. Willey ..... Trainmaster ..... (308) 763-2668  
 M.E. Witz ..... Terminal Superintendent ..... (308) 763-2224

### Amarillo

T.A. Bolton ..... Trainmaster ..... (806) 379-3321  
 J.L. Hankins ..... Road Foreman ..... (806) 379-3306

### Broken Bow

R.M. Brennan ..... Roadmaster ..... (308) 872-3501  
 T.C. Gallagher ..... Road Foreman ..... (308) 872-3513

### Cheyenne

B.R. Owens ..... Trainmaster ..... (307) 432-7321  
 T.J. Melander ..... Asst. Roadmaster ..... (307) 432-7357  
 S.J. Petersen ..... Roadmaster ..... (307) 432-7346

### Denver

J.D. Danko ..... Trainmaster ..... (303) 480-6447  
 E.K. Earle ..... Roadmaster ..... (303) 480-6413  
 E.C. Gallagher ..... Division Engineer ..... (303) 480-6393  
 W.P. Herrin ..... Director Administration ..... (303) 480-6227  
 M.D. Liegl ..... Trainmaster ..... (303) 480-6447  
 M.J. Maruniak ..... Supt. Ops. ..... (303) 480-6528  
 K.R. Matzick ..... Road Foreman ..... (303) 480-6222  
 T.I. McCann ..... Trainmaster ..... (303) 480-6447  
 S.C. Mullins ..... Road Foreman ..... (303) 480-6265  
 K.P. Murray ..... Terminal Manager ..... (303) 480-6542  
 C.E. Nance ..... Trainmaster ..... (303) 480-6447  
 J.T. Perdew ..... Terminal Superintendent ..... (303) 480-6224  
 L.M. Preston ..... Trainmaster ..... (303) 480-6447  
 R.D. Rogen ..... Asst. Dir. Main. Prod. ..... (303) 480-7416  
 T.C. Simmons ..... Manager of Safety ..... (303) 480-6243  
 B.W. Smith ..... Trainmaster ..... (303) 480-6447  
 C.L. Smith ..... Trainmaster ..... (303) 480-6457  
 J.L. Werner ..... Roadmaster ..... (303) 480-6251  
 A.E. Wolfe ..... Pikes Peak Trainmaster ..... (303) 480-7908  
 ..... Asst. Roadmaster ..... (303) 480-6367

### Douglas

C.M. McCoy ..... Roadmaster ..... (307) 358-7225

### Edgemont

E.J. Linser ..... Trainmaster ..... (605) 662-2320  
 M.S. Vincent ..... Road Foreman ..... (605) 662-2346

### Gillette

D.C. Christianson ..... Trainmaster ..... (307) 685-7614  
 L.L. Lower ..... Trainmaster ..... (307) 685-7630  
 M.M. Kline ..... 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  
 D.R. Schnell ..... Terminal Manager ..... (307) 685-7620  
 J.J. Stevens ..... Trainmaster ..... (307) 685-7689  
 M.D. Stevens ..... Terminal Manager ..... (307) 685-7717  
 W.C. Sylvester ..... Trainmaster ..... (307) 685-7622  
 ..... Trainmaster ..... (307) 685-7620

### Grand Junction

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

### Guernsey

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

### LaJunta

B.R. Batts ..... Trainmaster ..... (719) 384-3702  
 A.P. Campos ..... Roadmaster ..... (719) 384-3823

### McCook

K.D. Cole ..... Asst. Roadmaster ..... (308) 345-5971  
 J.H. Havens ..... Roadmaster ..... (308) 345-5972

### Newcastle

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

### Pueblo

L.R. Guerrero ..... Roadmaster ..... (719) 549-3528  
 D.L. Markley ..... Road Foreman ..... (719) 549-3560

### Scottsbluff

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

### Sterling

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

### Trinidad

M.F. Boyd ..... Supt. Operations ..... (719) 845-4183  
 D.P. Centz ..... Road Foreman ..... (719) 845-4122  
 W.A. Meidinger ..... Roadmaster ..... (719) 845-4146  
 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 McCook to MP 444.8, West Pinneo.**

**Radio Channel No. 66 in service MP 444.8, West Pinneo to MP 453.2**

**From McCook to MP 289.0 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
MP 287.8 to MP 453.2 .....	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

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

##### Temperature Speed Restrictions

**Hot Weather**—When temperature exceeds 90 degrees

Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over .....	40 MPH.
Trains up to 100 TOB .....	65 MPH. .... 50 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 .....	65 MPH. .... 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:

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 General Track Bulletin 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—Channel 70
  - MP 327.0—Recall Code 227—Channel 70
  - MP 343.8—Recall Code 228—Channel 70
  - MP 368.7—Recall Code 238—Channel 70
  - MP 379.9—Recall Code 247—Channel 70
  - MP 400.4—Recall Code 248—Channel 70
  - MP 426.6—Recall Code 258—Channel 70
  - MP 450.7—Recall Code 257—Channel 66

#### 6. FRA Exempted Track—None

#### 7. Special Conditions

**Monfort**—Locomotives not permitted through dumper or over scale.

##### Test Mile Locations

MP 295—MP 296  
MP 425—MP 426  
MP 436—MP 437

**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

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

902 ..... McCook Yard

**Road Line Segments**

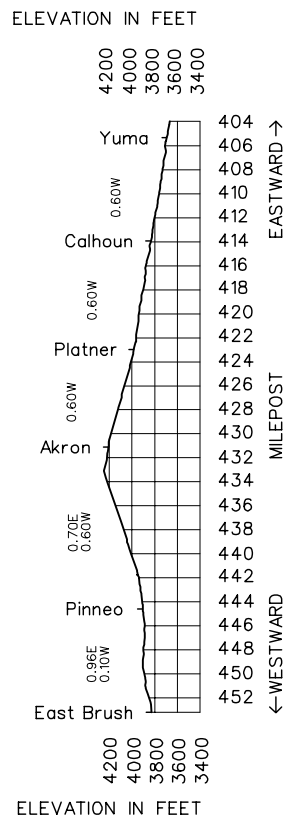
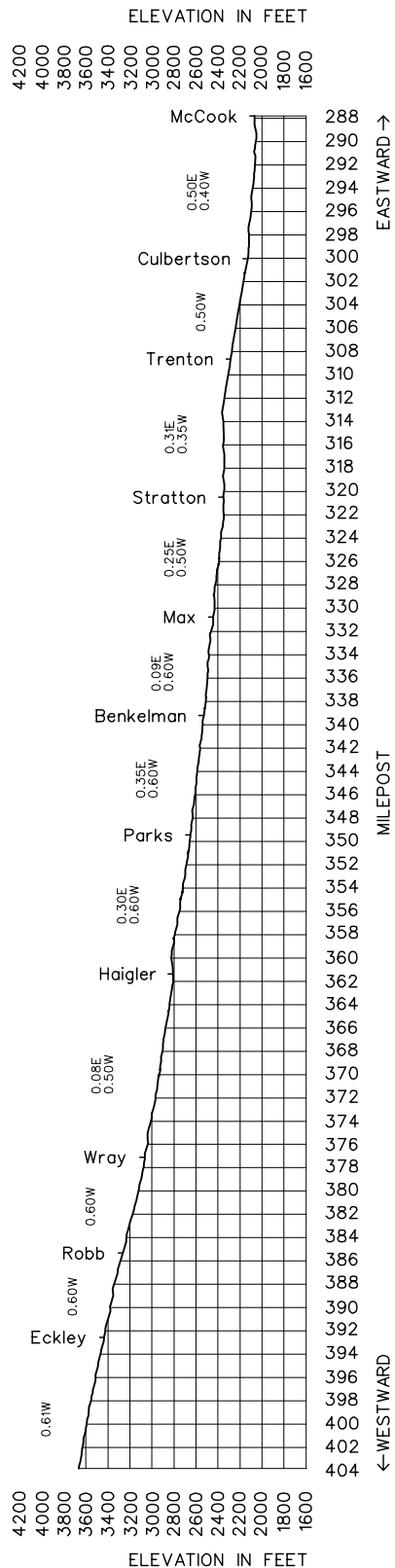
**Line Segment Limits**

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



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Angora Subdivision		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	NORTHWARD ↑
				MAIN LINE STATIONS						
			0.3	THIRD STREET	J		CTC	21	0.4	
			0.7	SOUTH WYE (To Emerson 0.3)			Rule 6.28		3.9	
			4.6	SOUTH ALLIANCE	X(2)				2.3	
			6.9	LETAN	X		2MT CTC		5.1	
			12.0	CP 120	X				1.8	
	32014	13.8	BONNER				CTC		6.5	
18,840	32022	20.3	ANGORA						13.5	
	32034	33.8	NORTHPORT	JT					0.6	
		34.4	UP CROSSING	MJT					2.1	
7,117	84003	36.5	BRIDGEPORT						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	TX					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	NORTH 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 66 in service at Sterling Yard.**

**Radio Channel 70 in service at Alliance Yard and for switching operations 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, Fax (817) 234-6171

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

### **1. Speed Regulations**

#### **1(A). Speed—Maximum**

	<b>Freight</b>
MP 0.3 to MP 0.7 .....	10 MPH.
MP 4.6 to MP 112.1, 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**

	<b>Freight</b>
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.
Southward 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.

#### **Temperature Speed Restrictions**

**Hot Weather**—When temperature exceeds 90 degrees

Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over .....	40 MPH.
Trains up to 100 TOB .....	50 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 North Sterling

**Restricted Limits**—in effect:

MP 112.1 to MP 115.1

**Two main tracks—**

South Alliance to Bonner (MP 4.6 to MP 13.8).

### **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 4.6—DED/Exception Reporting

MP 8.7—DED/Exception Reporting

MP 12.0—DED/Exception Reporting

MP 16.0—Recall Code 708

MP 21.0—DED/Exception Reporting

MP 25.2—DED/Exception Reporting

MP 29.4—DED/Exception Reporting

MP 33.9—DED/Exception Reporting

MP 39.4—Recall Code 718

MP 46.8—DED/Exception Reporting

MP 52.5—DED/Exception Reporting

MP 57.8—DED/Exception Reporting

MP 61.5—Recall Code 717

MP 66.7—DED/Exception Reporting

MP 72.6—DED/Exception Reporting

MP 77.5—DED/Exception Reporting

MP 82.1—DED/Exception Reporting

MP 85.9—Recall Code 728

MP 104.5—Recall Code 727

### **6. FRA Excepted Track—None**

7. **Special Conditions**

**Remote Control Operations**—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

**Northport**—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 South Morrill Subdivision Dispatcher at NOC Ft. Worth on Digital Radio channel 2020 (Dial-up \*51). If contact cannot be established in this way, contact BNSF Dispatcher, Ft. Worth.

When trains are delivered to the UPRR at Northport and are left unattended, handbrakes are to be applied on the 5 head cars and comply with ABTH 102.1.1 and 106.3. Close all cab doors and windows.

**UP Crossing**—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 General Track 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 115.1.

**Engineer Only Helper Operations**—With few exceptions, the current operating practices and procedures for two-man helper service operations will remain unchanged by the implementation of one-man helper service on the Powder River Division. If there are questions or concerns regarding the application of the existing rules, in reference to one-man operation, that have not been addressed, contact your supervisor for interpretation.

**Instructions for Engineer Only Helper Service**—Engineers are responsible for the inspections of the locomotive consist at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit.

Locomotive Running Air Brake Test—

1. Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge, and determine that retarding effort is provided.
2. Release independent brakes and continue movement.
3. Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed, by observation of the gauge, and that retarding effort is provided.
4. Actuate the independent brake. Determine brake cylinder pressure releases, by observation of the gauge, and the locomotive rolls freely.
5. Place the independent and automatic brake handles in the release position and proceed.

**Helper Link Instructions**—Helper Link equipment must be inspected at beginning of tour of duty. Pin lifters, cable connections, angle cocks and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the Dispatcher and leave a voice mail message for the Road Foreman, before departure. Helper Link Report Forms must be filled out and faxed to Road Foreman of Engines detailing defects or damage.

**Temporarily Securing Locomotives**—Prior to dismounting the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

**Other Operating Issues**—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of movement. When operating conditions require movement at restricted speed, or while moving on other than main track and it is necessary to make a backup move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles, be governed by GCOR Rules 6.4 Reverse Movement, and 6.5 Handling Cars Ahead of Engine. If it is determined, by observation of the track directly behind the locomotives, that a backup move can be safely made changing operating ends will not be required.

Engineers will not be required to maintain a Signal Awareness Form. Engineers will be required to comply with Powder River Division General Notice pertaining to Calling Signals. When notified of grade crossing signal failure/malfunction requiring flag protection at a crossing, occupying movement can not be made until other, available, BNSF employees provide protection. Contact the dispatcher, in advance, to arrange for assistance from available employees working in the area. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries. Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement unless otherwise authorized by chief dispatcher or local supervision.

**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**

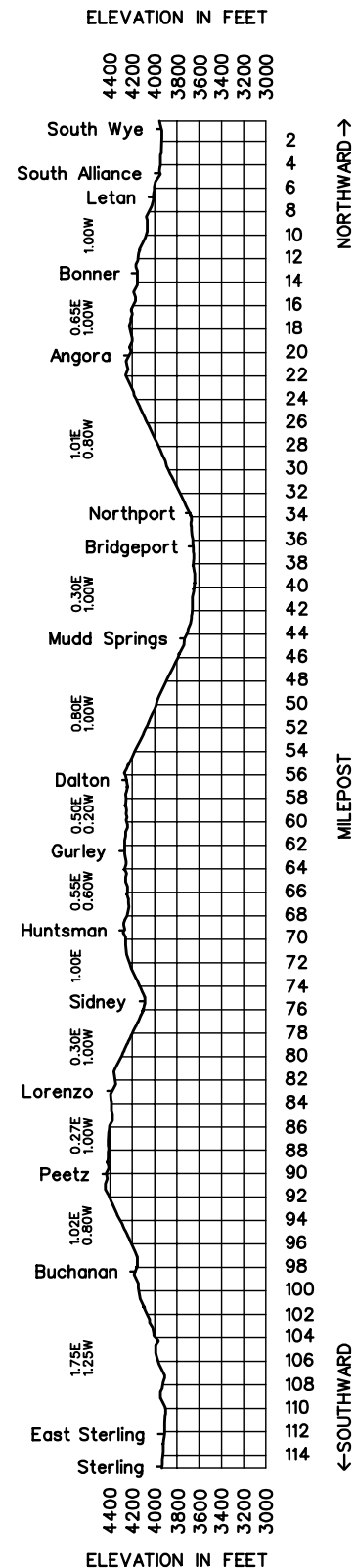
MP 3.0 to MP 4.0  
 MP 9.0 to MP 10.0  
 MP 23.0 to MP 24.0  
 MP 41.0 to MP 42.0  
 MP 64.0 to MP 65.0  
 MP 87.0 to MP 88.0  
 MP 103.0 to MP 104.0

**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 Trk 2001	0.1 north of Letan MT2	16	North
32014 Bonner Trk 2197	0.1 east of Bonner MT 2	22	Both
32022 Angora Trk 2202	Angora	52	North
32034 UP Conn Trks 104 & 105	Northport		North
84003 Bridgeport Trk 2401	Bridgeport	47	Both
84003 Bridgeport Trk 2402	Bridgeport	44	Both
84003 Bridgeport Trk 2403	Bridgeport	43	Both
84003 Bridgeport Trk 2404	Bridgeport	56	Both
84003 Bridgeport Trk 2408	Bridgeport	5	South
84003 Bridgeport Trk 2409	Bridgeport	15	South
84003 Bridgeport Trk 2411	Bridgeport	114	North
84026 Gurley Trk 2701	Gurley	58	Both
84026 Gurley Trk 2702	Gurley	48	Both
84026 Gurley Trk 2703	Gurley	48	Both
84026 Gurley Trk 2704	Gurley	13	Both
84035 Huntsman Wye Trk to Sidney and Lowe RR - Trk 2802 & 2803	Huntsman		North
84042 Sidney Trk 2902	Sidney	39	Both
84042 Sidney UP Conn Trk - 2905	Sidney		South
84042 Sidney Trk 2901	Sidney	57	Both
84050 Lorenzo Trk 3001	Lorenzo	36	Both
84071 Padroni Trk 3301	6.0 south of Buchanan	35	North
84073 Ginther Trk 3401	7.8 south of Buchanan	12	South
84078 Ackerman Trk 3501	14.9 south of Buchanan	25	South

**10. Grade Chart**

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.
	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)			5.2
		510.0	CROSSOVER 510.0	X(2)	2MT CTC		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 Channel 39, Switching Channel for Bullet and Road Crews

Radio Channel 70 in service at Gillette

Radio Channel 85 in service between Edgemont and East Gillette

Radio Channel 54 in service between East Gillette and West Gillette - All train movements under the authority of the Sheridan Line Dispatcher using Channel 54.

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

	<b>Freight</b>
MP 476.1 to MP 597.2 .....	60 MPH.
Trains 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 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.
Osage, MP 534.1 .....	40 MPH.
Thornton, MP 556.3 .....	40 MPH.
Kara, MP 562.0 .....	35 MPH.
Moorcroft, MP 568.9 .....	40 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 100 TOB and over .....	40 MPH.
Trains up to 100 TOB .....	50 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.

**Gillette**—Six-axle units not allowed on Energy Spur Track at Main 1 Track.

## 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 480.7—DED/Exception Reporting
- MP 486.1—DED/Exception Reporting
- MP 492.0—Recall Code 248
- MP 498.0—DED/Exception Reporting
- MP 503.0—DED/Exception Reporting
- MP 508.0—DED/Exception Reporting
- MP 514.8—Recall Code 318
- MP 519.6—DED/Exception Reporting
- MP 527.0—DED/Exception Reporting
- MP 532.7—Recall Code 327
- MP 537.7—DED/Exception Reporting
- MP 541.7—DED/Exception Reporting
- MP 545.3—DED/Exception Reporting
- MP 548.9—Recall Code 328
- MP 554.2—DED/Exception Reporting
- MP 558.3—DED/Exception Reporting
- MP 563.8—DED/Exception Reporting
- MP 569.0—DED/Exception Reporting
- MP 573.8—Recall Code 338
- MP 578.8—DED/Exception Reporting
- MP 582.8—DED/Exception Reporting
- MP 587.6—DED/Exception Reporting
- MP 591.9—DED/Exception Reporting
- MP 597.9—DED/Exception Reporting—Channel 54

**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**—Contact the crew van using Channel 70. 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.

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

**Roll-by Inspections on 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.

**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

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**

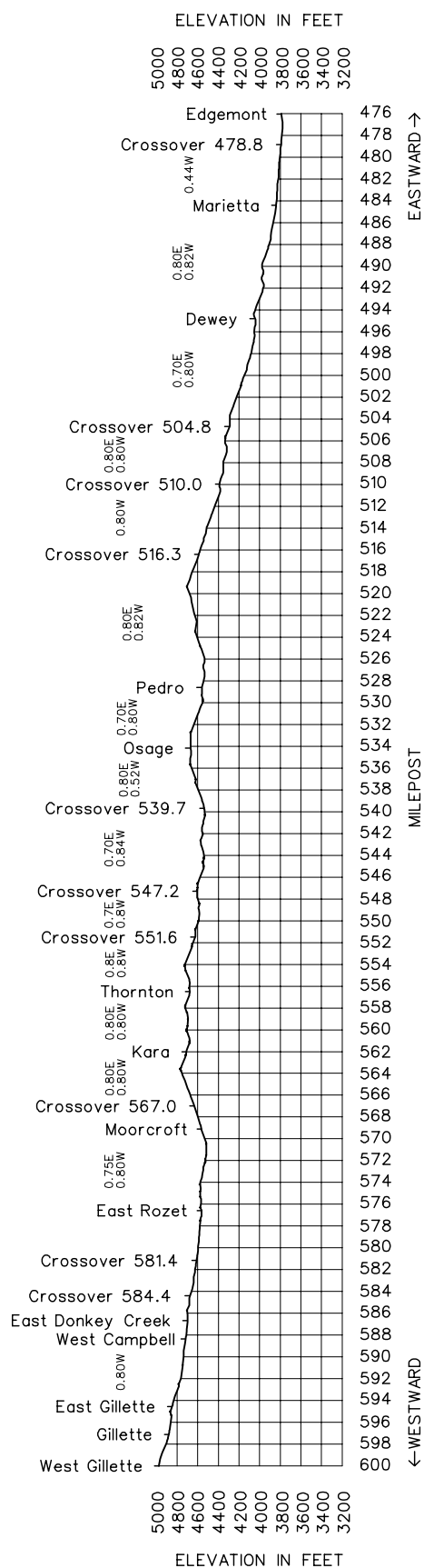
181 ..... Deadwood Jct. to MP 3.0—MP 0.6 to MP 3.0

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



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Boise City Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		56700	554.9	LA JUNTA	BCPT X(2)Y	DT ABS ATS	7300	0.9	
			554.0	CP 5540		2MT CTC ATS		3.3	
			550.7	CASA				14.7	
	8,300	58060	536.0	LASANIMAS		CTC ATS		2.4	
			533.6 235.5	LAS ANIMAS JCT.	JP			38.9	
	7,700	40525	196.6	FRICK		TWC		23.5	
		40500	173.1	SPRINGFIELD	P			2.9	
	7,700		170.2	SOUTH JCT.				18.6	
	7,450	40430	151.6	CAMPO				29.0	
	7,100	40400	122.6	BOISE CITY	P			22.5	
	8,200	40342	100.1	KERRICK				14.4	
	3,168	40324	85.7	STRATFORD				0.2	
			85.5	UP RRX	JM	CTC		21.5	
		53330	64.0	ETTER	T	TWC	7105	5.7	
	7,920	53320	58.3	MACHOVEC				6.2	
		53300	52.1	DUMAS	P			10.8	
		53270	41.3	BAUTISTA				14.1	
		53250	27.2	MARSH				8.4	
	3,241	53240	18.8	PUENTE				10.6	
	8,300	53220	8.2	JUILLIARD				7.2	
			1.0	DUMAS JCT.	JRT			1.0	
			0.0	BC JCT.	JM	CTC		256.8	

**Radio Channel 72 in Service**

Radio Call-In		
Amarillo - 36 - 43(X)	Amarillo 72 - 41(X)	Masterson - 42(X)
Dumas - 39(X)	Stratford - 38(X)	Boise City - 37(X)
Campo - 36(X)	Springfield - 35(X)	Frick - 34(X)
Gilpin - 32(X)	Ruxton - 31(X)	Emergency - 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

**Dispatcher Telephone Numbers**

Chief Dispatcher—(817) 234-7361, Fax (817) 234-1204

Train Dispatcher

—La Junta to Las Animas Jct.

(DS 13) Monday—Friday, 0700-2300 (817) 234-2313

Fax (817) 234-2413

(DS 18) Monday—Friday, 2300-0700 and Saturday-Sunday

(817) 234-2318, Fax (817) 234-2418

—Las Animas Jct. to Amarillo

(DS 94)—(817) 234-6054, Fax (817) 234-6075

—UP Dispatcher—Channel 14 \*11, (402) 636-1664

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

	Passenger	Freight
MP 554.9 to MP 533.6	90 MPH.	55 MPH*
MP 235.5 to MP 0.0		49 MPH.

\* Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

- Train does not contain empty car(s). Refer to Item 1(C) of the System Special Instructions for determining speed for multiplatform, intermodal equipment.
- Train does not exceed 8,500 feet.
- Train does not average more than 80 TOB.
- Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions:

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

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

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

**1(B). Speed—Permanent Restrictions**

	Passenger	Freight
MP 554.9 to MP 554.2	40 MPH.	40 MPH.
MP 554.2 to MP 553.6	80 MPH.	60 MPH.
MP 553.1 to MP 552.8	60 MPH.	55 MPH.
MP 551.6 to MP 551.4	80 MPH.	60 MPH.
MP 548.0 to MP 547.9	85 MPH.	
MP 545.8 to MP 544.9	85 MPH.	
MP 543.9 to MP 543.1	80 MPH.	
MP 536.5 to MP 536.4	80 MPH.	
MP 235.5 to MP 234.8		40 MPH.
MP 174.4 to MP 172.0		25 MPH.
MP 123.8 to MP 123.2		20 MPH.
MP 121.6 to MP 121.3		20 MPH.
MP 113.9 to MP 111.3		25 MPH.
MP 85.5 UP RRX		30 MPH.
MP 51.9 to MP 51.6		30 MPH.
MP 31.1 to MP 30.8		45 MPH.
MP 27.5 to MP 27.2		25 MPH.
MP 25.8 to MP 25.5		40 MPH.
MP 23.5 to MP 22.2		30 MPH.
MP 21.1 to MP 20.8		40 MPH.
MP 20.1 to MP 19.8		40 MPH.
MP 19.5 to MP 19.1		30 MPH.
MP 17.9 to MP 17.6		40 MPH.
MP 11.2 to MP 10.6		40 MPH.
MP 1.0 to MP 0.0		20 MPH.

**1(C). Speed—Switches and Turnouts**

MP 550.7, turnout to Main 2

Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.

MP 536.0, both ends siding

Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.

MP 533.6, turnout from Boise City Sub. to La Junta Sub.

Less than 100 TOB	30 MPH.	30 MPH.
100 TOB and over	25 MPH.	25 MPH.

Through turnouts and siding

Frick, South Jct., and Machovec 20MPH.

**1(D). Speed—Other**

All sidings not listed in 1(C)	10 MPH.
Etter, West Leg of Wye	5 MPH.
Beyond MP 4.0	5 MPH.
Machovec Industrial Spur	10 MPH.
Dumas Jct., West Leg of Wye	20 MPH.
Dumas Jct., East Leg of Wye	20 MPH.
Asarco—SWPS Industrial Spur, MP 0.0 to MP 4.0	10 MPH.
beyond MP 4.0	5 MPH.

**Temperature Restrictions****Hot Weather—**

From MP 533.6 to MP 554.9 when the ambient temperature is 110 degrees F and higher

Trains 100 TOB and over	45 MPH.
Trains up to 100 TOB	50 MPH.

From MP 235.5 to MP 0.0 when ambient temperature is 90 degrees F and higher  
 Trains 100 TOB and over ..... 40 MPH.  
 Trains up to 100 TOB ..... 45 MPH.

**Cold Weather—**

From MP 235.5 to MP 0.0 when ambient temperature is -10 degrees F and lower  
 Trains 100 TOB and over ..... 30 MPH.  
 Trains up to 100 TOB ..... 45 MPH.

If in doubt as to the ambient (air) temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted by the temperature restriction.

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 Las Animas Jct. .... 143 tons, Restriction C  
 Las Animas Jct. to BC Jct. .... 143 tons, Restriction A

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

MP 554.9 to MP 554.0

**CTC—in effect:**

MP 554.0 to MP 533.6

MP 85.6 to MP 85.4

MP 1.0 to MP 0.0

On East Leg of Wye, Dumas Jct., MP 1.0, to Eastern control point, MP 550.5, on Hereford Subdivision.

On West Leg of Wye, Dumas Jct., MP 1.0, to East Tower control point, MP 552.2, on Hereford Subdivision.

**Multiple Main Tracks—**

2MT: MP 554.9 to MP 550.7

**TWC—in effect:**

MP 235.5 to MP 85.6

MP 85.4 to MP 1.0

**Restricted Limits—in effect:**

MP 3.5 to MP 1.0

Southward trains must contact the Yardmaster North Yard, Amarillo, on radio channel 70 for instructions prior to passing MP 2.5. After contact, additional instructions may be required from the Assistant Trainmaster Amarillo on radio channel 84 for trains proceeding toward South Yard.

**Manual Interlockings Not Controlled by BNSF**

<u>Location</u>	<u>Controlling Railroad</u>
-----------------	-----------------------------

MP 85.5 UP RRX ..... UP

Use radio channel 72 tone 2\* to communicate with UP Dispatcher controlling interlocking.

**4. General Code of Operating Rules Items**

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

**Rule 12.1**—ATS in effect:

MP 533.6 to MP 554.9

**5. Trackside Warning Detectors (TWD)**

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 538.4—Recall Code 8

MP 13.6—Recall Code 8

MP 28.1—Recall Code 8

MP 54.2—Recall Code 8

MP 69.6—Recall Code 8

MP 93.2—Recall Code 8

MP 125.8—Recall Code 8

MP 155.2—Recall Code 8

MP 176.7—Recall Code 8

MP 214.3—Recall Code 8

C. Other detectors

MP 218.8—High Water—Rotating red lights at MP 217.8 and MP 219.8 and at Bridge 218.8.

Trains exceeding 7,000 tons must approach indicator not exceeding 35 MPH.

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

**La Junta Yard**—No loaded coal trains or loaded unit grain trains are to be yarded on any track in La Junta Yard.

**Las Animas Jct.**—Trains traveling from the La Junta Subdivision to the Boise City Subdivision will be through the turnout at Las Animas Jct.

**Bad Order Setout Tracks**—Tracks at the following locations are designated as bad order setout tracks. Signs indicate where car(s) should be spotted:

Las Animas ..... 7401 (East), 7490 (West)

Ruxton ..... 1301

Harbord ..... 8701 (North)

Springfield ..... 9506 (South)

Bisonte ..... 6301 (North)

Campo ..... 5201 (South)

Castaneda ..... 5301 (North)

Boise City ..... Yard Track (South)

Kerrick ..... 3692 (North)

Stratford ..... 3684 (South)

Lautz ..... 3680 (North)

Etter ..... 3639 (North), 3648 (South)

Dumas ..... 3616 (South)

Exell ..... 3607 (North)

Marsh ..... 3604

Puente ..... 3602 (North)

Juilliard ..... 3601 (South)

**Remote Control Operations**—Signs located at MP 3.5 (Boise City Subdivision), MP 338.0 (Dalhart Subdivision), MP 562.0 (Hereford Subdivision), MP 541.0 (Panhhandle Subdivision), and MP 327.5 (Red River Valley Subdivision) designate the Remote Control Area at Amarillo.

**Loaded Coal Trains**—Unless otherwise instructed, loaded coal trains may be operated on the following sidings: Frick, South Jct., Campo, Kerrick, Machovec, and Juilliard.

**Tie-up on Main Track**—Trains will not tie-up on main track without permission from train dispatcher.

**Between Dumas Jct. and BC Jct.**

Dumas Jct., MP 1.0 to BC Jct., MP 0.0—4,620 feet.

**Critical Area**—See System Special Instructions, Item 33, Flash Flood Warnings:

MP 549.8

MP 548.8

MP 546.4

MP 545.6

MP 542.3

MP 218.8

MP 201.5 to MP 201.0

MP 189.0 to MP 188.0

MP 179.0 to MP 178.0

MP 121.8

MP 80.0 to MP 78.0

MP 26.0 to MP 23.0

## 8. Line Segments

## Yard Line Segments

## Line Segment Limits

7353 ..... La Junta Yard

## Road Line Segments

## Line Segment Limits

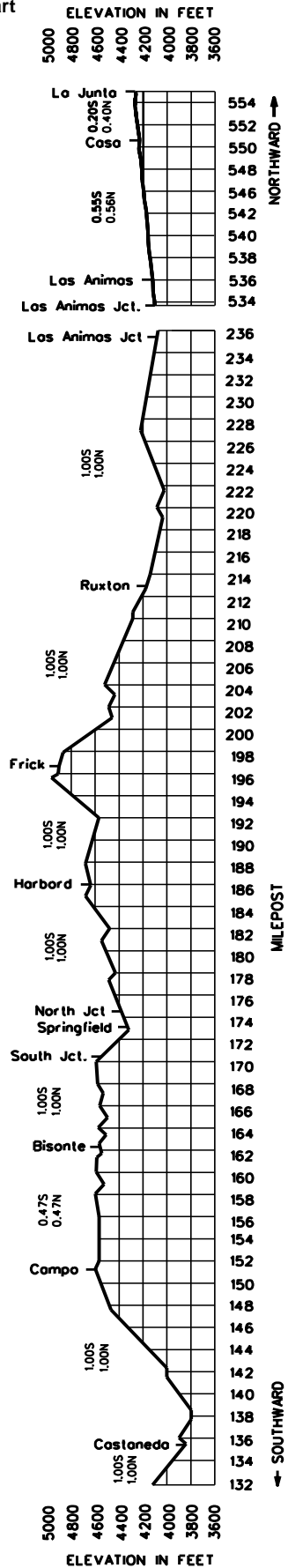
7300 ..... La Junta to Las Animas Jct.

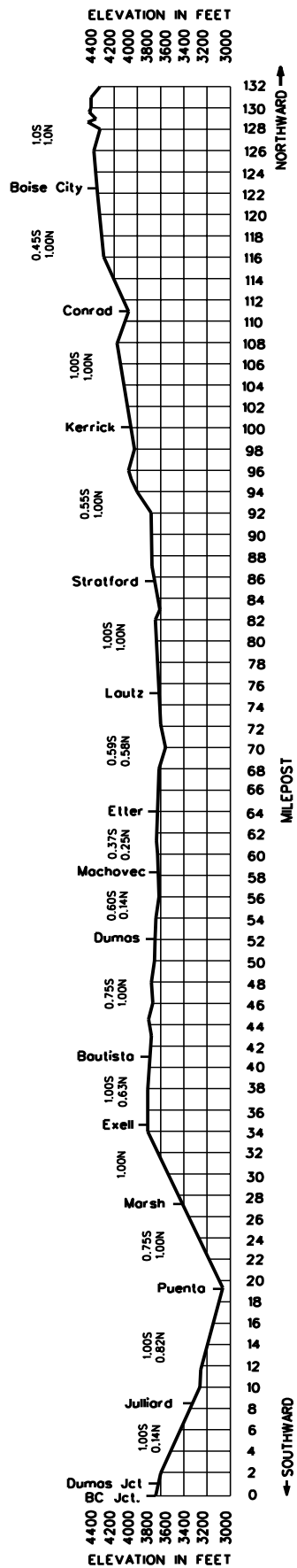
7105 ..... Las Animas Jct. to BC Jct.

## 9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
Ruxton	212.9	42	Both
Harbord	186.0	44	Both
Manter Industrial Spur	172.0	3.97 miles	
Bisonte	162.5	44	Both
Castaneda	135.3	75	Both
CV Industrial Spur	121.2	4.4 miles	
Conrad	111.0	62	Both
James R. Lovell	82.8	27	Both
Lautz	75.1	73	Both
Triangle Grain Co.	61.9	12	South
Machovec Industrial Spur	57.8	306	North
Farmers Grain Co.	57.5	6	South
Exell	34.6	63	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) is 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	81.1 138.6	UNION				2.6
7,231	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
6,954	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		2MT CTC	135	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			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
MP 57.7 to MP 138.6 (UP Trackage) .....		50 MPH.
MP 138.6 to MP 150.0 .....		60 MPH.
MP 453.2 to MP 542.1 .....	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 150.0 .....	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.
MP 541.2 to MP 541.2, Coal Lead .....	10 MPH.
MP 541.5 to MP 542.1 .....	10 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.
Hudson, through siding .....	10 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, on siding .....	20 MPH.

## Temperature Speed Restrictions

**Hot Weather**—When temperature exceeds 90 degrees

Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over .....	40 MPH.
Trains up to 100 TOB .....	65 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 .....	65 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

**ABS/TWC**—in effect:

UP MP 59.1 at Sterling to MP UP 81.1 CTC Union

**Sterling**—Westward BNSF and UP trains will receive General 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 542.1 (2 MT)

Union to 31st Street Yard

**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.

**Main Track and Coal Track Designation at Sterling**—When standing at Ceres Crossing, facing a northward timetable direction, the center track is the BNSF Main Track. The track to the left is Coal 1 and the track to the 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 General Track Bulletin listing restrictions 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 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.

**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.  
Denver Jersey Lead

## 7. Special Conditions

**Remote Control Operations**—Signs located at MP 539.0 (Brush Subdivision), MP 4.5 (Front Range Subdivision) and MP 7.0 (Pikes Peak Subdivision), designate the Remote Control Area at Denver Terminal.

**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.

#### Yard Track Protection:

Yard track protection must be provided when crews are coupling tracks, when tracks are occupied with non-crewed locomotives or when trains are arriving or departing from the Denver complex. Switches must be lined away from the track to be protected. Switches must be protected by one of the following methods:

1. Employee assigned to protect the switch.
2. Switch protected by magnetic "Track Occupied" flag or Blue Flag protection (GCOR 5.13 – Mechanical P&M Safety Rules S-24.2 and M-1.0) will be utilized by Mechanical Department employees when work requires.

#### Denver Switching Restrictions

Loaded auto racks, passenger cars, engines, poison gas, high-value loads, etc., must not be unnecessarily switched or couplings made so as to damage the equipment or load. It is further understood that this type of equipment will not be cut off in motion or struck by any car moving under its own momentum. Refer to General Code of Operating Rule 7.3 for additional precautions.

Yardmasters will include in daily job briefings at the beginning of each shift and when conditions change during the shift with each crew, the location(s) if any, where this type of equipment is located in the yard. Switch crews are also required to inquire as to the location of these listed cars if the yardmaster does not provide this information.

When practical, the above cars should be placed to a location that cannot be switched against.

**Sterling**—Crews that deliver train C-BAMWAG to the NKCR must call Field Support at company line 593-7640 or bell number 817-593-7640 and notify them of the time the train has been delivered. (NKCR number 308-352-4899)

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 General 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 General Track Bulletins are not received within 10 minutes, contact the appropriate chief dispatcher:

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

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.

## 8. Line Segments

### Yard Line Segments

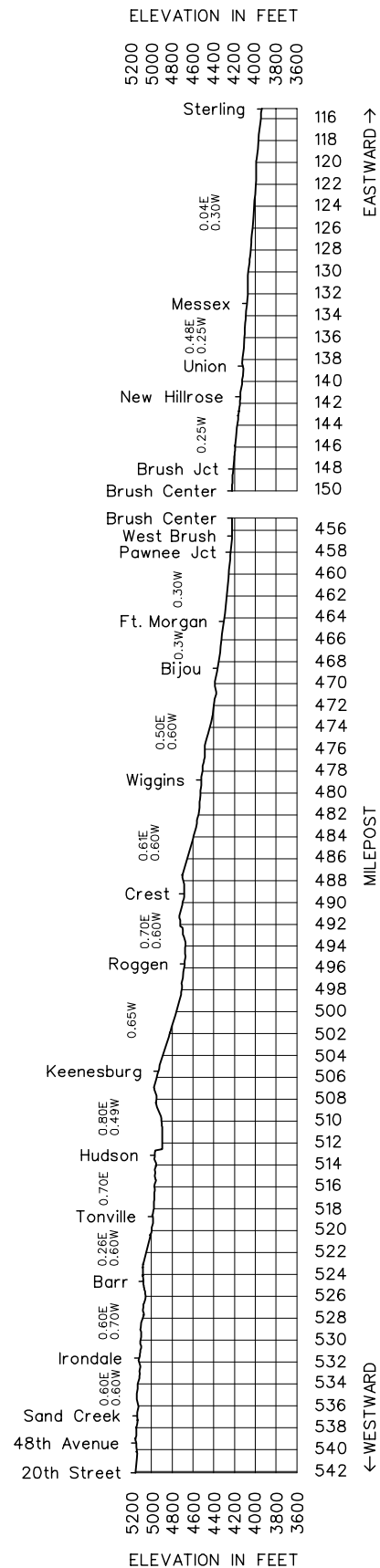
#### Line Segment Yard

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



WEST WARD ↓	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.	EAST WARD ↑
			364.0	EAST ALLIANCE	X(2)			1.6	
		30364	365.6	ALLIANCE	BT	Rule 6.28		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	2MT CTC		10.1	
			419.8	CROSSOVER 419.8	X(2)			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	EDGMONT	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
MP 365.6 to MP 476.1 .....	60 MPH.
Trains 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.

	Freight
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.
West Rumford, trains 100 TOB and over .....	25 MPH.
Ardmore, MP 451.2 .....	40 MPH.
MP 475.2 .....	10 MPH.
MP 465.2 .....	40 MPH.
Through all turnouts equipped with dual control switches .....	25 MPH.

### 1(D). Speed—Other

On sidings unless otherwise specified .....	25 MPH.
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.
Engine Servicing Tracks	
Old Trinidad Bean Spur (Track 310) .....	5 MPH.
Bean Spur Tracks 1 through 4 (Tracks 131-134) .....	5 MPH.
Casey 1 and Casey 2 (Tracks 286 and 287) .....	5 MPH.
Switch Engine Spur at 30 Shanty (Track 285) .....	5 MPH.
South Engine Tie-Up Track at 59 Shanty (Track 227) .....	5 MPH.
South Storage Track at 59 Shanty (Track 235) .....	5 MPH.
Track 116 .....	5 MPH.

### Temperature Restrictions

Hot Weather—When temperature exceeds 90 degrees

Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over .....	40 MPH.
Trains up to 100 TOB .....	50 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, Track 310.

Locomotives prohibited west of CMR boxcar on Middle City Track, 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

## 5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 367.9—DED/Exception Reporting

MP 374.4—DED/Exception Reporting

MP 379.6—DED/Exception Reporting

MP 386.8—DED/Exception Reporting

MP 390.4—Recall Code 208

MP 394.0—DED/Exception Reporting  
 MP 401.0—DED/Exception Reporting—Main 2  
 MP 406.2—Recall Code 218  
 MP 412.7—DED/Exception Reporting  
 MP 414.2—DED/Exception Reporting  
 MP 417.6—DED/Exception Reporting  
 MP 422.4—DED/Exception Reporting  
 MP 428.2—Recall Code 258  
 MP 434.3—DED/Exception Reporting  
 MP 439.5—DED/Exception Reporting  
 MP 443.0—DED/Exception Reporting  
 MP 449.1—DED/Exception Reporting  
 MP 454.4—Recall Code 238  
 MP 459.5—DED/Exception Reporting  
 MP 463.8—DED/Exception Reporting  
 MP 470.6—Recall Code 308

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Remote Control Operations**—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

**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: CP 120  
 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.

Crew called for freight or grain trains destined Edgemont, arrange to obtain fuel reading on engine consists and report these to the West Alliance Dispatcher prior to departure from Alliance.

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, AEP, Progressive Rail, etc.) must have their

required publication(s) in their possession.

**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**—Cars must not occupy east 300 feet of Jelinek Spur without track bulletin protecting close clearance on Main 1 Track. 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, MP 366.2. There is no room for employees to ride equipment account track centers at this location are 13 feet.

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

**Belmont**—When cutting off helper engine at Belmont, do not stop engine consists on top of switches at MP 408.4. If cars are left on the siding keep them east of the back track so track machines can be moved.

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

**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.

#### 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.

Observe "Helperlink Opts" requirement, ABTH Rule 102.12.5  
 Exception: The train may be cut off while moving if the helper locomotive and end-of-train device on the train being helped is the type that automatically makes the mechanical separation. (Helperlink 11 or similar equipment) and train speed is 20 MPH or less.

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.

#### Dual Control Derail

Belmont Siding, MP 408.4

Crawford between No. 2 track switch and MT 1, MP 423.1.  
 Target will display red only when lined for MT 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

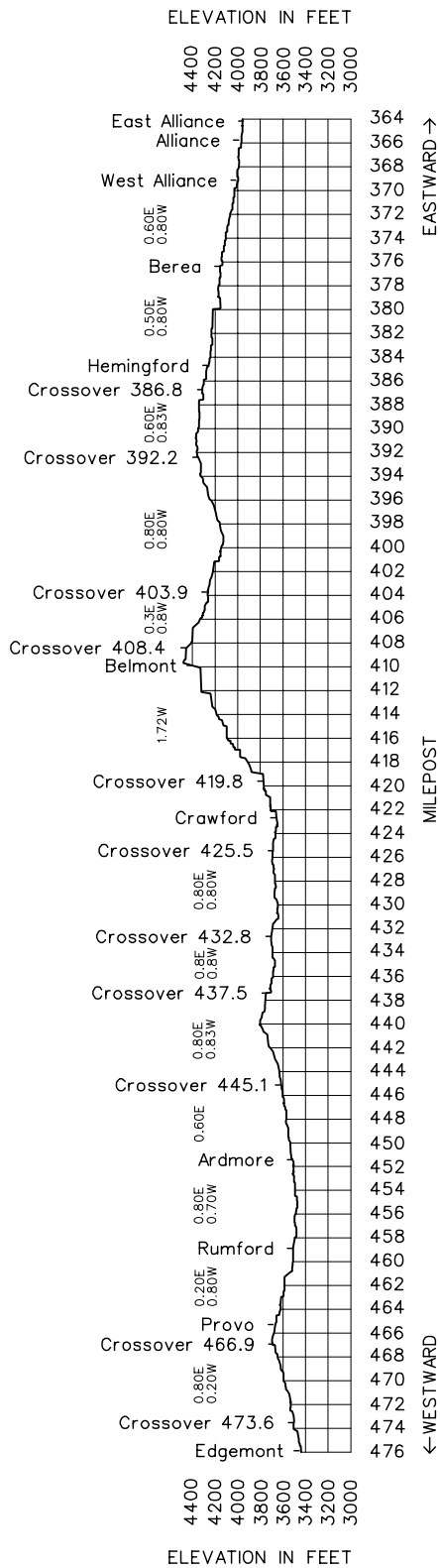
##### Line Segment Limits

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-2101	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**

MP 0.0 to MP 9.5 .....	<b>Freight</b> 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.

- 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)**

- Protecting Bridges, Tunnels or Other Structures: None
- Other TWD locations  
MP 4.7—DED/Exception Reporting  
MP 9.4—DED/Exception Reporting

**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.

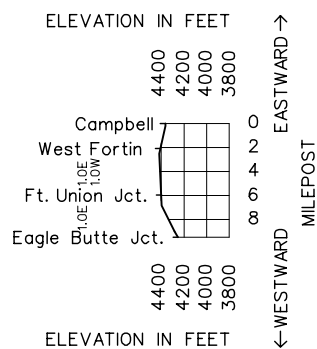
**8. Line Segments****Road Line Segments**

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	5	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

MP 95.6 to MP 133.2, including trains 100 TOB and over ..... **Freight**  
50 MPH.

#### 1(B). Speed—Permanent Restrictions

MP 95.6 to MP 101.7 ..... 25 MPH.  
MP 96.0 to MP 95.6—EWD only (HER) ..... 10 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.  
On other than Main Track, outside Mechanical Limits,  
except over switches and turnouts, lite engines between  
MP 90.4 and MP 94.0, excluding South Lead, in Guernsey ... 20 MPH.  
Empty WWD unit trains between MP 90.4 and MP 91.2,  
on East Yard Lead, Guernsey Yard ..... 20 MPH.

#### Temperature Speed Restrictions

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

Trains 100 TOB and over ..... 40 MPH.  
Trains up to 100 TOB ..... 50 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

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

MP 120.6—DED/Exception Reporting

MP 124.7—DED/Exception Reporting

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 74.

**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

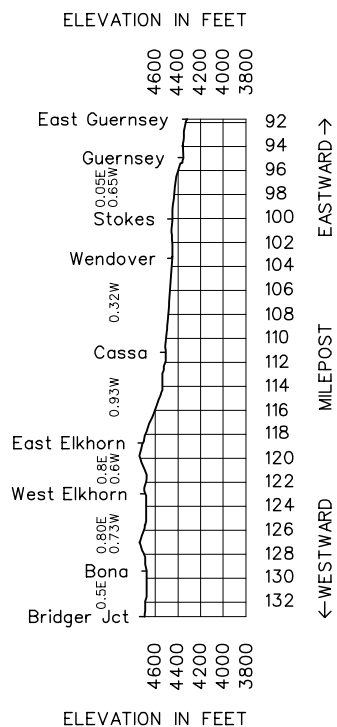
#### Line Segment Limits

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



Length of Siding (Feet)	Station Nos.	Mile Post	Dalhart Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	40790	347.2 454.2	SIXELA				1.3
	40788	452.9	TEXLINE	B	ABS TWC		11.3
	40777	441.6	PERICO				7.1
8,172	40770	434.5	GUY				16.9
7,900	40753	417.6	DALHART	MT	TWC		0.1
		417.5	UP RRX	JM	CTC TWC	485	13.8
7,305	40736	403.7	HARTLEY				15.6
7,595	40723	388.1	CHANNING		ABS TWC		16.4
7,486	40708	371.7	TASCOSA				12.5
7,100	40691	359.2	BODEN				11.9
8,712	40682	347.3	GENTRY				11.6
	40671	335.7	AMARILLO	JBMTYR	2MTCTC		118.5

**MP 338.2 to MP 335.7 is under the jurisdiction of the Kansas Division**

**Radio Channel 70 in service.**

Radio Call-In		
Amarillo - 35(X)	Tascosa - 36(X)	Channing - 37(X)
Dalhart - 38(X)	Texline - 39(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

#### Dispatcher Telephone Number

Chief Dispatcher—(817) 234-7361, Fax (817) 234-1204  
 Train Dispatcher (DS 57)—(817) 234-6055, Fax (817) 234-6076  
 UP Train Dispatcher—(800) 726-1070

### 1. Speed Regulations

#### 1(A). Speed—Maximum

	Freight
MP 454.2 to MP 419.2 .....	60 MPH.
Loaded coal trains and freight trains 100 TOB and over .....	50 MPH.
MP 419.2 to MP 415.5 .....	49 MPH.
MP 415.5 to MP 338.0 .....	60 MPH.
Loaded coal trains and freight trains 100 TOB and over .....	50 MPH.

#### 1(B). Speed—Permanent Restrictions

MP 452.4 to MP 452.2 .....	25 MPH.
MP 417.5—RRX .....	20 MPH.
MP 387.0 to MP 379.0 .....	45 MPH.
MP 379.0 to MP 361.1 .....	49 MPH.
MP 361.1 to MP 359.3 .....	45 MPH.
MP 359.3 to MP 349.9 .....	49 MPH.
MP 349.9 to MP 341.4 .....	45 MPH.
MP 341.4 to MP 338.0 .....	35 MPH.

#### 1(C). Speed—Switches and Turnouts

Through turnouts and sidings, North Dalhart, Hartley, Boden, and Gentry, .....	20 MPH.
South Siding Switch Dalhart .....	10 MPH.

#### 1(D). Speed—Other

All sidings not listed in 1(C) .....	10 MPH.
Bridge 381.3, cars heavier than 143 tons .....	25 MPH.

#### Temperature Speed Restrictions

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

Trains 100 TOB and over .....	40 MPH.
Trains up to 100 TOB .....	45 MPH.

#### Freight

**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

Texline to Amarillo ..... 143 tons, Restriction A

Six-axle locomotives and six-axle derricks are not permitted on the elevator track at Dalhart.

### 3. Type of Operation

#### TWC—in effect:

MP 454.2 to MP 340.1

#### ABS—in effect:

MP 454.2 to MP 419.2

MP 415.5 to MP 338.0

#### CTC—in effect:

MP 417.6 to MP 417.5

MP 335.7

#### Yard Limits—in effect:

MP 340.1 to MP 338.0

#### Restricted Limits—in effect:

MP 338.0 to MP 335.7—Before entering or moving within these limits, communicate with the yardmaster for instructions.

#### Interlocking—MP 417.5

At MP 417.5—All movements through UP interlocking must be with the authority of the UP Control Operator or by signal indication only.

### 4. General Code of Operating Rules Items

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

**Rule 8.3**—The following switches at Amarillo may be left lined and locked in the position last used: North and South Pass (both ends), crossover between MT 1 and MT 2 (MP 330.6), east switch MT 1 (MP 329.4), crossover MT 1 to North Pass (MP 331.1) and east switch Hughes Street.

### 5. Trackside Warning Detectors (TWD)

#### A. Protecting bridges, tunnels or other structures:

MP 393.0 (SWD only)—Recall Code 378

MP 365.1 (NWD only)—Recall Code 368

#### B. Other TWD locations

MP 438.8—Recall Code 398

MP 422.0—Recall Code 388

MP 406.0—Recall Code 377

MP 393.0 (NWD only)—Recall Code 378

MP 365.1 (SWD only)—Recall Code 368

### 6. FRA Excepted Track—

Track 7112, ACR Main, Amarillo North Yard (MP 335.5 to MP 334.3): No freight trains shall be operated that contain more than five cars required to be placarded by Hazardous Material Regulations.

**7. Special Conditions**

**Remote Control Operations**—Signs located at MP 3.5 (Boise City Subdivision), MP 338.0 (Dalhart Subdivision), MP 562.0 (Hereford Subdivision), MP 541.0 (Panhandle Subdivision), and MP 327.5 (Red River Valley Subdivision) designate the Remote Control Area at Amarillo.

**Automatic Switches, Location by Station**—Includes both switches unless specified: Texline, Guy, Dalhart (North end only), Hartley, Channing, Tascosa, Boden, and Gentry.

**Texline**—Southward trains leaving other than main track will be required to use the push button on the signal post at beginning ABS for any route departing Texline at MP 452.4.

**Dalhart**—Alternate radio channel 70 in use by Dalhart Road Switcher.

**Remote Operation of North Dual Control Switch**

**Amarillo**—MP 338.0

Use the following procedure to change the position of the north dual control switch Amarillo. MP 338.0, Southward movement:

1. Prior to arrival at West Amarillo, enter code 267 on AAR radio channel 66 using the radio touch tone pad.
2. Enter code 267 after movement leaves South Gentry and before movement arrives signal at MP 342.1.
3. After radio signal (267) is received by North Amarillo, a tone will be transmitted on AAR channel 66 indicating that dual control switch North Amarillo received the three-digit code (267) and is lined in the reverse position.
4. After dual control switch North Amarillo is lined and locked in the reverse position, signal governing Northward movement at MP 340.0 will display Yellow over Lunar aspect per Rule 9.1.7.
5. The signal governing southward movement at North Amarillo will display a Red over Lunar aspect per Rule 9.1.13.

**Milepost Designation**—The Dalhart Subdivision begins at Sixela MP 454.2. The Twin Peaks Subdivision ends at Sixela MP 347.2. Mileposts on the Twin Peaks Subdivision descend Northward from Sixela.

**Critical Areas**—See System Special Instructions, Item 33, Flash Flood Warnings:

MP 452.0 to MP 450.0  
MP 403.0 to MP 402.0  
MP 386.0 to MP 383.0  
MP 369.0 to MP 368.0  
MP 365.5 to MP 364.0

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

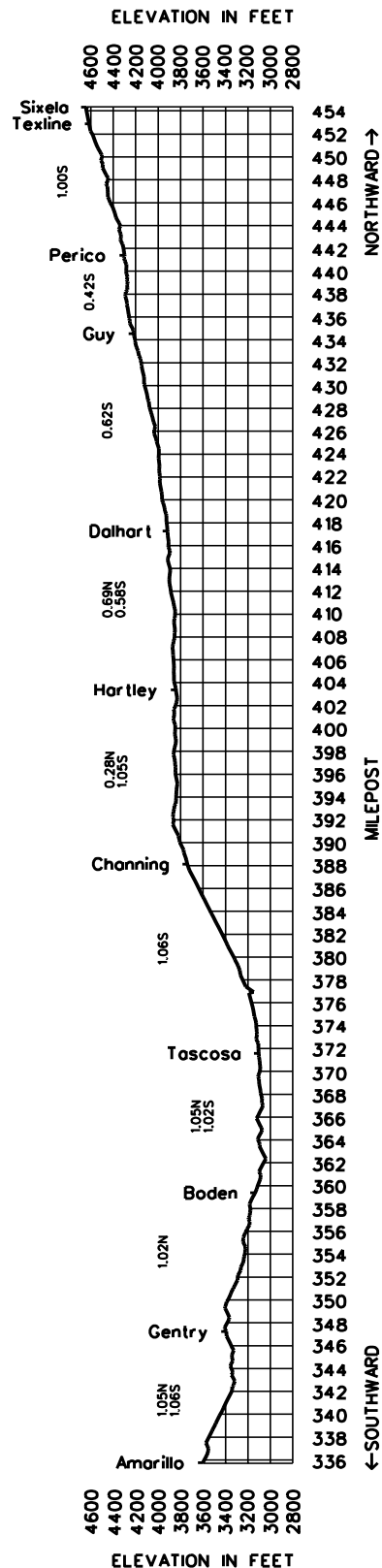
493 ..... Bushland Pocket switch to End of Track is 7000 feet.

**Road Line Segments****Line Segment Limits**

485 ..... Texline to Amarillo

**9. Locations Not Shown as Stations**

Name	Milepost Location	Capacity Cars	Switch Opens
40767 Ware	437.5	15	South

**10. Grade Chart**

SOUTHWARD ↓	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.	NORTHWARD ↑
	8,235	32137	240.8	WENDOVER	JTR			9.8	
	4,660	41367	230.6	DWYER				10.5	
		41357	220.5	MOBA JCT.	J			6.0	
	5,832	41351	214.3	WHEATLAND	B			11.9	
	3,942	41339	202.6	BORDEAUX				13.9	
	8,182	41325	188.7	CHUGWATER				18.6	
	4,011	41307	170.0	LAMBERT				13.1	
	4,634	41294	157.0	ALTUS				4.6	
	3,921	41289	152.4	HORSE CREEK				13.3	
	8,562	41276	138.8	FEDERAL				19.7	
		41256	119.4	CHEYENNE	BTR			6.4	
	3,942	41249	113.0	SPEER		TWC		13.3	
	4,988	41236	99.6	NORFOLK				3.0	
		41233	96.7	PLATTE RIVER JCT.	J			5.0	
	7,216	41228	91.7	OWL CANYON			476	15.1	
	7,295	41213	76.5	NORTH YARD				1.9	
			74.6	UPRR CROSSING	U			0.2	
		41211	74.4	FT. COLLINS	JT			13.7	
	4,079	41197	60.7	LOVELAND				11.4	
	1,920	41186	49.2	HIGHLAND				5.7	
	4,449	41180	43.6	LONGMONT To Barnett 9.0	RBJT			13.0	
	3,948	41168	27.3	BOULDER				13.3	
	8,976	41151	14.0	BROOMFIELD To Lafayette 7.7	J			9.5	
		41141	4.5	CLEAR CREEK	R			1.1	
		41140	3.4	UTAH JCT.	MJR			2.4	
		84301	1.0	PROSPECT JCT. To Fox, To 20th St., To Rennick	JXR	CTC		0.2	
			0.8	23RD STREET	MJ	Rule 6.28		0.8	
		41137	0.0	DENVER UD	BJ			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, Fax (817) 234-6075

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

UPRR Moffat Subdivision dispatcher—(402) 636-1889

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

	Freight
MP 240.8 to MP 0.0 .....	49 MPH.
Trains 100 TOB and over .....	49 MPH.

##### 1(B). Speed—Permanent Restrictions

MP 238.0 to MP 227.0 .....	30 MPH.
MP 220.5 to MP 219.0 .....	25 MPH.
MP 217.5 to MP 213.5 .....	40 MPH.
MP 211.3 to MP 206.8 .....	30 MPH.
MP 165.3 to MP 146.8 .....	30 MPH.
MP 146.8 to MP 143.2 .....	40 MPH.
MP 132.0 to MP 130.4 .....	40 MPH.
MP 110.6 to MP 110.1 .....	30 MPH.
MP 105.7 to MP 99.6 .....	40 MPH.
MP 78.5 to MP 74.7 .....	20 MPH.
Southward trains from MP 74.7 until lead locomotive has passed Prospect Street MP 72.8 .....	
Northward trains from Prospect Street MP 72.8 until entire train has passed North College Avenue MP 74.7 .....	
MP 72.8 to MP 68.8 .....	40 MPH.
MP 62.0 to MP 58.3 .....	25 MPH.
MP 54.7 to MP 54.0 .....	40 MPH.
MP 49.8 to MP 45.8 .....	40 MPH.
MP 32.1 to MP 27.0 (HER) .....	20 MPH.
MP 27.0 to MP 13.7 .....	30 MPH.
MP 6.5 to MP 5.5 .....	25 MPH.
MP 5.5 to MP 4.5 .....	10 MPH.
Broomfield to Lafayette .....	10 MPH.
Longmont to Barnett .....	10 MPH.

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

##### 1(D). Speed—Other

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

#### Temperature Speed Restrictions

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

Trains 100 TOB and over .....

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

Trains 100 TOB and over .....

Trains up to 100 TOB .....

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car

Wendover to Denver UD ..... 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 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:

Wendover to Utah Jct.

### 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:

Wendover—MP 240.7 to MP 238.0  
 Cheyenne—MP 122.6 to MP 117.6  
 Longmont—MP 45.8 to MP 41.3  
 MP 4.5 to Fox Jct.

**Cheyenne**—Northward 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 Rennick yardmaster.

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

Before proceeding south 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 and MW must communicate with yardmaster at Rennick prior to entering restricted limits. 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.

## 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 6.28—in effect:

Between Denver UD and Prospect Jct. (Buck Lead)  
 Between Broomfield and Lafayette  
 Between Longmont and Barnett

**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 south siding switch located at MP 42.6 and the north siding switch located at MP 43.5. These switches may be left lined as last used. 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. 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.

**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.

## 5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
  - MP 238.8—DED/Exception Reporting
  - MP 233.4—DED/Exception Reporting
  - MP 230.0—DED/Exception Reporting
  - MP 225.8—Recall Code 388
  - MP 183.5—Recall Code 368
  - MP 162.5—Recall Code 398
  - MP 144.5—Recall Code 358
  - MP 107.3—Recall Code 347
  - MP 87.8—Recall Code 438
  - MP 67.8—Recall Code 438
  - MP 38.3—Recall Code 318

## 6. FRA Excepted Track

Lyons Branch, Lafayette Branch and East Yard at Longmont.

## 7. Special Conditions

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

**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) 593-6207.

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

**Wheatland**—Northward 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.

Southward 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.

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

**Slater**—Slater switch out of service and spiked.

**Lambert**—Siding must be used for southward train movement only, switching moves excepted.

**Horse Creek**—Siding must be used for northward train movement only, switching moves excepted. When cars are stored on the house track, Murke Spur switch must be lined for Murke Spur.

**Cheyenne**—Trains arriving or departing Cheyenne must notify the Denver Through Freight Desk at Denver at (817) 593-7610.

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 secured on the LP Lead, TOFC Track, or CAM3 and must be protected by the derails at these locations.

Inbound crews arriving Cheyenne and Casper must leave their wheel reports and all high wide documents on the lead engine of the consist for the outbound crew. If the outbound conductor does not need these documents, they may be discarded.

**Norfolk**—Siding must be used for northward train movement only, switching moves excepted.

**Rawhide Power Plant**—The following speed restrictions apply:

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

Trains must 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 must 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) 593-7610.

**Ft. Collins**—West yard, Rex No. 1 out of service, switch spiked for Rex Main.

**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 south and East 10th St. on the north 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 north 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.

**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.

**Longmont**—Along the west leg of the wye, fencing will not clear man on side of car.

Road power (six-axle) is restricted to west leg of wye, 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.

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 at Cemex Plant.

**Valmont**—Road power is not to be used on or over the dumper pit.

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.

**Lafayette Industrial Spur**—The Lafayette Industrial Spur from Broomfield to Lafayette ends at MP 21.5 and wheel stops are in place. A switch point derail is installed at MP 17.8 between Burns Jct. and Lafayette.

The traffic signals at MP 18.1 on Highway 287 are in service. Highway circuit activation is 100 feet in advance of the engineer traffic control signals. The engineer signals will display a red aspect. After stopping short of the engineer signal but within the activation circuit, go to the engineer signal and push the button. The engineer signal will display green within one minute. The absence of light in all vehicular traffic signals, or when unable to obtain a green aspect for movement over the Highway 287 crossing will require movement to proceed per Rule 6.32.2.

The traffic signals at MP 18.7, Northwest Parkway On Ramp and at MP 18.9, Northwest Parkway Off Ramp are in service. The engineer signals display a red over red aspect, which displays green over green aspect when the train movement is within 1000 feet in approach to the engineer signals and after the activation of the vehicular traffic signals. The absence of lights in all vehicular traffic signals, or when unable to obtain a green aspect for movement over the crossings require movement to proceed per Rule 6.32.2.

**Homestead**—In the absence of specific instructions, cars are to be spotted at Door 3.

**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 northbound 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. 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.

**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.

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.

#### Denver Switching Restrictions

Loaded auto racks, passenger cars, engines, poison gas, high-value loads, etc., must not be unnecessarily switched or couplings made so as to damage the equipment or load. It is further understood that this type of equipment will not be cut off in motion or struck by any car moving under its own momentum. Refer to General Code of Operating Rule 7.3 for additional precautions.

Yardmasters will include in daily job briefings at the beginning of each shift and when conditions change during the shift with

each crew, the location(s) if any, where this type of equipment is located in the yard. Switch crews are also required to inquire as to the location of these listed cars if the yardmaster does not provide this information.

When practical, the above cars should be placed to a location that cannot be switched against.

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.

#### Yard Track Protection:

Yard track protection must be provided when crews are coupling tracks, when tracks are occupied with non-crewed locomotives or when trains are arriving or departing from the Denver complex. Switches must be lined away from the track to be protected. Switches must be protected by one of the following methods:

1. Employee assigned to protect the switch.
2. Switch protected by magnetic "Track Occupied" flag or Blue Flag protection (GCOR 5.13 – Mechanical P&M Safety Rules S-24.2 and M-1.0) will be utilized by Mechanical Department employees when work requires.

**Remote Control Operations**—Signs located at MP 539.0 (Brush Subdivision), MP 4.5 (Front Range Subdivision) and MP 7.0 (Pikes Peak Subdivision), designate the Remote Control Area at Denver Terminal.

**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 229.0 to MP 221.0  
MP 155.0 to MP 150.0  
MP 131.0 to MP 126.0  
MP 72.8 to MP 69.0

## 8. Line Segments

### Yard Line Segments

#### Line Segment Yard

496 ..... Jersey Cut Off  
903 ..... Prospect Jct.

### Road Line Segments

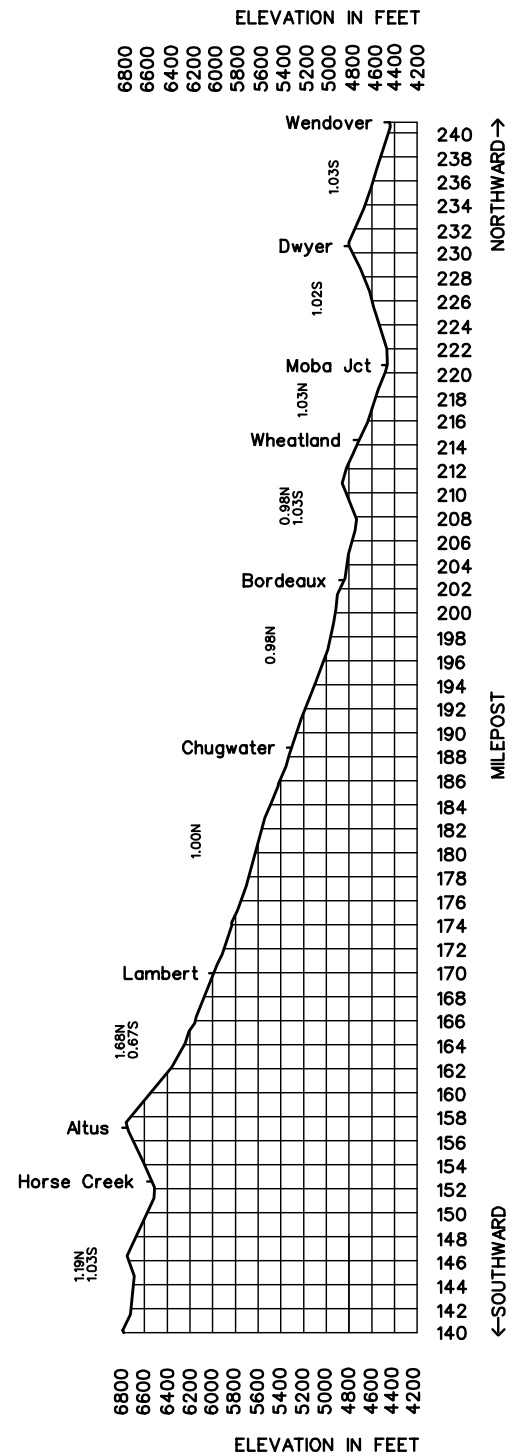
#### Line Segment Limits

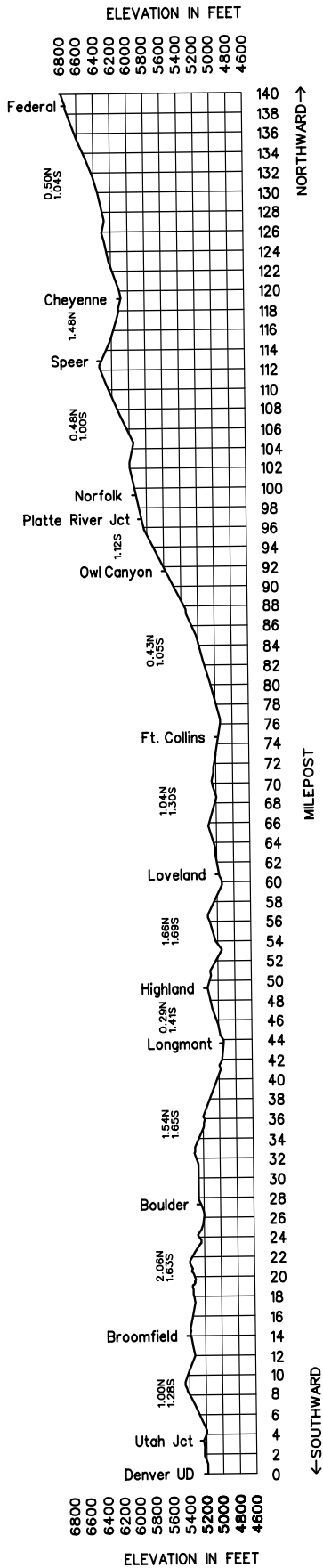
179 ..... Burns Jct.—Lafayette  
179 ..... Longmont—Barnett  
476 ..... Wendover to Denver UD

## 9. Locations Not Shown as Stations

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

## 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	TWC	482	4.8	
		89316	14.4	GOLDEN	B			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 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.**

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, Fax (817) 234-6075

### **1. Speed Regulations**

#### **1(A). Speed—Maximum**

MP 4.9 to MP 14.4 ..... **Freight** 20 MPH.

#### **1(B). Speed—Permanent Restrictions**

Terrill Jct. to Coors East Yard ..... 10 MPH.

#### **1(C). Speed—Switches and Turnouts**

C&S Jct., Turnout ..... 20 MPH.

#### **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

### **3. Type of Operation**

**CTC**—in effect:

At Prospect Jct.

**TWC**—in effect:

MP 4.9 to MP 13.8

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. 92.

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.

**Rule 6.28**—in effect:

MP 13.8 to End of Track MP 15.8

Terrill Jct. to Coors East Yard

**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.

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 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

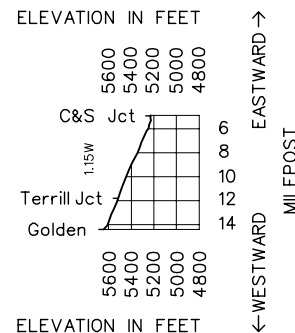
##### Line Segments Limits

- 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



The following excerpts from the Hereford Subdivision are being provided **for information purposes only**. See the General Orders for the Hereford Subdivision, Kansas Division for all amendments to this information.

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hereford Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
			550.5	EASTERN	TX	2MT CTC	7100	1.7	
			552.2	EAST TOWER	JM			0.5	
			552.7	WEST TOWER	MX(2)			1.3	
		53200	554.0	AMARILLO	BCPT			3.5	

Tone Call-In					
RADIO COMMUNICATION	CH	DS	MC	CQS	EMER
Eastern to Amarillo	36	2	4	5&7	9

#### Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-2333, Fax (817) 234-2433

Train Dispatcher (DS 28)—(817) 234-2328, Fax (817) 234-2428

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

MP 550.5 to MP 554.0, including trains 100 TOB and over ..... 55 MPH.

Unless otherwise restricted, between MP 550.5 and MP 554.0, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Item 1(C) of the System Special Instructions for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

##### Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

##### 1(B). Speed—Permanent Restrictions

MP 551.9 to MP 554.4 ..... 20 MPH.

##### 1(C). Speed—Switches and Turnouts

MP 550.5, Eastern, crossover Main 1 to Main 2 ..... 30 MPH.

MP 550.5, Eastern, crossover Main 2 to Main 1, Westbound movement only 20 MPH until lead locomotive passes turnout at MP 550.6, then increase speed to ..... 30 MPH.

MP 550.6, Eastern, turnout to east leg of wye ..... 20 MPH.

MP 552.2, connecting Main Track turnouts, both ends ..... 20 MPH.

MP 552.4, BNSF RRRs, turnouts to main tracks ..... 20 MPH.

and freight leads ..... 20 MPH.

MP 552.7, all switches ..... 20 MPH.

##### 1(D). Speed—Other

Amarillo—east and west freight lead ..... 20 MPH.

**Temperature Restriction**—When the ambient (air) temperature is in one of the following ranges, the applicable restriction will apply to Main Track operations outside of Restricted Limits:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB and Over
110 degrees F and over	Maximum 50 MPH.	Maximum 45 MPH.

If in doubt as to the ambient (air) temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted by the temperature restriction.

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Eastern to MP 554.0 ..... 143 tons, Restriction A

#### 3. Type of Operation

**CTC**—in effect:

MP 550.5 to MP 554.0

#### 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)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Remote Control Area, Amarillo**—Signs located at MP 3.5 (Boise City Subdivision), MP 338.0 (Dalhart Subdivision), MP 562.0 (Hereford Subdivision), MP 541.0 (Panhandle Subdivision), and MP 327.5 (Red River Valley Subdivision) designate the Remote Control Area at Amarillo.

#### 8. Line Segments

##### Yard Line Segments

##### Line Segments Limits

7154 ..... Amarillo Yard

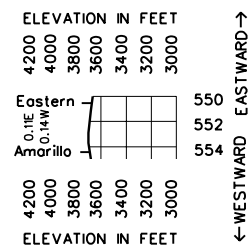
##### Road Line Segments

##### Line Segment Limits

7100 ..... MP 550.5 to MP 554.0

#### 9. Locations Not Shown as Stations—None

#### 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	186	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)			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)			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)	2MT CTC		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
33142		43.0	MP 43.0	J			0.9
33142		42.1	CROSSOVER 42.1	JX			0.7
8,000		41.4	HARMON				7.3
		34.1	CROSSOVER 34.1	X(2)			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**

	<b>Freight</b>
MP 127.3 to MP 15.4, including trains 100 TOB and over .....	50 MPH.
MP 15.4 to MP 0.4 .....	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.
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**Temperature Speed Restrictions**

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

Trains 100 TOB and over .....	40 MPH.
Trains up to 100 TOB .....	50 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
  - MP 10.3—DED/Exception Reporting
  - MP 14.7—DED/Exception Reporting
  - MP 21.9—Recall Code 668
  - MP 25.9—DED/Exception Reporting
  - MP 30.1—DED/Exception Reporting
  - MP 35.9—DED/Exception Reporting
  - MP 40.0—DED/Exception Reporting
  - MP 45.2—Recall Code 658
  - MP 52.5—DED/Exception Reporting
  - MP 59.4—Recall Code 677
  - MP 67.7—DED/Exception Reporting
  - MP 75.3—Recall Code 678
  - MP 83.3—DED/Exception Reporting
  - MP 88.0—DED/Exception Reporting
  - MP 93.0—DED/Exception Reporting
  - MP 98.0—Recall Code 628
  - MP 102.8—DED/Exception Reporting
  - MP 108.3—DED/Exception Reporting
  - MP 113.5—Recall Code 688
  - MP 117.4—DED/Exception Reporting
  - MP 123.6—DED/Exception Reporting

**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.

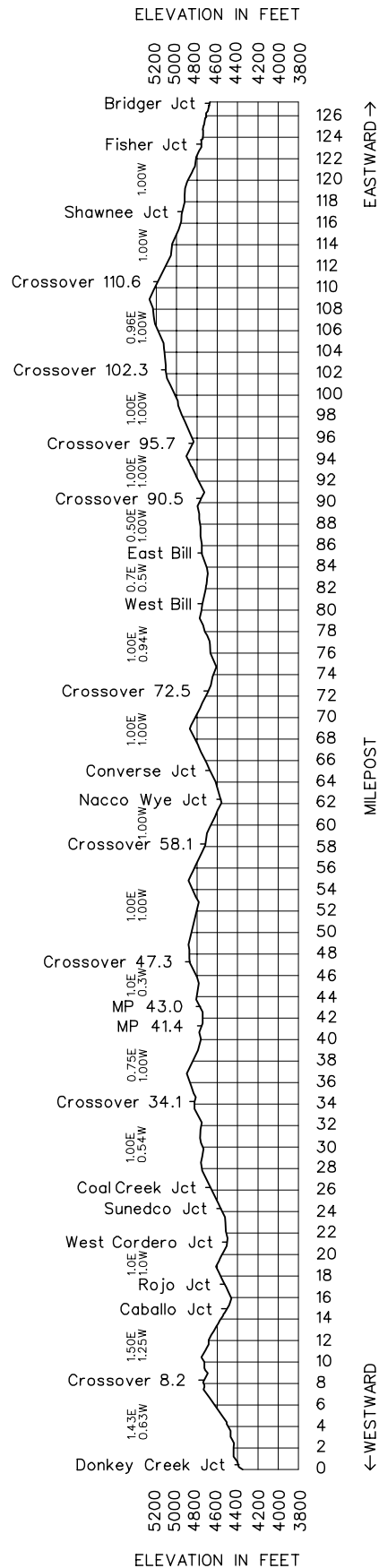
**8. Line Segments****Road Line Segments**

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



SOUTHWARD ↓	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.	NORTHWARD ↑
	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)		2MT CTC		6.7	
				116.6	N. PUEBLO (Main 1)				1.8	
				118.4	CANON CITY JCT. (Main 1)	J			0.4	
	MX905	57200		119.3	SOUTH PUEBLO (Main 1)	BCT			0.2	
			120.4 MT1 118.2 MT2		PUEBLO JCT.	M			119.3*	

\*119.3 miles is measured on Main 1.

**Radio Channel 66 in service Main 1, 2 and 3 Englewood to 20th St.**

**Radio Channel 36 in service Englewood 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 Englewood 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 Englewood	36	1	3	4	5&7	9
BNSF between Englewood 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 Englewood 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
MP 0.0 to MP 1.5, Main 1 and 2	20 MPH.
MP 1.5 to MP 4.5, Main 1 and 2	30 MPH.
MP 4.5 to MP 84.4, Main Tracks	45 MPH.
MP 84.4 to MP 108.6, Main 1	55 MPH.*
MP 84.4 to MP 108.8, Main 2	50 MPH.*
MP 108.6 to MP 118.4, Main 1	55 MPH.*
MP 118.4 to MP 118.8, Main 1	20 MPH.
MP 118.8 to MP 120.4, Main 1	15 MPH.
MP 108.8 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.
MP 52.0 to MP 12.2, Main 1 against the current of traffic	45 MPH.
MP 12.2 to MP 52.0, Main 2 against the current of traffic	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
<b>Below 80</b>	No Restriction	30 MPH	25 MPH
<b>80 to 110</b>	25 MPH	20 MPH	20 MPH
<b>110 to 145</b>	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 (TOB) 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****Freight**

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 .....	30 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 55.4 .....	30 MPH.
MP 55.4 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 .....	30 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.

**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 Track 901 through 922 .....	5 MPH.
BNSF Old Main Track 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
MP 32.5 to MP 36.5 (Main 1)

**Freight****Temperature Speed Restrictions**

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

Trains 100 TOB and over .....	40 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**

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:**

(Referred to as the UPRR Colorado Springs Subdivision.)

Littleton and Palmer Lake—Main 1

Crews and Bragdon—Main 1

Bradgon and Pueblo Jct.—Main 2

UPRR track warrant forms are used on UPRR dispatched track. BNSF Timetable, Special Instructions and Operating Rules apply on UPRR dispatched track.

All southward trains departing Denver must contact the UPRR dispatcher when approaching South Denver and provide their location, and contact UPRR dispatcher with departure time at Littleton.

**CTC**—in effect:

**Brush Dispatcher Controlled—**

20th Street, MP 0.0 to South Denver, MP 4.5—Main 1 and 2.  
South Denver, MP 4.5 to Englewood, MP 8.0—Main 1, 2, & 3.

**Denver South Dispatcher Controlled -**

Englewood, MP 8.0 to Littleton, MP 12.2 - Main 1, 2, & 3.

Palmer Lake, MP 52.0 to Crews, MP 84.4.

Bragdon, MP 108.4 to Pueblo Jct., MP 120.6 (Main 1).

Main 2 - North Nixon, MP 93.9 to South Nixon, MP 94.4

**TWC**—in effect:

Main 1 and 2 - Littleton, MP 12.2 to Palmer Lake, MP 52.0

Main 1 - Crews, MP 84.4 to Bragdon, MP 108.4

Main 2 - Crews, MP 84.4, to North Nixon MP 93.9 and

South Nixon, MP 94.4 to North Bragdon, MP 107.9

**Note** - Helper engines entering Main 1 and moving less than 1 mile, 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 Main 1 and move Southward between MP 50.5\* and MP 52.0\*, begin CTC Palmer Lake.

**ABS**—in effect:

Main 1 - Southward Direction Only:

Littleton, MP 12.2, to Palmer Lake, MP 52.0

Crews, MP 84.4 to North Bragdon, MP 108.6

Main 2 – Northward Direction Only:

Bragdon, MP 107.9 to South Nixon, MP 94.4

North Nixon, MP 93.9 to Crews, MP 84.4

Palmer Lake, MP 52 to Littleton, MP 12.2

**Manual Interlockings Not Controlled By BNSF**

Location	Controlling Railroad
Pueblo Jct. MP 120.6	UPRR

**Multiple Main Tracks—**

20th Street to Palmer Lake

Crews to Pueblo Jct.

South Denver to Littleton

When facing a southward timetable direction at 20th Street, Main 1 is on your right and Main 2 is on your left. When facing a southward timetable direction at South Denver, Main 1 will be on your right, Main 2 will be in the middle and Main 3 will be on your left.

**Main 1**—Main 1 is under UPRR operating jurisdiction:

Littleton, MP 12.2 to Palmer Lake, MP 52.0

Crews MP 84.4 to North Bragdon, MP 107.9

**Main 2**—Main 2 is under BNSF operating jurisdiction:

Littleton, MP 12.2 to Palmer Lake, MP 52.0

Crews, MP 84.4 to North Bragdon, MP 107.9

And under UPRR operating jurisdiction:

Pueblo Jct. to Bragdon (UPRR Bypass),

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

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

**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.

**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 Main 2. Clearing of signal requires operation of key controller mounted on side of signal house, after dispatcher has positioned signal. Aspect will be restricting.

**Pueblo Union Depot**—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.

**Rule 5.5**—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 engineers in resuming normal speed.

**Rule 14.4**—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**—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 15.1**—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 (Main 1)

UP MP 14.3—DED/Exception Reporting (Main 1)

UP MP 15.9—DED/Exception Reporting (Main 1)

UP MP 17.5—DED/Exception Reporting (Main 1)

UP MP 19.3—DED/Exception Reporting (Main 1)

UP MP 21.1—DED/Exception Reporting (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 (Main 1)

UP MP 24.5—DED/Exception Reporting (Main 1)

UP MP 26.8—DED/Exception Reporting (Main 2)

UP MP 29.4—DED/Exception Reporting (Main 2)

UP MP 31.6—DED/Exception Reporting (Main 2)

UP MP 33.0—DED/Exception Reporting (Main 2)

UP MP 35.0—Hot Box/DED (Main 2)

UP MP 37.6—DED/Exception Reporting (Main 2)

UP MP 40.2—DED/Exception Reporting (Main 2)

UP MP 42.4—DED/Exception Reporting (Main 2)

UP MP 44.6—DED/Exception Reporting (Main 2)

MP 46.35—Recall Code 8 (Main 1)

UP MP 46.8—DED/Exception Reporting (Main 2)

UP MP 48.5—Hot Box/DED (Main 2)

UP MP 50.5—DED/Exception Reporting (Main 1)  
 UP MP 54.2—DED/Exception Reporting  
 UP MP 60.4—Hot Box/DED  
 UP MP 62.3—DED/Exception Reporting  
 UP MP 68.8—DED/Exception Reporting  
 UP MP 70.3—DED/Exception Reporting  
 MP 81.1—Recall Code 8  
 UP MP 86.1—DED/Exception Reporting (Main 2)  
 UP MP 87.6—DED/Exception Reporting (Main 2)  
 UP MP 89.2—DED/Exception Reporting (Main 2)  
 UP MP 91.4—DED/Exception Reporting (Main 2)  
 MP 92.3—DED/Exception Reporting (Main 1)  
 UP MP 93.2—DED/Exception Reporting (Main 2)  
 UP MP 95.6—DED/Exception Reporting (Main 2)  
 UP MP 98.2—DED/Exception Reporting (Main 2)  
 MP 99.1—DED/Exception Reporting (Main 1)  
 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 (Main 2)  
 UP MP 106.6—DED/Exception Reporting (Main 2)  
 MP 108.2—DED/Exception Reporting (Main 1)  
 UP MP 111.5—DED/Exception Reporting  
 MP 113.6—DED/Exception Reporting (Main 1)  
 UP MP 115.6—DED/Exception Reporting  
 UP MP 117.0—DED/Exception Reporting

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

- The talker message will be transmitted a few seconds after the last axle has passed the detector.
- 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.
- 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

**Remote Control Area**—Signs located at MP 539.0 (Brush Subdivision), MP 4.5 (Front Range Subdivision) and MP 7.0 (Pikes Peak Subdivision), designated the Remote Control Area at Denver Terminal.

**Dynamic Brake Requirements—**

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.

Exception: Due to the brake characteristics of through equipment, unit through coal trains may be operated on descending grade above without helpers as long as a minimum of 16 axles of dynamic brake axles are available.

**BNSF ABTH Rule 100.13**—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.

**BNSF ABTH Rule 102.12.1**—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.

**Kountry Line**

**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.

**Flordia Avenue, MP 4.83**—Engineer signal will display a green aspect for rail movement. The engineer signal protecting Flordia Ave. is bonded 550 Ft. from the crossing on the Kountry Main Line. A red engineer signal or dark engineer signal at Flordia 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.

**Dartmouth Avenue, MP 6.98**—Movement over crossing must be protected by a crew member on the ground.

**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.

**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

**Work Train Instructions**—These instructions apply to all work trains operating on the Pikes Peak Subdivision.

All work trains crews will conduct a job briefing with a BNSF Operating Officer (Representative can be from the Operating, Mechanical or Engineering Department(s)) at the beginning of their tour of duty and at intervals that do not exceed four (4) hours until the end of the tour of duty. Movements must not be made unless these briefings occur.

All work trains operating must be operated with the ability to initiate an emergency application from the rear of train. All mountain grade train handling rules outlined under ABTH Rule 103.7 apply to work trains.

All movements, including switching movements, must be made with the air brakes on all cars being handled cut in and brake system charged. All cars left standing on the main track (in addition to securing with hand brakes) must be left in emergency when locomotive is detached.

8. **Line Segments**

**Road Line Segments**

**Line Segment Limits**

477 ..... 20th Street to Pueblo Jct.

**Yard Line Segments**

**Line Segment Limits**

7357 ..... Pueblo Yard

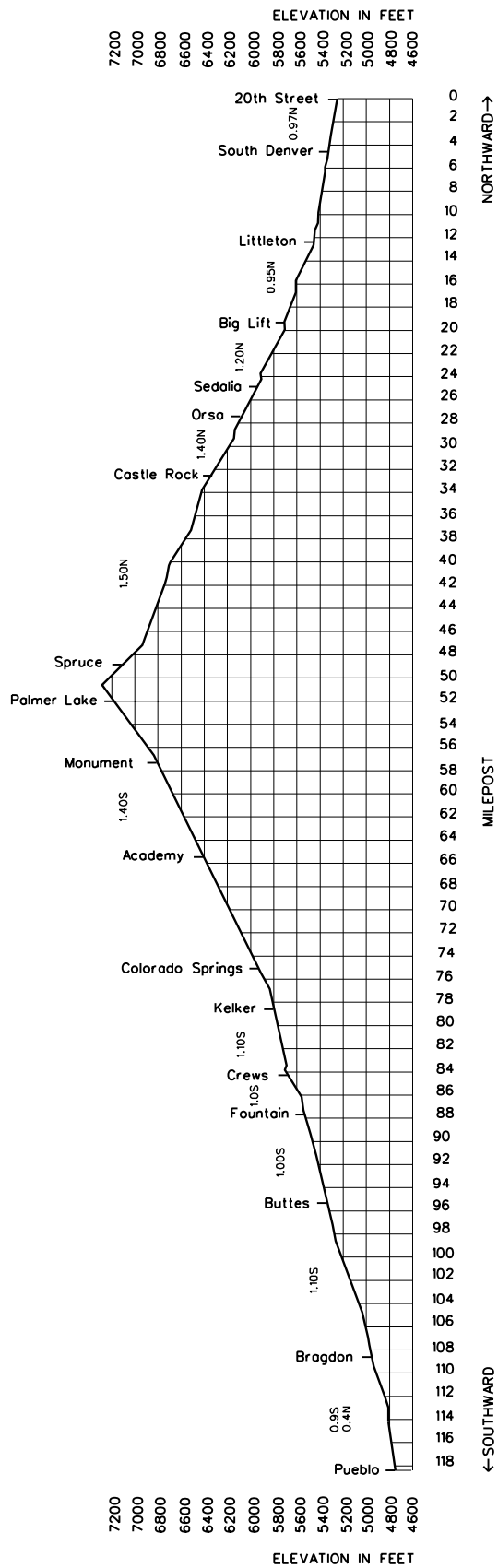
483 ..... Kountry Line

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
Ft. Logan Spur	9.1	6,330	South
Blakeland Spur	15.3	3,000	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
Lark Spur	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
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	2,700	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
North Burnham Lead	1.5	15,840	Both
Park Lead Spur	1.5	750	North



10. Grade Chart



SOUTH WARD ↓	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.	↑ NORTH WARD
			617.7	PUEBLO JCT.	M			6.9	
	7,500	57180	610.9	BAXTER		CTC		7.3	
	7,500	57165	603.6	AVONDALE	T			5.0	
		57160	598.6	BOONE				7.0	
			591.6	NA JCT.	J			17.1	
	5,400	57150	574.5	MANZANOLA		TWC ABS	7304	3.5	
	4,100	57145	571.0	VROMAN				5.4	
	5,000	57140	565.6	ROCKY FORD				5.8	
		57120	559.8	SWINK				4.9	
		56700	554.9	LA JUNTA	BCPTY			62.9	

MP 556.3 to MP 554.9 is part of and under the jurisdiction of the Kansas Division.

	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  
MP 617.7 to MP 554.9 ..... 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 617.7 to MP 617.4 ..... 10 MPH.  
MP 617.4 to MP 617.2 ..... 25 MPH.  
MP 616.0 to MP 615.9 ..... 50 MPH.  
MP 598.6 to MP 597.3 ..... 40 MPH.  
MP 566.1 to MP 565.0 (HER) ..... 40 MPH.  
MP 556.1 to MP 555.7 ..... 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.  
Baxter and Avondale—Both ends siding ..... 30 MPH.  
NA Jct.—Junction switch ..... 30 MPH.  
Fowler, Manzanola, Vroman, and Rockyford  
through turnout and siding ..... 10 MPH.  
La Junta—north end of freight lead (Long Tail) ..... 20 MPH.

#### 1(D). Speed—Other

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

#### Temperature Speed Restrictions

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

Trains 100 TOB and over ..... 40 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

Pueblo Jct. to La Junta ..... 143 tons, Restriction A

### 3. Type of Operation

#### CTC—in effect:

MP 617.7 to MP 591.6

#### TWC—in effect:

MP 591.6 to MP 554.9

#### ABS—in effect:

MP 591.6 to MP 554.9

#### Yard Limits—in effect:

La Junta ..... MP 553.9 to MP 557.8

#### Manual Interlockings Not Controlled by BNSF

Location	Controlling Railroad
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)

- Protecting bridges, tunnels or other structures: None
- Other TWD locations  
MP 595.1  
MP 570.7—Recall Code 8
- Other detectors  
MP 612.5—High Water  
Controlled signal north end Baxter  
Signal 6142  
MP 557.2—High Water—Signals 5572 and 5561

### 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.

**Fountain River Bridge**—The north walkway on the Fountain River Bridge, MP 617.2, is out of service.

**Doane Products**—When required to switch Doane Products, Track 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.

Northward 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).

**NA Jct.**—Interchange destined to the CKP will be delivered on the former Missouri Pacific main track, Tonner Subdivision. Tracks are listed as tracks 2901 and 2902

**Rocky Ford**—Six axle units must not be used on the Sugar Factory Spur. The switch from the siding to the Sugar Factory Spur must remain lined and locked to allow Southward train movements from the siding to the main track. When the switch is lined for movement to or from the Sugar Factory Spur the switch will display a red target. Western Sugar has installed a gate 20 feet north of Chestnut Ave., Track 1112, entrance to the sugar company. The gate is equipped with a BNSF switch lock and must be kept locked at all times. The gate has 2 feet of clearance on both sides of the rail, close clearance with a person on the side of a car.

**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

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Limits

7353 ..... La Junta Yard

##### Road Line Segments

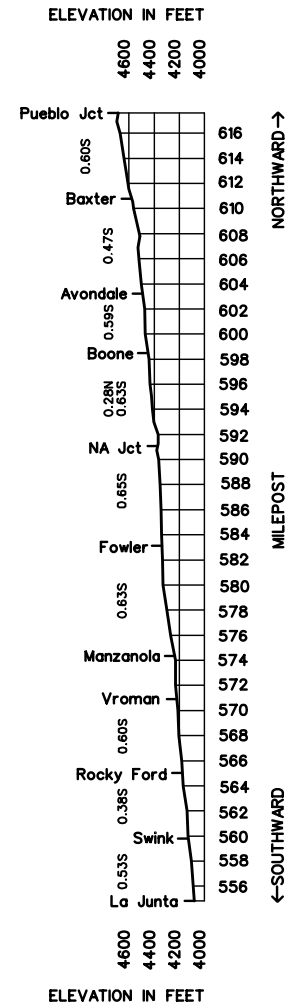
##### Line Segment Limits

7304 ..... La Junta to Pueblo Jct.

#### 9. Locations Not Shown as Stations

Name	Milepost Location	Capacity Feet	Switch Opens
Target Stores	610.4	1,390	North
Doane's Products	610.6	400	North
Pueblo Chemical Depot	610.7	Yard	North
Economy Building Spur	615.1	400	South
Fowler	583.1	2,640	South

#### 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**

MP 2.5 to MP 0.7 .....	<b>Freight</b> 35 MPH.
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**1(B). Speed—Permanent Restrictions—None****1(C). Speed—Switches and Turnouts**

Through turnout at Reno Subdivision switch .....	25 MPH.
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**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.
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**2. Bridge and Equipment Weight Restrictions****Maximum Gross Weight of Car**

Reno to Black Thunder Jct. ....	143 tons, Restriction A
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**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.

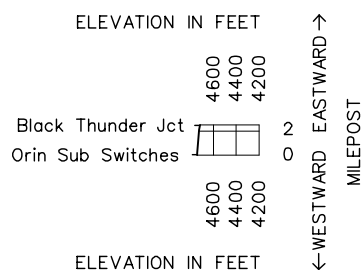
Track from Reno Jct. to switch at MP 42.1 on MT 1, Orin Subdivision, is designated as West Leg of Wye, Reno Jct.

**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 127.7 to MP 128.2 is part of and under the jurisdiction of the Nebraska Division.**

## 1. Speed Regulations

### 1(A). Speed—Maximum

	<b>Freight</b>
MP 128.2 to MP 364.0 .....	60 MPH.
Trains 100 TOB and over .....	50 MPH.

### 1(B). Speed—Permanent Restrictions

MP 127.2 to MP 127.9 .....	20 MPH.
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.

### 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 .....	40 MPH.
Trains up to 100 TOB .....	50 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)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 133.2—DED/Exception Reporting

MP 138.3—DED/Exception Reporting

MP 141.4—Recall Code 048

MP 146.7—DED/Exception Reporting

MP 150.6—DED/Exception Reporting

MP 156.5—Recall Code 138

MP 161.7—DED/Exception Reporting

MP 168.1—DED/Exception Reporting

MP 173.3—DED/Exception Reporting

MP 178.4—DED/Exception Reporting

MP 180.9—Recall Code 128

MP 184.9—DED/Exception Reporting

MP 190.1—DED/Exception Reporting

MP 195.7—DED/Exception Reporting  
 MP 200.5—Recall Code 147  
 MP 205.5—DED/Exception Reporting  
 MP 210.0—DED/Exception Reporting  
 MP 216.3—DED/Exception Reporting  
 MP 221.1—Recall Code 148  
 MP 225.9—DED/Exception Reporting  
 MP 229.9—DED/Exception Reporting  
 MP 235.3—DED/Exception Reporting  
 MP 241.1—DED/Exception Reporting  
 MP 248.9—Recall Code 157  
 MP 252.4—DED/Exception Reporting  
 MP 256.5—DED/Exception Reporting  
 MP 261.2—DED/Exception Reporting  
 MP 264.9—Recall Code 158  
 MP 269.5—DED/Exception Reporting  
 MP 275.5—DED/Exception Reporting  
 MP 280.5—DED/Exception Reporting  
 MP 286.3—Recall Code 167  
 MP 292.8—DED/Exception Reporting  
 MP 295.1—DED/Exception Reporting  
 MP 300.1—DED/Exception Reporting  
 MP 304.5—DED/Exception Reporting  
 MP 309.0—Recall Code 168  
 MP 314.5—DED/Exception Reporting  
 MP 320.1—DED/Exception Reporting  
 MP 324.8—DED/Exception Reporting  
 MP 330.4—DED/Exception Reporting  
 MP 333.9—DED/Exception Reporting  
 MP 338.1—Recall Code 188  
 MP 344.0—DED/Exception Reporting  
 MP 349.2—DED/Exception Reporting  
 MP 354.7—DED/Exception Reporting  
 MP 358.9—DED/Exception Reporting—Radio Channel 70  
 MP 362.8—DED/Exception Reporting—Radio Channel 70

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Ravenna**—All westbound trains do not pull west of the intermediate signal at MP 148.7 until confirmation is received from the Dispatcher that the train has signals requested at Mason to proceed westbound. Notify the dispatcher if the train will fit in-between Mason and the crossing at MP 153.65.

**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.

**Ellsworth**—Eastbound trains stopping at Ellsworth, between the hours of 2200 and 0600, stop back of the eastbound whistle marker located at MP 334.52.

**EOT Replacement Batteries**—The following locations have replacement batteries for enroute failures of End of Train Device batteries:

- MP 169.8 – located inside the East door of the signal bungalow.
- MP 254.2 – located inside the West door of the signal bungalow.

A one for one exchange is required when taking one of the batteries, along with ensuring the battery is reconnected to the charger and the door to the bungalow is secured. If a battery cannot be returned to the bungalow as specified, the Dispatcher must be notified so arrangements can be made for a replacement battery.

**Remote Control Operations**—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

**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

**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**

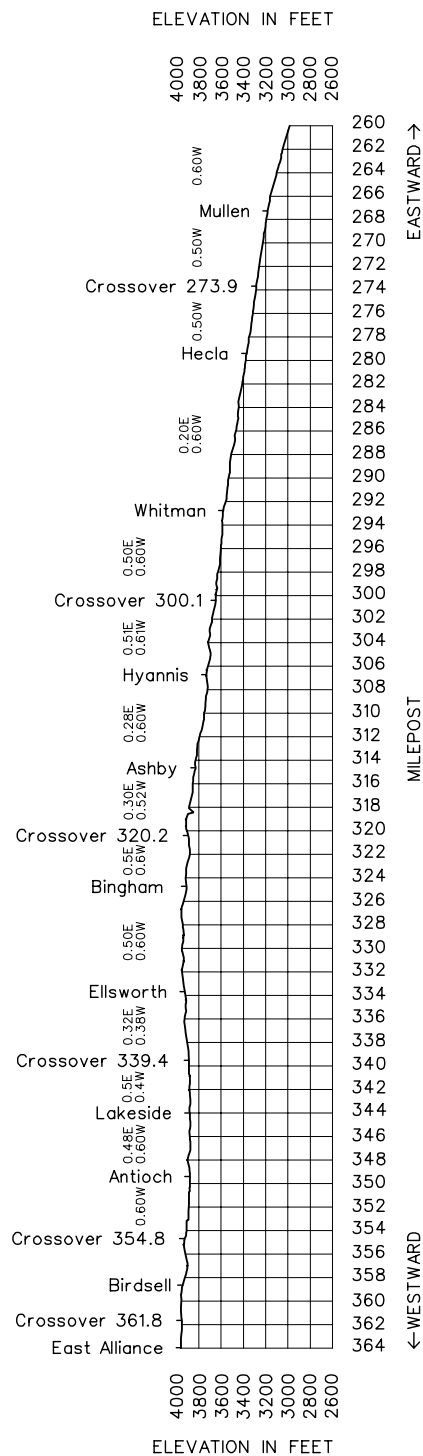
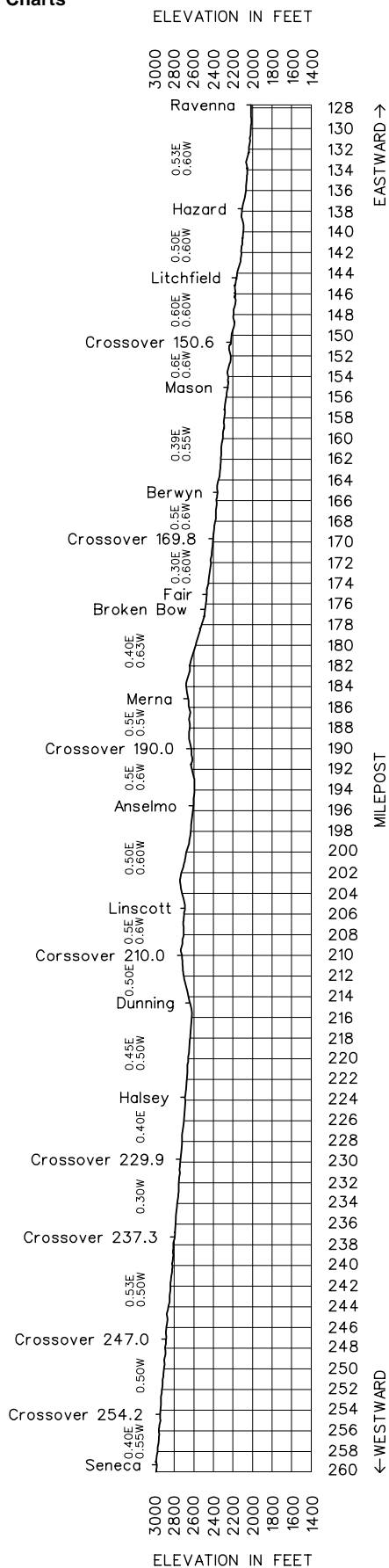
4 ..... Ravenna to East Alliance

**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

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
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
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
Progressive Rail-831,832,833	5.6 east of Alliance MT1	189	Both
AEP-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





SOUTH WARD ↓	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.	↑ NORTH WARD
			119.6	PUEBLO JCT.	MT		CTC		1.6	
			121.2	SALT CREEK JCT.	J				3.6	
		41013	124.8	SOUTHERN JCT.	J		TWC		18.7	
		40993	143.5	CEDARWOOD	X		2MT		11.2	
		40981	154.7	LASCAR	X		TWC		16.9	
	6,100	40965	171.6	WALSENBURG	JX			477	8.5	
	7,851	40957	180.1	MAYNE					9.6	
	8,078	40946	189.7	LYNN			TWC		6.4	
	7,735	40939	196.1	LUDLOW			ABS		12.2	
(1) 7,500 (2) 7,500		40924	208.3	TRINIDAD	B		CTC		88.7	

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. 54 (UPRR) in service (Main 1) 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

MP 119.6 to MP 208.3 ..... **Freight**  
49 MPH.

#### 1(B). Speed—Permanent Restrictions

##### Single Track

MP 119.6 to MP 124.7 ..... 20 MPH.  
MP 124.7 to MP 124.8 ..... 10 MPH.  
MP 171.6 to MP 172.5 ..... 20 MPH.  
MP 172.5 to MP 173.4 ..... 25 MPH.  
MP 173.4 to MP 187.5 ..... 35 MPH.  
MP 187.5 to MP 197.9 ..... 45 MPH.  
MP 197.9 to MP 208.3 ..... 35 MPH.

##### Main Track 1

MP 124.8 to MP 171.68 ..... 40 MPH.

##### Main Track 2

MP 124.8 to MP 171.68 ..... 40 MPH.

#### 1(C). Speed—Switches and Turnouts

Pueblo Jct., turnout ..... 15 MPH.  
Salt Creek Jct., turnout to North Lead ..... 10 MPH.  
Southern Jct., all turnouts ..... 10 MPH.  
Walsenburg, automatic switch ..... 20 MPH.  
Mayne, through turnouts and siding ..... 20 MPH.  
Lynn and Ludlow, through turnouts and sidings:  
Trains under 100 TOB ..... 40 MPH.  
Trains 100 TOB and over ..... 25 MPH.  
Trinidad, siding 1 and siding 2 and through turnouts:  
Trains under 100 TOB ..... 10 MPH.  
Trains 100 TOB and over ..... 10 MPH.

#### 1(D). Speed—Other

North Lead (to Minnequa) MP 121.2 to MP 122.6X ..... 10 MPH.  
Minnequa, all yard tracks ..... 5 MPH.  
South Lead (to Minnequa) MP 122.6X to MP 124.7 ..... 10 MPH.

#### Freight

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

#### Temperature Speed Restrictions

**Hot Weather**—When temperature exceeds 90 degrees

Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over ..... 40 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

Pueblo to Trinidad ..... 143 tons, Restriction A

### 3. Type of Operation

**CTC**—in effect:

MP 119.6 to MP 121.2

MP 205.99 to MP 208.3

MP 121.1X to MP 122.6X—North Lead (to Minnequa)

**TWC**—in effect:

MP 121.2 to MP 205.99

**ABS**—in effect:

MP 171.72 to MP 205.99

#### Two Main Tracks—

MP 124.8 to MP 171.68

#### Manual Interlockings Not Controlled By BNSF RR

Location	Controlling Railroad
----------	----------------------

MP 119.6, Pueblo Jct.	UPRR
-----------------------	------

### 4. General Code of Operating Rules Items

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

**Rule 6.26**—When facing a northward timetable direction at MP 171.68, Main Track 1 is on your left and Main track 2 is on your right.

**Rule 6.28**—In effect on Minnequa Lead (Old Way) MP 122.6X to MP 124.7.

**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 1, 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 2—Recall Code 478
  - MP 155.6—Main 1 and Main 2—Recall Code 468
  - MP 184.7—Recall Code 458
  - MP 175.4—DED/Exception Reporting
  - MP 180.9—DED/Exception Reporting
  - MP 191.0—DED/Exception Reporting
  - MP 195.3—DED/Exception Reporting
  - MP 201.3—Recall Code 457
  - MP 208.0—DED/Exception Reporting

**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.**—Switches MP 124.8 lined for movement from BNSF Main Track to Main Track 2 Southern Jct. to Walsenburg.

**Minnequa**—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**—Southward 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. Southward trains must receive instructions from Trinidad Dispatcher before passing MP 208.

Do not block the north spur track. The switch and the north 200 feet of Track 7530 are out of service.

**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) 593-6207.

**8. Line Segments**

**Road Line Segments**

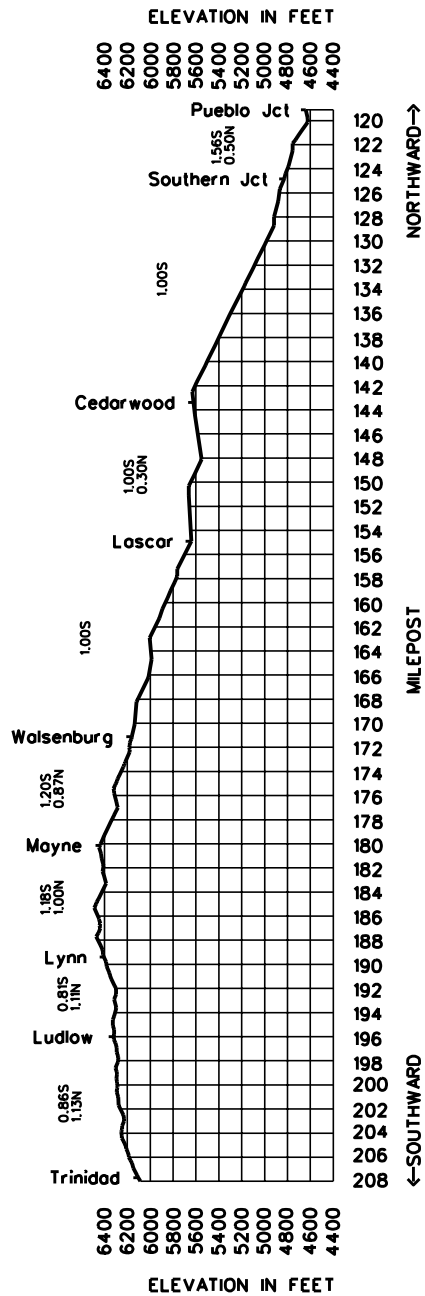
**Line Segment Limits**

477 ..... Trinidad to Pueblo Jct.  
7358 ..... Minnequa Yard

**9. Locations Not Shown as Stations**

Name	Mile Post Location	Capacity Feet	Switch Opens
North Lead (to Minnequa)	121.2	1.4 Miles	North
CW Lead	124.6	40 Cars	South
Comanche Lead	124.65	2.0 Miles	North
South Lead (to Minnequa)	124.7	2.1 Miles	South
DRGW Lead	171.71		North
Homer Spur	191.0	1,000	South

## 10. Grade Chart



SOUTHWARD ↓	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.	NORTHWARD ↑
	7,500	40924	208.3	TRINIDAD	B			11.9	
	7,500								
	8,126	40917	220.2	BESHOAR				15.0	
	7,888	40903	235.2	BARELA				15.8	
	8,527	40886	251.0	TRINCHERE		CTC		12.1	
	8,099	40874	263.1	BRANSON				9.2	
	7,587	40865	272.3	ALPS			477	12.2	
	7,074	40854	284.5	FOLSOM				8.0	
	7,349	40844	292.5	DES MOINES				7.6	
	8,363	40837	300.1	GRANDE				15.5	
	8,627	40825	315.6	GRENVILLE		TWC		14.8	
	8,955	40807	330.4	ROYCE		ABS		16.8	
		40790	347.2 454.2	SIXELA				138.9	

Radio Channel No. 70 in service Texline to Beshoar.

Radio Channel No. 66 in service Beshoar to Trinidad.

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		

#### Dispatcher Telephone Numbers

Chief Dispatcher—(817) 234-7361, Fax (817) 234-1204

Train Dispatcher—(817) 234-6055, Fax (817) 234-6076

### 1. Speed Regulations

#### 1(A). Speed—Maximum

	Freight
MP 208.3 to MP 347.2 .....	50 MPH.
Trains 100 TOB and over .....	50 MPH.

#### 1(B). Speed—Permanent Restrictions

MP 208.3 to 273.1 .....	35 MPH.
MP 273.1 to 274.4 .....	25 MPH.
MP 274.4 to 280.7 .....	35 MPH.
MP 280.7 to 282.0 .....	25 MPH.
MP 282.0 to 287.7 .....	35 MPH.
MP 287.7 to 297.0 .....	40 MPH.
MP 452.4 to MP 452.2 (Dalhart Subdivision) .....	25 MPH.

#### 1(C). Speed—Switches and Turnouts

Trinidad, Sidings 1 and 2 .....	10 MPH.
Through turnouts and sidings at Beshoar, Trinchere, and Des Moines	
Train under 100 TOB .....	35 MPH.
Trains 100 TOB and over .....	25 MPH.
MP 284.5, siding for northward 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.	

#### Temperature Speed Restrictions

**Hot Weather**—When temperature exceeds 90 degrees

Fahrenheit do not exceed the following speeds:

Trains 100 TOB and over .....	40 MPH.
Trains up to 100 TOB .....	45 MPH.

#### Freight

**Cold Weather**—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

Trinidad to Sixela ..... 143 tons, Restriction C

### 3. Type of Operation

**CTC**—in effect:

MP 208.3 to MP 292.5

**TWC**—in effect:

MP 292.5 to MP 347.2

**ABS**—in effect:

MP 292.5 to MP 347.2

### 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:

Grande, Grenville, Royce and Sixela.

**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 210.2—DED/Exception Reporting  
 MP 217.6—Recall Code 458 (Channel 66)  
 MP 223.3—DED/Exception Reporting  
 MP 227.5—DED/Exception Reporting  
 MP 232.1—DED/Exception Reporting  
 MP 238.0—DED/Exception Reporting  
 MP 241.9—DED/Exception Reporting  
 MP 245.1—Recall Code 438  
 MP 248.5—DED/Exception Reporting  
 MP 254.6—DED/Exception Reporting  
 MP 260.5—DED/Exception Reporting  
 MP 267.0—Recall Code 437  
 MP 269.3—DED/Exception Reporting  
 MP 275.0—DED/Exception Reporting  
 MP 278.5—DED/Exception Reporting  
 MP 282.1—DED/Exception Reporting  
 MP 287.8—DED/Exception Reporting  
 MP 290.1—Recall Code 428  
 MP 295.7—DED/Exception Reporting  
 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.

**Sixela**—Northward trains leaving other than main track will be required to use the push button on the signal post at beginning ABS for any route departing Sixela at MP 347.2.

**Trinidad**—All Northward trains must call Trinidad train dispatcher for instructions before fouling Brick Yard Crossing. Do not block north spur track. The north 200 feet and the north switch of Track 7530 are 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.

**Milepost Designation**—The Twin Peaks Subdivision ends at Sixela, MP 347.2. The Dalhart Subdivision begins at Sixela, MP 454.2. Mileposts on the Dalhart Subdivision descend southward.

**Critical Areas**—See System Special Instructions, Item 33, Flash Flood Warnings:  
MP 249.8 to MP 251.1

## 8. Line Segments

### Road Line Segments

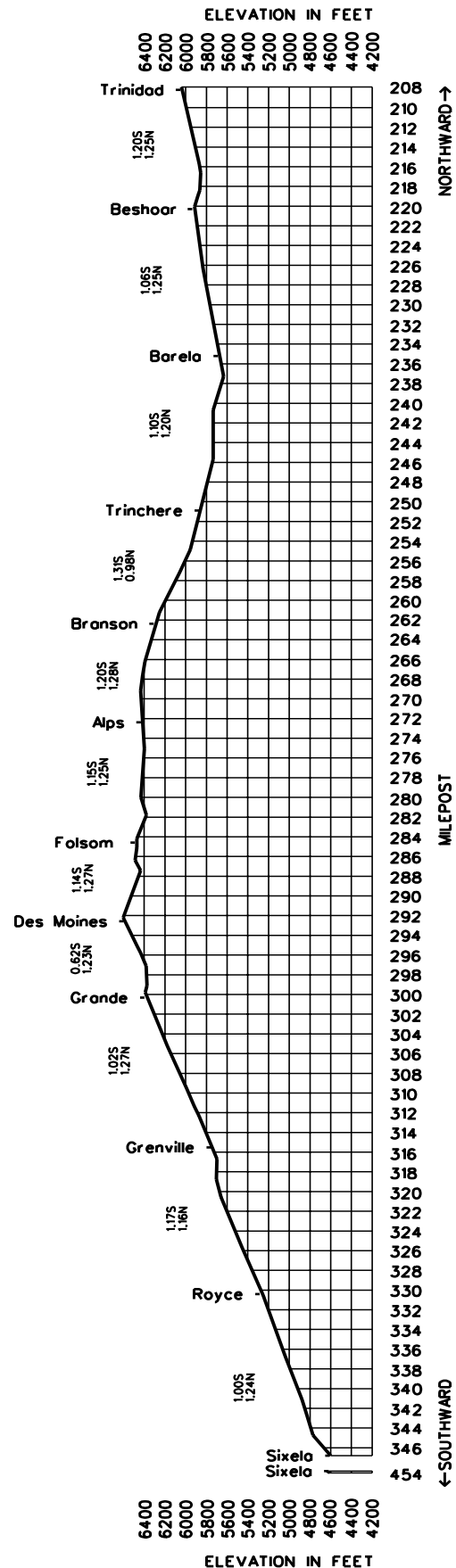
#### Line Segment Limits

477 ..... Trinidad to Sixela

## 9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
Twin Mountain	286.85	6	Both
Clayton	338.0	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		0.4	
			0.4	WEST NORTHPORT (To UP Crossing 0.7)	JTX(2)	2MT CTC		3.0	
		32036	3.4	DEGRAW				8.4	
		32046	11.8	BAYARD				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	CTC		4.4	
9,099			44.6	ENTERPRISE			5	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				3.5	
			85.5	MP 85.5				2.8	
			88.3	CROSSOVER 88.3	X(2)	2MT CTC		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, Fax (817) 234-6171

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

MP 0.0 to MP 90.4, 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.

#### Temperature Speed Restrictions

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

Trains 100 TOB and over ..... 40 MPH.  
Trains up to 100 TOB ..... 50 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.

**Mitchell**—All Sugar Factory trackage

**Morrill**—Stock, House, Spud, and Bean trackage

**Lingle**—Elevator Track

**Torrington**—Stock and House Tracks

#### 3. Type of Operation

**CTC**—in effect:

MP 0.0 to MP 90.4

##### Two Main Tracks

MP 0.4—MP 3.4

MP 85.5 to 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 72.6—DED/Exception Reporting

MP 76.8—DED/Exception Reporting

MP 82.9—Recall Code 838

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Local Crossing Ordinance—Scottsbluff**—A standing train must not block a crossing for more than five minutes. A moving train must not block a crossing for more than ten minutes.

**Scottsbluff Yard**—The inside crossover switch located at the east end of Scottsbluff Yard at MP 29.4 must be left lined and locked for movement to the Factory Lead except for immediate movement to or from the Main Track per GCOR Rule 8.12.

The high stand switch will display a red target when lined for movement to or from the Main Track. Authority to occupy the Main Track must be secured before lining this switch for Main Track movement.

**Engineer Only Helper Operations**—With few exceptions, the current operating practices and procedures for two-man helper service operations will remain unchanged by the implementation of one-man helper service on the Powder River Division. If there are questions or concerns regarding the application of the existing rules, in reference to one-man operation, that have not been addressed, contact your supervisor for interpretation.

**Instructions for Engineer Only Helper Service**—Engineers are responsible for the inspections of the locomotive consist at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit.

**Locomotive Running Air Brake Test**—

1. Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge, and determine that retarding effort is provided.
2. Release independent brakes and continue movement.
3. Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed, by observation of the gauge, and that retarding effort is provided.
4. Actuate the independent brake. Determine brake cylinder pressure releases, by observation of the gauge, and the locomotive rolls freely.
5. Place the independent and automatic brake handles in the release position and proceed.

**Helper Link Instructions**—Helper Link equipment must be inspected at beginning of tour of duty. Pin lifters, cable connections, angle cocks and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the Dispatcher and leave a voice mail message for the Road Foreman, before departure. Helper Link Report Forms must be filled out and faxed to Road Foreman of Engines detailing defects or damage.

**Temporarily Securing Locomotives**—Prior to dismantling the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

**Other Operating Issues**—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of movement. When operating conditions require movement at restricted speed, or while moving on other than main track and it is necessary to make a backup move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles, be governed by GCOR Rules 6.4 Reverse Movement, and 6.5 Handling Cars Ahead of Engine. If it is determined, by observation of the track directly behind the locomotives, that a backup move can be safely made changing operating ends will not be required.

Engineers will not be required to maintain a Signal Awareness Form. Engineers will be required to comply with Powder River Division General Notice pertaining to Calling Signals. When notified of grade crossing signal failure/malfunction requiring flag protection at a crossing, occupying movement can not be made until other, available, BNSF employees provide protection. Contact the dispatcher, in advance, to arrange for assistance from available employees working in the area. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries. Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement unless otherwise authorized by chief dispatcher or local supervision.

**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 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

8. **Line Segments**

**Yard Line Segments**

**Line Segment Limits**

896 ..... Scottsbluff

**Road Line Segments**

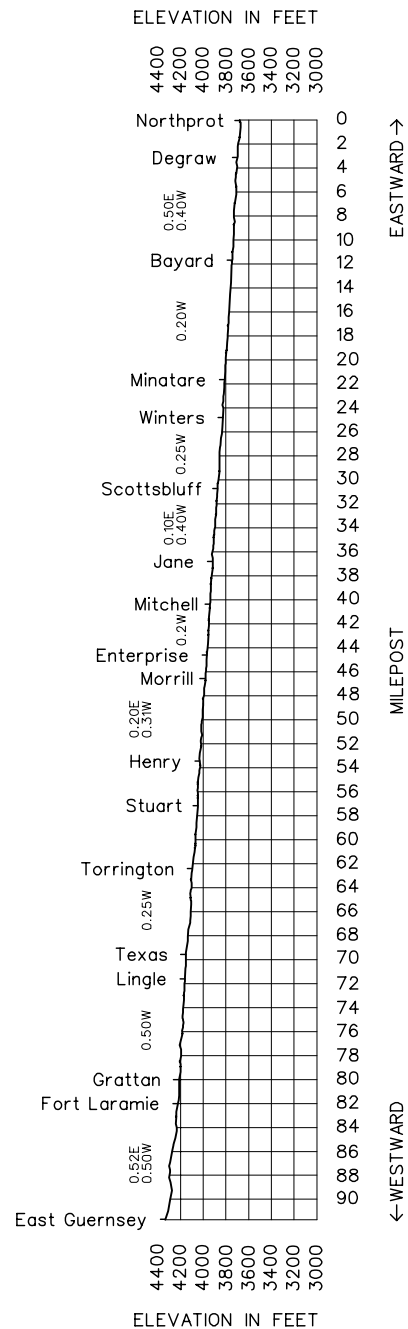
**Line Segments Limits**

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 Old Pass-1801	Mitchell	122	Both
32074 Mitchell -1802	Mitchell	29	Both
32074 Mitchell -1803	Mitchell	28	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





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**Track Bulletin Form B—Verbal Permission:**

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

"Foreman (name and/or Gang No.) \_\_\_\_\_ using Form B Restriction 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 through the limits at \_\_\_\_\_ MPH (or maximum authorized speed) but not exceeding \_\_\_\_\_ MPH between/at (specifying location) (specifying track when necessary)."

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

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